The Changing Face of London

Marking the 15th anniversary of New London Architecture (NLA), The Changing Face of London revisits the very first exhibition which opened in the NLA galleries in 2005 and provided a comprehensive view of the scale of change the city was about to experience.

Looking back over the last decade and a half, the exhibition reflects on the achievements, the lessons learned and the missed opportunities while also taking a look to the future. In conclusion, we present a Checklist for London that should guide development in the capital over the next 15 years.

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Contents

004 Foreword →

006 What has shaped London since 2005? →

013 Who runs London →

020 What have we learnt since 2005? →

048 International Comparisons →

054 Timeline 2005 – 2020 →

058 Planning London →

062 50 Areas of Change →

374 The View from 2020 →

384 London 2035 Checklist →

385 Further Reading →

388 Acknowledgements →

390 Company Profiles →

Foreword

By Peter Murray, Curator-in-Chief, New London Architecture

London has been growing pretty consistently for over a thousand years, interrupted only by plague and political interference. Its 50,000 inhabitants in the 14th century were reduced by a third by the Black Death. The Great Plague of 1665 killed 100,000 out of a population of 460,000. By 1900 it was the largest city in the world with a population of six million.

Inspired by Ebenezer Howard and his antipathy to the overcrowded Victorian city, post-WW2 policies heralded 40 years of economic decline. The Abercrombie Plan, the new towns programme, the removal of manufacturing to rebalance the nation's economy, and the Location of Offices Bureau caused London's population to shrink by over a fifth between 1941 and 1992, losing two million people at a time of rapid growth in the UK's wider population.

'It no longer has a cohesive sense of identity. Its infrastructure has drastically declined. It is dirty, overcrowded, increasingly polarised between rich and poor, north and south.' So ran the back cover blurb of 'A New London' by Richard Rogers and Mark Fisher published in 1992; hardly a good advertisement for the 'greatest city in the world'.

While there was no intentional plagiarism of its title, with the benefit of hindsight one can see how much NLA — and indeed London as a whole — owes to this publication and to Richard Rogers for his vision and foresight.

Rogers' European view highlighted how poorly we were performing in comparison to cities like Copenhagen, Frankfurt, Paris, Barcelona and Madrid. The book quotes Jane Jacob's inspired putdown, 'Ebenezer Howard's garden city was a place for Christopher Robin to go hoppity hop'; it checks out the renewed interest of the sort of intense public life that cities promote, calls for a coordinated, interventionist transport policy and looks to dense neighbourhoods with overlapping activities to reduce the need for commuting dormitories. 'London with its myriad villages, parks and towns, is especially well placed to develop polycentrically. The challenge is to consolidate this structure into a dynamic urban conglomeration.'

Rogers' co-author was Labour MP Mark Fisher and when the Blair Government won the 1997 election, he was a natural choice to chair the Urban Task Force which set the agenda for the Government's urban renaissance policies.

These policies, to create a compact, mixed-use, well-connected and well-designed city, were adopted in the first London Plan published in 2004 by Mayor Ken Livingstone under Rogers' guidance as Chief Advisor to the Mayor on Architecture and Urbanism. Key strategies were to create socially balanced and sustainable communities, optimise the potential of London's available sites by linking transport and development opportunities and to improve London's public realm.

The NLA started its journey a year later. In this exhibition and publication, we track the changes to the capital that have been guided by these ideas during the 15 years we have been in existence. Much has worked, although the divide between rich and poor remains. Nevertheless, re-reading 'A New London' is a reminder of the debt we owe to Richard Rogers and that at this moment of crisis we need, more than ever, farsighted thinking of this quality if we are to minimise the impact that our current plague will have on the future growth of London and the health and wealth of its citizens.

Over the next 15 years NLA will endeavour to provide the forum where new ideas can be discussed, promoted and put into action.



2020 ©Jason Hawkes

What has shaped London since 2005?

Historical events

The period since 2005 has seen an extraordinary period of growth, and a scale of change and development that has transformed vast areas of London, driven by a range of factors, the most important of which has been a population explosion, along with inward investment, mayoral strategies and rapid technological and social change. In 2020, however, no event within living memory for most Londoners has affected the public life of the capital as has the COVID-19 pandemic, with its dramatic and sudden shutdown of social and economic activity. Its potential long-term effects on how we plan, design and build are currently much debated, yet in the 15 years — half a generation — since 2005 other significant incidents have influenced, either tangibly or intangibly, how the city is shaped and the attitudes towards it. Bookended by momentous events, this period reinforces the fact that London remains, as it has done throughout its history, a remarkably resilient place.

The beginning of this period, and the foundation of NLA, saw the combination of the euphoria of London winning the bid for the 2012 Olympic and Paralympic Games, for the first time since 1948, and the tragedy of the 7 July terror attacks on the transport system, just one day apart in the summer of 2005. Both have left significant legacies: the former in the successful delivery of the Olympic Park, the regeneration of east London, and renewed confidence in the ambition and



The Queen Elizabeth Olympic Park during the London Olympics in 2012

ability to deliver major transformation successfully; perhaps most importantly, suggests Debbie Jackson, former Director of the Built Environment at the Greater London Authority (GLA), it was not just the physical manifestation of the Games that was so successful, but the fact that it was also 'a real turning point in how Londoners perceive and use London'.

'It was not just the physical manifestation of the Games that was so successful, but the fact that it was also a real turning point in how Londoners perceive and use London'

The continuing threat since 2005 of terrorism on civilian targets — as particularly evident from the use of vehicles in a series of attacks at London Bridge and Westminster Bridge from 2017 onwards — has led to an increased focus on 'designing out' terrorism and use of smart technologies and systems to create buildings and public spaces that feel open but are also safe. Safety and security were also reinforced as key issues by the Grenfell Tower fire of June 2017, in which 72 lives were lost in one of the worst civil disasters in modern Britain; it also brought to the fore debates around management, maintenance, the role of local authorities, citizen engagement in the process of change and inequality in society. The riots of August 2011 right across London and other UK cities — following the death of Mark Duggan, who was shot dead by police in Tottenham — in some of the most widespread civil unrest since the 1980s were also, says Robert Gordon Clark, Executive Chairman, London Communications Agency, 'shocking to the DNA of London', raising concerns that 'London was not a safe city'.

From a national and international perspective, two key events stand out: the collapse of the US sub-prime mortgage market in mid-2007, dangerous exposure to debt and the consequent 'credit crunch' leading to the freefall of the stock markets, collapse of banks and bailout by government of others, with a recession resulting in waves of redundancies, cuts in public spending, and a 'far-reaching impact on investment, development and occupational markets'.[1] Another shockwave was generated by the referendum of 2016 in which the UK voted to leave the European Union, generating concerns about the loss of key institutions headquartered in London and the potential drain of talent in the burgeoning knowledge and creative economies; these remain ongoing concerns in the 'transition period' — the negotiations with the EU on the final shape of UK/EU relations — scheduled to end on 31 December 2020. London, however, voted

59.9 per cent (in some areas more than 70 per cent) in favour of remaining in the EU, with the Mayor emphasising his message that ‘London is open’.[2]



People’s vote on Brexit march, London, June 23, 2018





Queen Elizabeth Olympic Park transformation 2005 – 2020 ©Jason Hawkes

National and regional politics

These events have taken place against the background (and sometimes as a result) of remarkable and fundamental shifts in the political landscape of the UK. In 2005 Tony Blair won a third successive term as Prime Minister—unprecedented for a Labour leader—albeit with a reduced majority of 66 seats, and on a manifesto that stressed that 'economic dynamism and social justice must go hand in hand'.[3] Fifteen years later the government is a mirror image: a third consecutive term of Conservative Party majority rule, albeit after snap elections, the tumult of the Brexit vote and a single-term coalition (2010–15) with the Liberal Democrats, a manifestation of the increasingly fractured and complex nature of political allegiances that characterizes the early 21st century.

In London, this period has witnessed the 'maturing' of the Mayoralty and the GLA, as these reach their 20th anniversary. In 2005 Ken Livingstone had just won the second mayoral election following his success in the inaugural election of 2000—this time as the nominee of the Labour Party rather than an Independent. His second term was, as Prof Tony Travers, Director, LSE London wrote, marked by an entrenchment of his team's 'particular form of power' but also strong support for private-sector development, and innovations such as the new pre-pay transport ticket, the Oyster card (the congestion charge had already been introduced in 2003). Significantly, Livingstone also won from central government devolved powers for the Mayoralty, including the allocation of resources for affordable and social housing, and development control powers over larger schemes.[4] In 2008 and 2012 Boris Johnson won for the Conservative Party, and there was a marked turn of emphasis towards outer London—the heartland of his support ('the blue doughnut')—as well as a commitment to reduce crime and a 'looser version of London government' shifting more autonomy to the boroughs.[5] In 2016 Labour returned to mayoral power with Sadiq Khan's manifesto committing him to tackle the housing crisis, make London safer and be the 'most pro-business Mayor' yet.[6]

Major national policy initiatives at the end of the first decade of the 21st century that had an impact on the shape of London included the introduction of the National Planning Policy Framework in 2012 with its significant 'presumption in favour of sustainable development', as well as the introduction in 2013 of temporary permitted development rights (PDR), later made permanent, which allowed the conversion of office accommodation to residential use without planning permission. Relaxation of the licensing laws (in England and Wales) in November 2005 enabled many pubs, clubs and bars to extend their opening hours and undoubtedly were a key factor in supporting the expansion of the night-time economy and the realisation of a '24-hour city'. From 2008 onwards extreme austerity measures

and government spending reviews in the wake of the financial crash led to the ‘bonfire of the quangos’ and the abolition of key national and London-wide organisations with a remit for regeneration and design quality, including the Commission for Architecture and the Built Environment (CABE) and the London Development Agency (LDA), the latter of which was responsible for steering sustainable regional economic growth. But one of the most long-lasting effects of a decade of public spending cuts has been the hollowing out of public-sector resources and skills — especially in planning — as well as community services and facilities.

‘I think planning has got much better, much more confident in handling big schemes’

Since its first publication, in 2004, the London Plan in its various versions through mayoral terms has provided a coherent spatial development strategy for the city as a whole, but, as we explain below, political tensions between national and regional policies have become especially marked in its latest iteration. This could also apply to local politics; ‘I think planning has got much better, much more confident in handling big schemes’, remarks Robert Evans, Partner, Argent, but ‘the thing that has got worse is the politics.’



London Plan covers in order from top left: 2004, 2008, 2011, 2016, 2020

Who Runs London

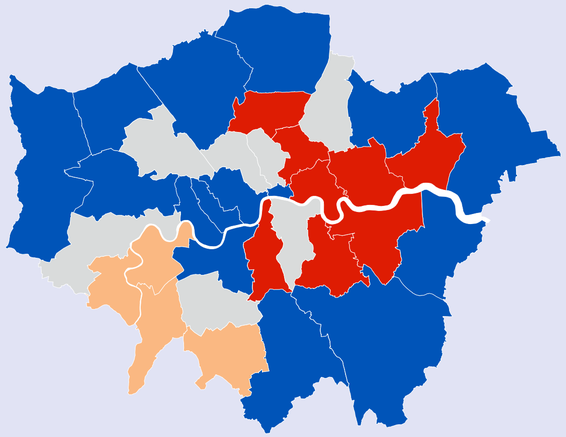
By Robert Gordon Clark, Executive Chairman, London Communications Agency

Who Runs London? is a question many people have asked over the years. The answer is not at all simple. But the graphics on the following pages seek to explain it as simply as possible in visual form through a map tracking the inter-relationships between central, regional, sub-regional and local government.

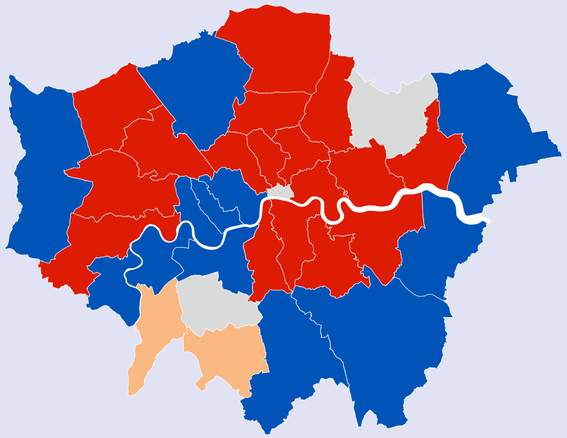
First developed in 2008, it was inspired by a family tree structure produced by Professor Tony Travers in 2003 in a book on London titled *The politics of London: governing an ungovernable city.*[7] Working with Tony and the NLA, London Communications Agency (LCA) developed Who Runs London (WRL) around the 'moon and stars' concept. The GLA is placed in the centre with central government to the north and local government to the south. The dotted lines seek to highlight the key connections between all the organisations. The size of each organisation and how close it is to the centre seek to reflect, to a degree, the significance of the organisation to London.

Over the last 12 years the chart has been updated a number of times to reflect the changes made at various levels for various reasons, including for example the 'bonfire of the QUANGOs' by the Coalition government and the passing over of Olympic responsibilities from Games to Legacy mode.[8]

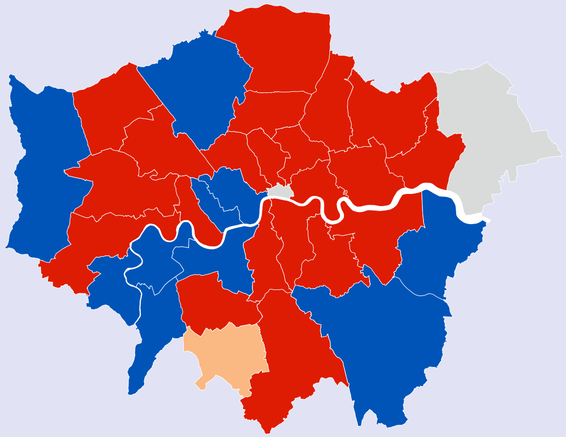
2006 Results



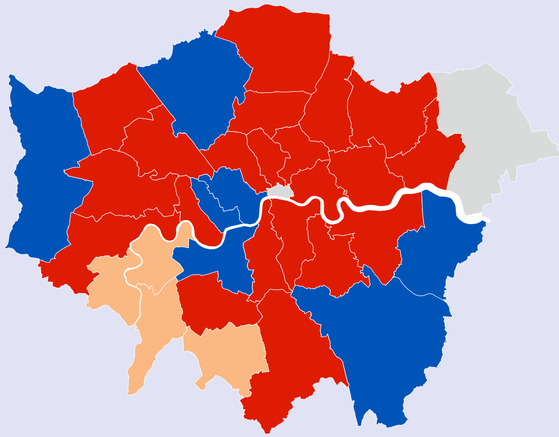
2010 Results



2014 Results



2018 Results



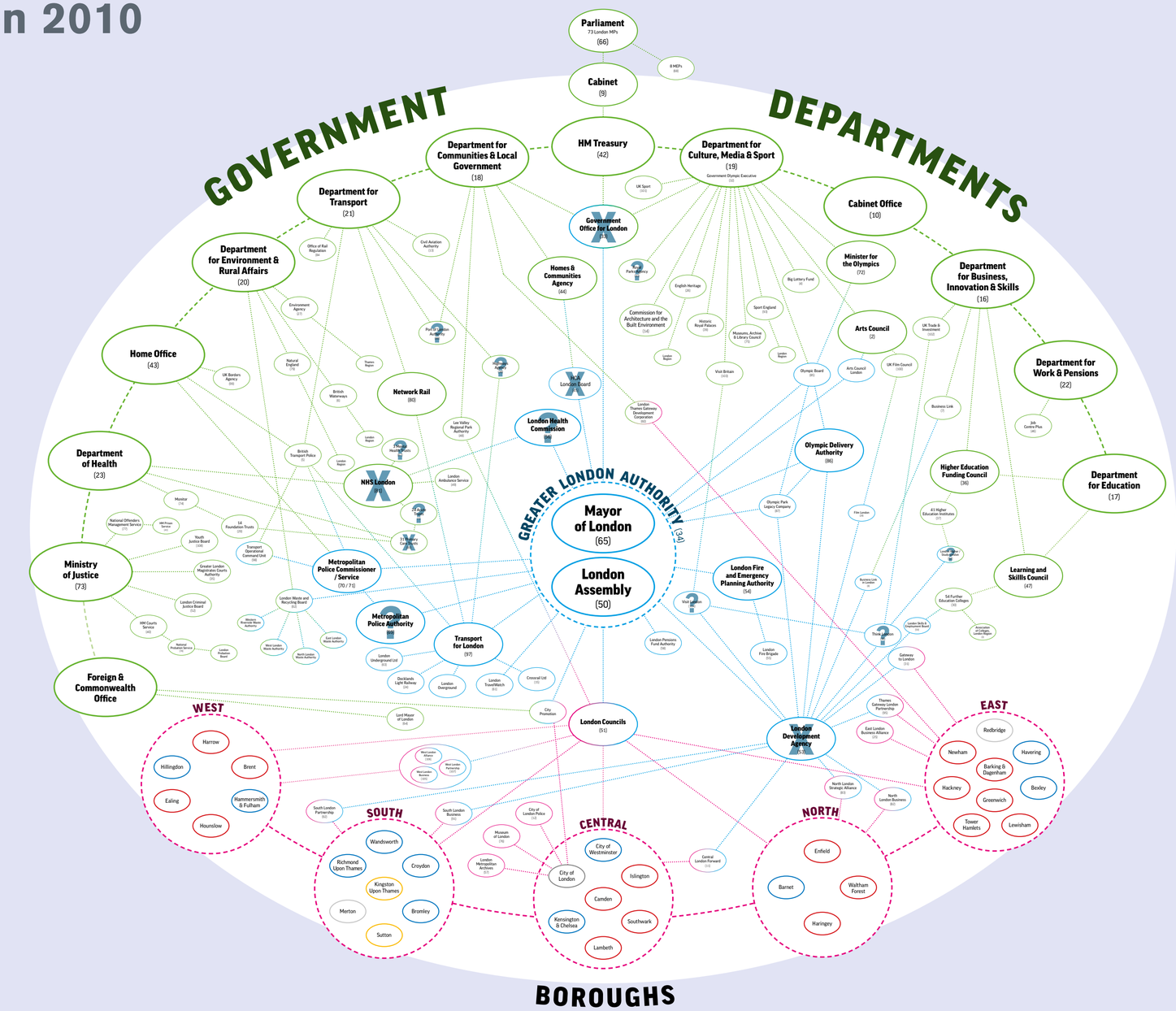
London Local Elections Conservative Labour Liberal Democrat No overall control

London Local Elections results from 2006 – 2018

Who Runs London 2010

Key

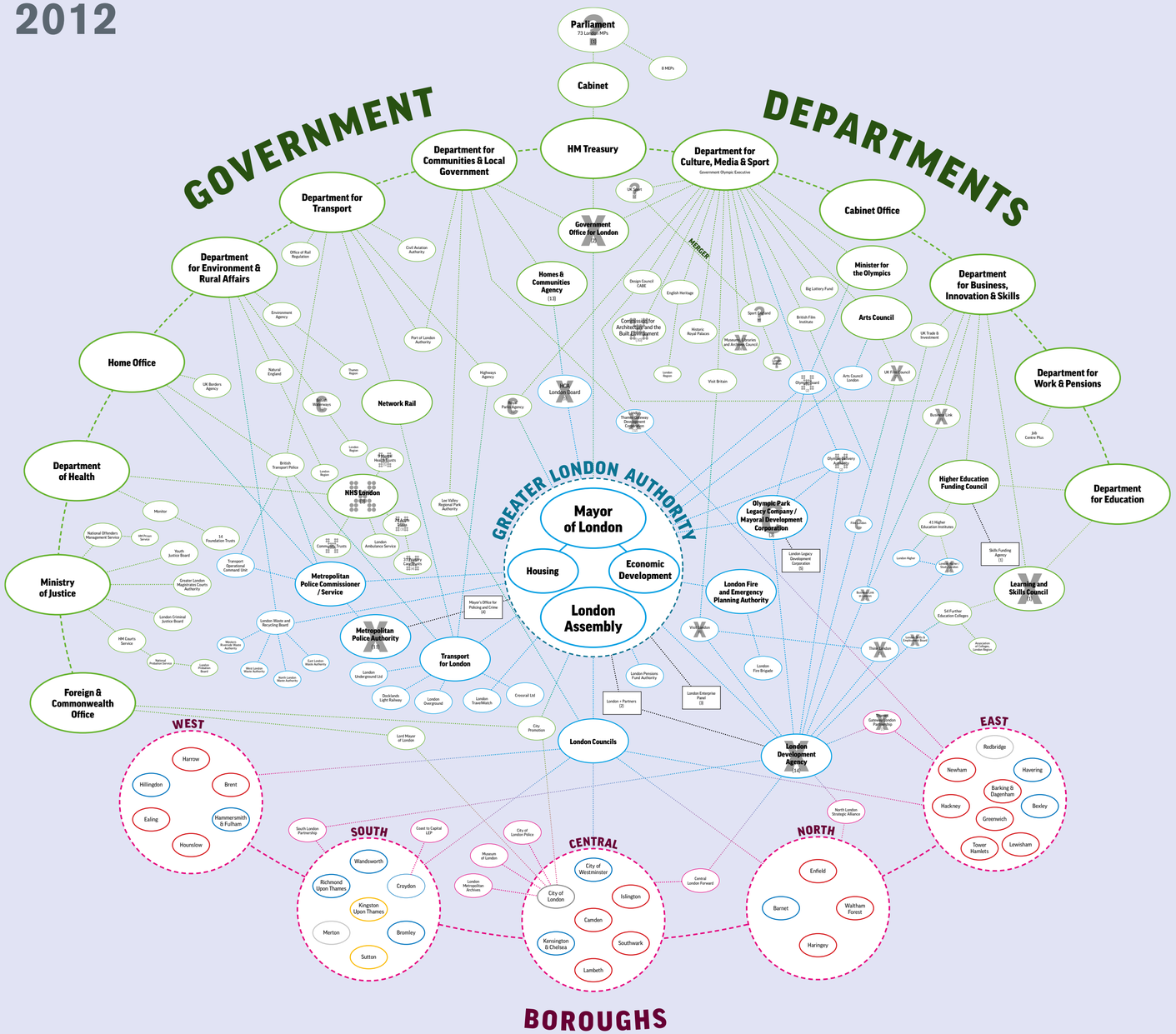
- Conservative
- Labour
- Liberal Democrat
- No overall control
- Non political
- X Soon to be dissolved
- ? Under review



Who Runs London 2012

Key

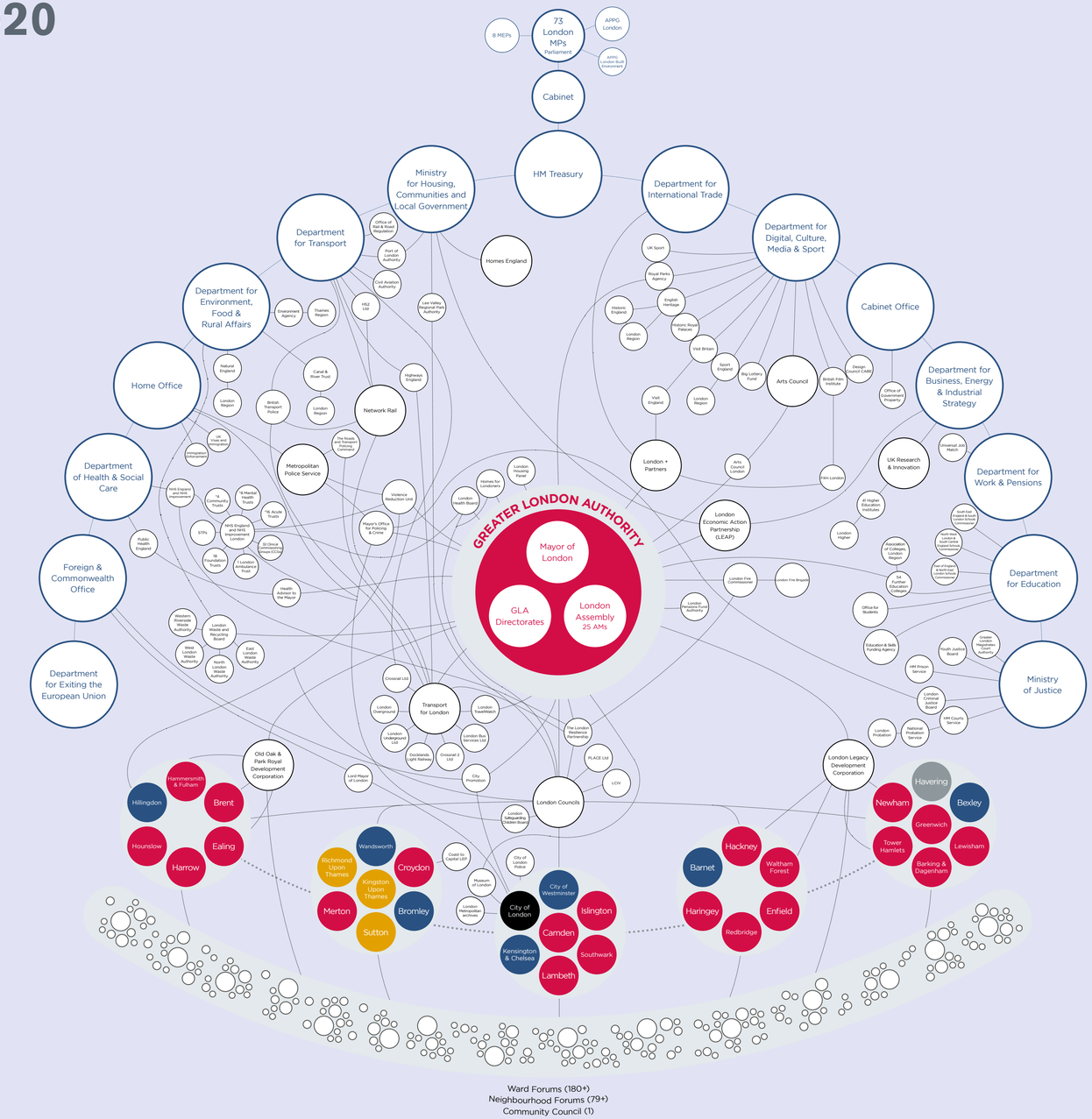
- Conservative
- Labour
- Liberal Democrat
- No overall control
- Non political



Who Runs London 2020

Key

- Conservative
- Labour
- Liberal Democrat
- No overall control
- Non political



Social, economic and technological change

The period up to early 2020, even with the impact of the global financial crash, has been marked by growth. In early 2015 a major milestone was reached when London's population exceeded 8.6 million, its previous peak just before World War II.[9] It currently stands at about 8.9 million. Analysis by Centre for London showed that outer London's population has grown more slowly (at 12 per cent) than inner London (17 per cent) from 2008 to mid-2018, and while longer life expectancies mean that the capital's population is ageing, this is happening at a slower rate than the rest of the UK and London has remained a youthful city in demographic terms.[10]

High economic productivity and employment growth have helped to maintain London's competitiveness on the world stage, especially in the face of the explosive growth of Asian cities. The latest update of the economic evidence base for the Mayor's local industrial strategy (February 2020) showed that London's economic output increased at an average annual rate of 3.1 per cent per year in the 20 years up to 2017, while London's level of productivity has been between 19 per cent and 31 per cent higher than the UK average over the last 20 years.[11] London has retained and developed a diverse business environment, renowned not only for its financial, business and service sectors but also its outstanding creative and knowledge economies.

However, even before the severe threat posed by the pandemic of 2020, 'it does seem like we've been very successful as a city, and we've now become victims of our own success', says Charles Walford, Director, Stanhope, with rising inequality, a marked failure to provide adequate housing, and increased strain on infrastructure. In the last two decades the number of jobs in London has risen by 45 per cent and the number of people by 27 per cent, but there are only 18 per cent more homes.[12] 'Good Growth' has therefore become the touchstone of the current Mayor's political agenda, with the Mayor's Design Advisory Group, supported by NLA, working on guidance and recommendations to help deliver a high-quality and inclusive environment for all Londoners.[13]

But it is the extraordinarily rapid and dynamic technological changes of the past 15 years that reveal some of the major differences between the social, economic and cultural lives of London of 2005 and 2020. At the beginning of this period, Facebook was one year old and Instagram, WhatsApp, YouTube and Twitter did not exist; this was the mere dawn of smart technology. Mobile innovation, the sharing economy — and phenomenal growth of digital platforms such as WeWork, Uber and Airbnb — social media and 'the cloud' have dramatically transformed the world of work, retail and hospitality, as the knowledge economy can now operate from almost any location, with a profound impact on the types of space needed for

3.1%

London's economic output increased at an average annual rate of 3.1 per cent per year in the 20 years up to 2017

45%

In the last two decades the number of jobs in London has risen by 45 per cent and the number of people by 27 per cent, but there are only 18 per cent more homes

commercial activity and the emergence in this period of ‘disruptors’ that have overturned existing hierarchical structures and corporate norms.[14]

How has NLA documented and analysed these trends?

Since its inauguration, NLA has provided a cross-disciplinary independent forum in order to examine the main challenges and opportunities facing London’s built environment, providing intelligence and insights from the NLA network and beyond, and presenting recommendations for future policy and practice, in order to make London a better place to live, work and visit. A number of broad themes have emerged that are regularly revisited in order to capture current thinking and practice, in particular the Tall Buildings Survey. Produced annually with research partners it documents and provides comprehensive analysis of the London pipeline of buildings over 20 storeys, responding to public and professional interest in one of London’s most hotly debated built environment topics. Two editions of Great Estates, initially in 2006 and expanded in 2013, have investigated and highlighted the model of long-term stewardship that the historic ‘great estates’ of central London have provided to contemporary development and management of large-scale areas of London in single ownership. As well as papers exploring the rapidly changing nature of retail and hospitality, other topics have included London’s Towns, exploring the capital’s outer urban centres and



WeWork at 199 Bishopsgate ©Hufton+Crow

analysing how the capital could be strengthened as a polycentric city; WRK/LDN, examining how London can ensure its future resilience through its provision of space and land for business; and Public London, highlighting the transformation of London's public realm in the first decade of the 21st century — all key themes that are being looked at through new lenses in the light of the conditions brought about by the pandemic.



A selection of NLA's Publications over the last 15 years

What have we learnt since 2005?

London-wide governance and strategic planning has transformed how we perceive, plan and build London

‘Before we had a mayor, London as a city couldn’t sign a document’, observes Robert Gordon Clark, reminding us that at one point before 2005 there were rival London bids for the Olympic Games. In 2005 the second term of the Mayoralty had begun under Ken Livingstone, and as time has passed there is agreement that the institution of the Mayoralty and Greater London Authority has been absolutely critical not only in governance — its ‘active management of London, complementing borough leadership’, according to Lord Kerslake, Chair of Peabody and Chair of Be First — but more importantly in providing leadership and a vital reference point for London’s status as a world city. In 2005, as Andrew Jones, Cities Programme Director, AECOM, notes, the Mayoralty had become established and was at the point where ‘it could actually start doing things, rather than working out what it looked like’.

Undoubtedly for the city, the most important tangible result and major achievement of the period has been the London Plan. It was first published in 2004 and revised and consolidated in 2008, 2011 and 2016, with minor alterations in between and a new version originally due for 2019. The Plan is only the third regional spatial development strategy (after the plans of 1948 and 1969) and the second to have statutory weight. As well as providing a holistic regional planning approach, in identifying ‘Opportunity Areas’ — brownfield land with significant capacity for development — as well as Intensification Areas, the Plan has been vital in underpinning change, accelerating collaboration and challenging existing assumptions about how different parts of the city should be used.

‘Without effective fiscal autonomy in planning for infrastructure provision, the need to manage diplomatic relations with higher levels of government (and other funders) can divert city strategies from those appropriate to the needs of the mass of their own constituents/businesses’

Opportunity Area Planning Frameworks (OAPFs) have played an essential role in the ground work for regenerating large areas of the capital, as they are intended to provide the bridge between the macro

(citywide) and micro (local) policies; similarly important have been the various Mayoral strategies that expand and unpack the Mayor's vision on specific urban issues, for example on transport or the environment.

But 15 years on there is some debate emerging about loss of some of the impetus and innovative spirit seen in the early days: whether the long-lasting effects of Ken Livingstone's original vision and success in aligning different parties and engaging the private sector have tailed off and whether a new ambition and vision for the city are needed. In addition, there are some concerns about whether the London Plan has become too unwieldly, too long and too little concerned in reality with spatial planning and, as it has evolved, what its key function really is — is it more of a development control document or a vision statement? At the heart of this question lies the Plan's dual aspect as a political tool as well as a statutory planning one. This has been played out even more clearly in the political tensions between the current Mayor and central government: in March 2020 in a clash with the Secretary of State for Housing, Communities and Local Government over the 'Intend to Publish' version of the London Plan, representing ongoing sharp disagreements about housing delivery. Ultimately, this is a demonstration of the fact that, as Ian Gordon and Tony Travers pointed out as far back as 2010, 'without effective fiscal autonomy in planning for infrastructure provision, the need to manage diplomatic relations with higher levels of government (and other funders) can divert city strategies from those appropriate to the needs of the mass of their own constituents/ businesses'.[15]

The Olympics gave a massive boost of confidence to deliver big schemes successfully

'There is little doubt that London could do the Olympics proud if it got them', argued an opinion piece in The Economist in 2004, but '… if neither private nor public sectors have yet got round to building an Olympic-size stadium or swimming pool in London, nor to regenerating the lower Lea Valley … that is probably because those projects don't make economic sense'.[16] Sixteen years on, in total contrast, the Olympic Games, the Olympic Park and the legacy of new neighbourhoods are seen as the standout achievement, putting east London on the map, starting to fulfil the promise of regeneration, and revolutionising the way in which London's cityscape and culture were viewed not only internationally but also by Londoners themselves.

Although not the only exemplar project of the period, the delivery of the Olympic Park provided a critical fixed deadline and globally significant project that proved a rallying point; it showed 'the art of the possible' and what was needed to deliver it in what seemed an impossibly short deadline. 'Every week felt like a mountain to climb', remembers Jerome Frost,

now Global Cities Leader at Arup, then Head of Design and Regeneration at the Olympic Delivery Authority for London 2012. What seems perhaps distant now was the scale of the challenge in transforming a brownfield area into a 45-hectare urban park and, as it has become, new sustainable neighbourhoods. Ian Mead, Atkins' designer of the remediation strategy, explained at the time that the enabling works project was twice the size of the remediation project at Greenwich for the site of the Millennium Dome (now the O2), and such projects 'usually take 10 to 15 years to complete rather than two years'.[17]

The delivery of the project, says Frost, was like 'eating the elephant', taking an incremental approach using the mindset of going 'piece by piece—let's try and work our way through it'; its key lesson was 'use the early years to get the plan right'. Over time, as an NLA roundtable discussed in February 2020, the industry has built up more experience and more confidence in masterplanning large areas and realised that stakeholder alignment, consistency and clarity of shared objectives are fundamentally important in delivery. Nevertheless, transformational regeneration can still be significantly hampered by delays to decisions on and implementation of critical transport infrastructure projects, in particular Crossrail and, at a national level, High Speed 2 (HS2), intended to link London with major cities in northern England.



The Olympic Games, the Olympic Park and the legacy of new neighbourhoods are seen as the standout achievement



Areal view of London City Island, Millennium Dome and Greenwich Peninsula, 2020 ©Jason Hawkes

Housing remains London's biggest challenge

In an era of relative prosperity, the failure to build enough housing to meet demand, a crisis of affordability and rising levels of homelessness are the biggest challenges facing London; a strong economy attracted people to the capital but the flipside was London's inability to deliver to support them. According to the latest evidence base (2019) for the Mayor's Housing Strategy, there were provisionally 31,850 net conventional new housing completions in London in 2017/18, 21 per cent below the number recorded in 2016/17; if housing stock had grown at the same rate as the population since 1997 there would now be an extra 287,000 homes in London.[18] In 2019 the number of first-time buyers in London are nearly as low as those of the financial crash of 2008–9, while since 2005 rents have risen 42 per cent.[19] The Grenfell disaster also brought a stark reminder of the inadequacy and poor quality of much existing housing and the failure to provide effective maintenance and management to keep residents safe.

'People don't live in housing units; they live in homes', explained Professor Yolande Barnes, Chair, Bartlett Real Estate Institute, at the beginning of NLA's 2019 research publication Public Housing: A London Renaissance. Her statement represents a widely shared view that, as massive cutbacks in public spending, the loss of skills and changing politics have ceded delivery (and sometimes management) of new-build housing largely to the private sector, homes are now often regarded as a commercial asset and their delivery a bargaining chip as part of larger projects in a cross-subsidy model, rather than a fundamental starting point for community infrastructure. This is also the period, suggests architect Bob Allies, Partner, Allies & Morrison, that 'London built a certain type of housing', which is either 'brilliant or boring', depending on one's viewpoint. But, as Debbie Jackson questions, 'can we continue to rely on the private sector?'

'London built a certain type of housing', which is either 'brilliant or boring'

Some signs of change and innovation, as NLA documented in 2019, have begun to appear as a number of London councils have started to build new homes again, taking advantage of some (albeit limited) funding routes from central government and the Mayor, and the lifting in 2018 of local authorities' Housing Revenue Account (HRA) borrowing cap. Many boroughs have set up their own local development companies, while initiatives such as Public Practice,

31,850

net conventional new housing completions in London in 2017/18, 21 per cent below the number recorded in 2016/17

42%

Rent rise since 2005

placing built environment professionals on secondment in local authorities, aim to help repair the long-standing shortfall in skills and expertise that have been lost so dramatically in the public sector. In a similar way, a step change in digital manufacturing, anticipation of a post-Brexit labour shortage, and concerns about a severe shortage of construction skills are factors that are now influencing the take up of modern methods of construction, but — as NLA recommended in its Factory-made Housing project of 2018 — despite outstanding new exemplars a new mindset is needed to challenge existing assumptions about housebuilding.

Holistic placemaking approaches are the foundation of successful neighbourhoods and cities

Deirdra Armsby, Director of Place Shaping and Town Planning, City of Westminster (who, in 2012, was Head of Spatial Planning and Regeneration Policy in the London Borough of Newham), commented in an NLA roundtable discussion that although a massive success, the Olympics was essentially ‘a big meanwhile use for Newham’; a long-term challenge remains in the need to ensure that a new neighbourhood is ‘stitching itself into the old community’. As Yolande Barnes suggests, while increasing ‘internationalisation’ has led to ‘non-London building typologies being imported’ during this period, there has been an increased focus in several areas of the importance of placemaking, ‘a counterpoint’, she says, ‘to the could-be-anywhere-type of building’.



Module Install ©Tide Construction Limited, Vision Modular Systems

Placemaking has been a watchword of planning, design and development in the early 21st century. Its exact definition is debated but is generally understood as an approach to planning, design and management that looks at economic, social, and environmental aspects in the round, inspired particularly by the government's Urban Task Force set up in 1998 to 'identify causes of urban decline and establish a vision for cities'. Established in 2006, the unit Design for London, supported by the Mayor, drew on this model as 'an experiment … to devise a cohesive strategy of tactical urban design for regenerating London'.[20] As well as research into housing, town centres, streetscapes and landscape, it had a short life span of six years but in commissioning award-winning projects such as the East London Green Grid and Barking Town Centre left an important physical legacy.

But the most widely quoted exemplar of placemaking of this time is the redevelopment of King's Cross, led by Argent from 2001, transforming a 67-acre site of industrial wasteland adjacent to the mainline railway station into a high-quality, animated and diverse new urban neighbourhood. The factors for success here are many and varied, including successful collaboration with the boroughs and a multi-layered, complex approach that places equal emphasis on finance, governance and management as well as physical design and planning, as well as an approach that emphasises, says Yolande Barnes, the 'building of a piece of London fabric'—integrating restored and refurbished historic structures, streets and squares with the new—'rather than just a collection of buildings'. There is increasing realisation, says Jerome Frost, that masterplanners need to be 'facilitators of agility', allowing places to flex and adapt to new uses. As NLA's Great Estates projects have highlighted, many of the principles applied at King's Cross and in new areas of single ownership across London take their inspiration and model from the historic Great Estates of central London—which emphasises a measured, long-term, proactive form of stewardship, diverse uses and a cyclical process of renewal to create resilient places. These historic estates, such as The Crown Estate, have themselves and in partnership with others commissioned and developed new public realm projects and contemporary schemes according to these principles. 'Everyone', remarks Bob Allies, 'has realised that the city is more interesting the more mixed it is—and people will pay more to be in those places'. Through this process it is clear that the value of investment in aspects beyond the building itself—in high-quality public space, sustainability, community engagement, skills and training, for example—is now understood as a prerequisite for successful development, as is a longer-term perspective that values embedded involvement in a place over many years. Another highly significant development has been the rise of Business Improvement Districts (BIDs), organisations primarily sustained by voluntary

contributions from local businesses, as key players in regeneration of urban and suburban places. The first London BID was set up in Kingston in 2005 (Kingston First) and in 2020 there were 66, with new ones being added continuously. Research has shown that BIDs have a major role in ‘bringing in vital investment and forging useful partnerships with the public and voluntary sectors [and are] … now directly involved in regeneration, place-making, air quality and employment initiatives’.[21]



Barking Town Centre vision ©WestonWilliamson+Partners



King's Cross St Pancras, 2020 ©Jason Hawkes

Buildings have to be ‘long life, loose fit’ to meet rapidly changing demands

Even before the current pandemic, a number of factors had already been emerging since at least 2005 that had already significantly disrupted economic activity and the traditional forms of workspace, retail and hospitality provision. Among them were the dramatic advances in technology, not just in the office sector but also in industry with the adoption of rapid digital manufacturing methods; the entry of the millennial generation — digital natives — born in the 1980s and 1990s and Generation Z, born from 1995 onwards, into the workforce; greater concerns about life/work balance and the health and wellbeing agenda; the rise of the tech industries; and increasingly urgent concerns about the climate emergency and the imperative to reduce carbon emissions, in line with the ‘net zero’ target now set by 2019 UK legislation requiring the government to reduce the UK’s net emissions of greenhouse gases by 100 per cent relative to 1990 levels by 2050.

Traditional barriers between property sectors, especially commercial, retail and hospitality, started to break down as hotels, for example, increasingly adapted their public spaces to business use following demand, as NLA’s 2019 research London’s Hotels: Expanding Social Spaces showed. Especially marked was the emergence of coworking — renting of desks or office areas on flexible leases by small businesses — exploiting a gap in the market for a new, disruptive model of commercial leasing that overturned existing structures; it is estimated that in 2019 there was 11 million sq ft of flexible workspace across London.[22] With the unprecedented speed of such change, ‘futureproofing’ of buildings and places allowing flexibility for change of uses over very long timescales has become a critical priority, as has the need to find innovative ways of repurposing existing buildings and spaces rather than adding to current stock and to recognise that these now have to function in a multitude of ways. In the future, says Annie Hampson, Former Chief Planning at the City of London Corporation, the City, for example, will ‘still be a place of business — but more diverse in terms of its facilities and uses’. At the same time there are widespread concerns that space traditionally reserved for industrial and manufacturing uses continues to be under threat as land prices have risen owing to the demand for housing and new development. The importance of not only providing affordable space for business and protecting industrial uses but also exploring new mixed-use typologies was identified by NLA’s investigation into workspace, WRK/LDN, in 2016, while discussions of the NLA Sounding Board in May 2020 called for a revisiting of the established planning use class orders, a call that has taken on greater urgency with the switch to homeworking for many during the COVID19 public health crisis.[23]



The Standard Hotel on Euston Road is a key example of repurpose of a building, transforming the Brutalist 1974 Annexe of Camden Town Hall into a new hotel in 2019 ©Agnese Sanvito

Transport improvements are vital to unlocking growth and regeneration, not just a way to move people around the city

‘The biggest achievement of this period’, says Fiona Fletcher-Smith, Group Director, Development and Sales at L&Q, is the recognition that the ‘transport system is a fantastic enabler of growth and regeneration.’ Good transport connectivity is a basic requirement for the city to function socially and economically, and the past 15 years have been marked by major achievements in infrastructure improvement, in particular the completion of the Overground orbital network, enabling people to travel from any side of the capital to another without having to go through the central zones. As Jerome Frost remarks, the result is that the ‘centre has literally expanded’ and the perception of London’s geography has been altered. Peripheral locations have become mixed-use ‘extensions of the centre’—desirable places to live, work and relax—and are no longer just residential areas, a trend that will almost certainly continue with the planned extensions to the Bakerloo and Northern Tube lines. The once-in-a-generation engineering feat of Crossrail (1) will undoubtedly be transformative in linking east and west (as will Crossrail 2 from north to south), but continued delays in completion of what is now called the Elizabeth Line have caused concerns and frustration about the potential damage to London’s reputation and ongoing investment.

Successive versions of the London Plan have been consistent in requiring growth to be accommodated within London’s existing boundaries, protecting the Green Belt. Consequently, focus has turned towards how capacity for new homes and jobs can be delivered in and around public transport hubs beyond the centre—both in historic town centres such as Croydon, Kingston and Romford, and newer emerging ones, such as Canada Water, Old Oak Common and Silvertown—as demonstrated by NLA’s London’s Towns (2017), which incorporated a design charrette generating proposals for innovative, mixed-use development in partnership with Transport for London.

‘Fifteen years ago planners were ‘ridiculed’ in their insistence in providing cycle parking spaces inside buildings—which might have been ‘only accessed through the loading bay—now the picture has completely turned’

This period has also been marked by TfL's increasingly proactive stance towards its 5,700-acre estate, it being one of London's biggest landowners, moving from management to active development, including through joint ventures, to create a long-term pipeline of 10,000 homes across London, as well as new commercial spaces and station improvements. Concerns about health, wellbeing and air quality — and the high-profile success of British athletes at the home Olympics, among other factors — has also seen an explosion in active travel and the creation of new cycling infrastructure as evidence of a real commitment to supporting sustainable places (as explored in NLA's 2019 research Future Streets). As Annie Hampson notes, fifteen years ago planners were 'ridiculed' in their insistence in providing cycle parking spaces inside buildings — which might have been 'only accessed through the loading bay — now the picture has completely turned'.

Funding for infrastructure remains the key challenge: a large part of the opportunity is on big sites but, says Lord Kerslake, 'they don't move fast enough — London doesn't have the powers [to raise funds] to build infrastructure to support them'. However, Michèle Dix, Managing Director of Crossrail 2, points out that the Mayoral Community Infrastructure Levy (CIL) introduced in 2012 for Crossrail 1 has been identified by the independent CIL Review in 2018 as an example of how collective payment by developers



Crossrail Place, in Canary Wharf, is the new Crossrail Station opened in 2018 that feature a public roof garden ©Nunzio Prenna

‘can contribute to transformational impact over a much wider area’.[24] The north–south Thameslink improvements are seen as a success for London in integrating it with the wider city-region but an ongoing debate lies in nature of London’s functional relationship with the South East region and the infrastructure needed to support that.



The Mini Holland scheme in Waltham Forest has created additional cycle lanes and public realm improvements

We need to rethink what we mean by ‘social infrastructure’ and how to deliver it

The early 21st century has witnessed the culmination of the gradual but fundamental structural shifts since the end of World War II in the nature of how spaces are used by communities, especially the traditional town centre and high street.

‘We have started to recognise the importance of high streets as a bellweather’ of the social and economic health of a community, says Debbie Jackson, and ‘that they are very much social and civic assets’.

Before the current pandemic, the 2008 financial crash was the hardest blow to consumer confidence, which, combined with the rise of online shopping and the shift from transactional to ‘experiential’ shopping, has led to many large and small retailers going out of business and a stark reminder to residents and workers of economic decline in the form of lower footfall and empty shops. Outer London town centres in particular have also been hard hit by permitted development rights that have seen workspaces converted to homes, exacerbating the loss of economic activity. Social infrastructure has also been an area through which the changing relationship between public and private sectors has been highlighted, with planning obligations in particular now playing a significant role in providing funding via the private sector.

As Patrick Dubeck, Head of Regeneration, GLA, explained in a NLA roundtable, ‘real attention needs to be paid to the civic heart of outer London places that have a character…’ The response from the last 15 years has perhaps been that retail might provide an answer, but ‘understanding what social infrastructure is now and will be in the future will be key’. While traditional forms of social infrastructure such as schools and hospitals remain, therefore, the spaces that traditionally brought people together to meet, socialise and spend leisure time need to be rethought to sustain neighbourhoods in the future, and efforts have been made in the past decade and more to understand the opportunities for adapting and repurposing them. ‘We have started to recognise the importance of high streets as a bellweather’ of the social and economic health of a community, says Debbie Jackson, and ‘that they are very much social and civic assets’.

Alongside others, the GLA in particular has undertaken research and pilot projects that promote innovative

approaches such as meanwhile uses, repurposing shops as workspaces and social enterprises that may help to reconfigure the high street as a social hub for the future. This has gone hand in hand with the drastic impact of austerity on the public sector, which, Debbie Jackson explains, has led to some boroughs taking a more entrepreneurial approach to publicly-owned community assets such as libraries in order to deliver broader social outcomes, as they have had 'to work really hard to do more with less'. In addition, says Alistair Parker, Head of Development, GL Hearn, redundant retail is a 'signal flag to the future'—we may see the reinvention of the shopping centre as a new form of mixed-use development and public space, as traditional retail continues to decline.

Public interest in the built environment has increased, but trust in the industry has been badly eroded

With the scale of change in London over the past 15 years, it is perhaps not surprising that architecture, design quality and the built environment have become important topics of public interest and debate, enhanced especially by the rise of social media which facilitates unmediated—and, many would say, polarised—communication between professionals and the wider community. But public enthusiasm for and interest in architecture-as-culture can be measured by the success of city-wide festivals such as the London Festival of Architecture, founded in 2004, which 15



Pop Brixton is a meanwhile scheme in Brixton that has brought new social activities to the street ©Agnese Sanvito

years later attracted an audience of more than 800,000 people to more than 500 events, and Open House London, opening up buildings to public access for one weekend each September. As Bob Allies suggests, contemporary exemplar projects have meant that 'the new has become more acceptable', and although people can still be wary of change, in the parts of the city which 'people think don't work, they are more prepared to see change happen', in his view. This is borne out by a national government survey that showed a substantial increase in demand for new homes over the past decade: in 2017, 57 per cent of the public supported more homes being built in their local area, more than double the figure (28 per cent) in 2010.[25]

Undoubtedly there has been a great variety and number of high-quality developments, buildings and spaces in the past 15 years, says Jerry Holmes, Chief Development Officer, Qatari Diar, but there has been a downside: 'Those achievements are staggering, but I'm not sure we've made London a better place to live in … For the next 15 years, that should be an absolute priority.' A study published by Grosvenor in 2019 involving a public survey of more than 2,000 people showed that in relation to planning for large-scale development, just two per cent of the public trust developers and only seven per cent trust local authorities. There is therefore, a 'massive job to restore trust and confidence', suggests Lord Kerslake. Trust has been eroded, says Andrew Jones, because often people perceive 'that there is not much benefit to them—no balancing investments in education, social infrastructure, etc.', and that newcomers rather than existing residents benefit; in addition, the affordability crisis in particular has contributed to the fact 'putting down roots is a big issue; London is a hugely transient city and remaking communities all the time—the pace has changed'. Compounding this issue has been the stripping away of public assets, services and resources through austerity and the visible decline of high streets and town centres. In an indication that the industry is addressing the issue, 'trust' has become one of the main three themes of the London Real Estate Forum programme.

As NLA's Public Housing (2019) observed, there is no single solution to working with communities in the processes of change and upheaval that result from the drive to build new homes across the capital, but early and sustained engagement, clear communication, transparency, providing the right type of information at the right time, and making clear commitments are vitally important as the foundation of constructive conversations. Honesty is essential, too, says Fiona Fletcher-Smith, especially in explaining that 'it's OK to make a profit—the difference is what we do with it'. Rethinking housing as community infrastructure, minimum standards of quality, more investment in neighbourhood planning and an approach that designs with, rather than for, people—as recommended by the Mayor's Good Practice Guide to Estate Regeneration

2%

Of the public trust developers and only seven per cent trust local authorities

57%

of the public supported more homes being built in their local area in 2017, more than double the figure (28 per cent) than in 2010.

and the requirement from 2018 for resident support through a ballot for demolition of any social homes and the construction of 150 or more new homes of any tenure — have also been identified as ways forward.

High-quality public space is the glue that holds the city together

There is now 'recognition that the quality of the public realm … does matter, and that we are beginning to take pride in how our city looks and feels after years of neglect', wrote Ricky Burdett, now Professor of Urban Studies at LSE and Director of LSE Cities, back in 2005.[26] Only four years before that, Trafalgar Square had been a 'race track with three lanes of traffic whizzing round', he wrote, yet its pedestrianisation and reshaping was the landmark project from which a comprehensive and long-term programme of public realm improvements across London followed; many were initiated by successive mayors, for example in the Mayor's (Ken Livingstone's) 100 Public Spaces and London's Great Outdoors initiatives.

As NLA showed in its 10th anniversary programme in 2015, Public London, the influence of the 'urban renaissance' mindset generated 'a momentous shift in understanding that the spaces in, around and linking buildings are as important, if not more so, than individual structures in a city — they are not just the 'in between' parts. Public space has become a fundamentally



London Architecture Biennale, Clerkenwell, 2004

important element of making places work for people.'[27] This applied not only to London's traditional outdoor spaces — its urban squares, such a distinctive element of the historic fabric of the Great Estates — but also streets and roads, via (under Sadiq Khan) the Mayor and TfL's 'Healthy Streets' initiative, which seeks to prioritise walking, cycling and public transport through holistic placemaking principles that aim to create not only a healthier city — through increased physical activity and improved air quality — but also a safer and cleaner one. This reflects a continuing shift of focus from big central London public spaces to local high streets. Equal significance is attached to green and blue infrastructure: not just the larger spaces of parks, canals and lakes but a more integrated 'urban greening' approach that maximises the potential of roofs, walls and streetscape through such projects as pocket parks and gardens. The City of London has been at the forefront of this approach, with its City Plan 2036 requiring all new development to incorporate or deliver green walls, green roofs, trees and other green features, with major schemes assessed through a new 'Urban Greening Factor'.[28] Much impetus was provided by the Olympic Park, with, according to Argent's Robert Evans, public realm a major part of its success and a 'huge gain' for London, and similarly the new public spaces, especially Granary Square, at King's Cross.

Investigation into public attitudes towards public spaces by the GLA in 2019/20 evidenced the success of the regeneration of London's places and spaces over this period. The results showed that it was clear that Londoners believe that there are more public spaces and that the public realm is more accessible than it used to be. The general look and design of spaces appears to have improved, with more greenery and pedestrianised areas, and better upkeep and cleanliness.[29] The same survey demonstrated the continuing debate that has arisen in the past 15–20 years and more about the ownership, regulation and management of public spaces by private bodies: 39 per cent of respondents to the survey thought this was a problem and 37 per cent not. The current Mayor has made a commitment to developing a Public London Charter, which sets out new principles for the rights and responsibilities of the owners, managers and users of new public spaces, a recommendation made, among others, by NLA in 2015. A draft Charter was launched in March 2020. The Black Lives Matter movement and protests that took place in London in reaction to the killing of George Floyd in the USA in May 2020 have drawn renewed attention to London's public spaces and its street names, memorials, plaques and statues. In June 2020 the Mayor announced the formation of a commission to review and improve diversity across London's public realm, in particular to ensure increasing representation among Black, Asian and Minority Ethnic communities, women, the LGBTQ+ community and disability groups.[30]



Aldgate Square is a new project in the City of London that transformed a traffic gyratory into a new pedestrian public space



Black Lives Matter protest in London, June 2020

Tall buildings are now part of the London landscape, but they must be safe, well-designed and well-built, and appropriate to their location

As Peter Murray notes in the NLA's London Tall Buildings Survey 2020, 'Even if there is a drop in levels of construction as we face an uncertain economic future because of Brexit and Covid 19, the skyline has been forever changed in accommodating the significant growth that the capital has experienced over recent decades'. Tall buildings are the most publicly visible of all changes to London's built environment over recent years and almost certainly its most debated aspect. Traditionally London has been a lower-density, low-rise city with a rich, layered historical fabric accrued through centuries of development. Modern tall buildings therefore inevitably generate controversy and strong opinions as to their perceived advantages and disadvantages: some 'fear that what is currently taking place in London is dangerously akin to a Dubai or Shanghai-style free for all, a pell-mell race to the sky', while others see landmark 21st-century developments such as 30 St Mary Axe and The Shard as having 'enhanced London's status on the world stage, setting a visual marker for London as a powerful global player'.[31] Through its annual programmes reporting on new tall buildings, NLA has been at the forefront of facilitating an open and informed debate about the pressures of housing a fast-growing city, and in tracking key related issues, most recently concerns about fire safety in the wake of the Grenfell tragedy. The debate is certain to continue in the era of social distancing and concerns about potential virus transmission in enclosed spaces, especially in lifts.

Underlying the transformation of London's skyline in the early 21st century is the need to accommodate a growing population within the capital's boundaries and therefore without encroaching on the Green Belt. This has been a keystone of mayoral policies and of the London Plan: 'I made my view absolutely known — I raised it again and again at meetings — that I would favour higher buildings and higher densities', said Ken Livingstone in 2001.[32] It is now understood that a robust planning regime that broadly controls where tall buildings can best be located, with respect to (among other aspects) major historic landmarks through the retention of 'viewing corridors' across the city, is vital for successful overall development. Respect for local character and context is equally essential: the London Plan, for example, states from the outset that 'Based on local context, Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London.'[33] Similarly, height is not the only consideration: the City of London's vision for the City Cluster — the eastern corner of the Square Mile incorporating some of London's most recognisable

skyscrapers — emphasises the importance of the ground level of tall buildings and their role in contributing to a highly distinctive public realm. Increasingly, the focus for higher-density development that supports sustainable growth has turned towards town centres and other hubs with good public transport accessibility, especially in outer areas. A key tool that has become widespread in use for considering where sustainable development at increased densities (though not necessarily high-rise) could be sited is PTAL (the Public Transport Accessibility Level). The PTAL value, originally based on walking distances, indicates the distance and frequency of a public transport service to a site, and has become embedded in policy and design as a guide to the appropriate density level of new housing development.



The Isle of Dogs has experienced major growth in high rise developments, with density reaching similar levels of Manhattan.



The CIty of London tall buildings cluster, before (2005) and after (2020) ©Jason Hawkes

Environmental sustainability has to be an integral part of building, not an ‘add-on’

‘Scientific opinion has moved decisively to an almost universal consensus that climate change is happening and is the result of human activity. That means we can move the debate from whether there is a problem to how to deal with it’, stated Tony Blair in the UK’s Sustainable Development Strategy in 2005, which outlined how the government of the time was developing, with industry, a Code for Sustainable Buildings, which would ‘establish stretching voluntary standards for resource efficiency on key issues such as energy, water, waste and materials …’.[34] At that time, developments such as BedZED, a zero-carbon ‘eco village’ in Sutton developed by the Peabody Trust in partnership with Bioregional and ZEDfactory architects and designed to achieve significant reductions in energy and water use, were seen as outliers. Completed in 2002, it was the UK’s first large-scale, mixed-use sustainable community with 100 homes, offices, and educational and community facilities. The UK Green Building Council, a membership organisation and part of a worldwide network campaigning for a sustainable built environment, was formed only in 2007 and the first London building (in Camden) certified to the Passivhaus standard — design and building principles aiming to provide a high level of comfort but using minimal energy for heating and cooling — only in 2011. ‘Sustainable design’ was often thought of in terms of tangible features, for example as green roofs and ground and air source heat pumps. Over this period, however, the urgency of the climate crisis, regulation, continuous innovation and new approaches that emphasise the social and economic aspects of sustainability — including health and wellbeing — have risen much higher up the agenda, and have become well-established in practice, to the extent that today a ‘green recovery’ has been widely advocated as a means of supporting an economy devastated by the impact of COVID-19, while also addressing the climate emergency.





Agar Grove Phase 1, a council-own estate in Camden with Passivehaus standards | Dalston Lane by Waugh Thistleton Architects in Hackney was one of the world's largest cross-laminated timber building when completed in 2017

London continues to have remarkable resilience and an enviable reputation as a world city

‘London’s core strengths have been many and long-standing and varied: its professional services, the English language, the international access — all those came together’ to make this period ‘really exciting’, said Robert Gordon Clark in a NLA roundtable in 2020. London’s long-standing success as a world city was undoubtedly enhanced in this period by the success of its staging of the Olympics, and the demonstration of the skills and expertise of its built environment industries in the completion of seminal regeneration, masterplanning, infrastructure and public realm projects, not just in London but around the world.

In the face of Brexit — and even more urgently in the current pandemic — London, along with other global cities, faces many significant challenges in maintaining its position as the world’s pre-eminent design capital, including concerns about major losses in the numbers of international professionals and students so vital to its creative and built environment industries, trade barriers and disruption to the supply chain. According to the Global Liveability Index, in 2019 London was ranked 48th — just ten points better than New York at 58.[35] Both cities were rated highly for culture but were perceived to have a higher risk of crime and terrorism.

Even before the current pandemic, there was consensus among the NLA network that, nearly a decade after the Olympics and 20 years on from the foundation of the Mayoralty, this would be a suitable moment to reflect and consider the next challenges, otherwise London may risk falling behind other global cities: ‘we are in need of a big idea’, said Jason Prior, Founding Partner, Prior + Partners. London can also learn much from other cities around the world especially in how it relates to the wider South East and the rest of the UK, looking perhaps to the examples of the polycentricity founded in multi-centred regional approaches such as the Randstad (the four major Dutch cities), and the work of the Greater Sydney Commission in Australia. The latter has formulated its A Metropolis of Three Cities plan for the Greater Sydney region built on the core principle of residents living within 30 minutes of their jobs, education and health facilities.[36]

Yet, as Robert Gordon Clark observes, London’s fundamental advantages would ‘take centuries to unpack’. There is considerable cause for optimism as London is seen to have a great advantage in its dynamic cultural and social mindset, alongside its stable financial, political and legal system, outstanding professional services, and creative economy, as highlighted by NLA’s London: Design Capital (2017). We have ‘a culture that facilitates economies’, says Alistair Parker, and ‘London is already an agile place with an open mind; it’s got diversity, enthusiasm, energy’, agrees Jerome Frost.

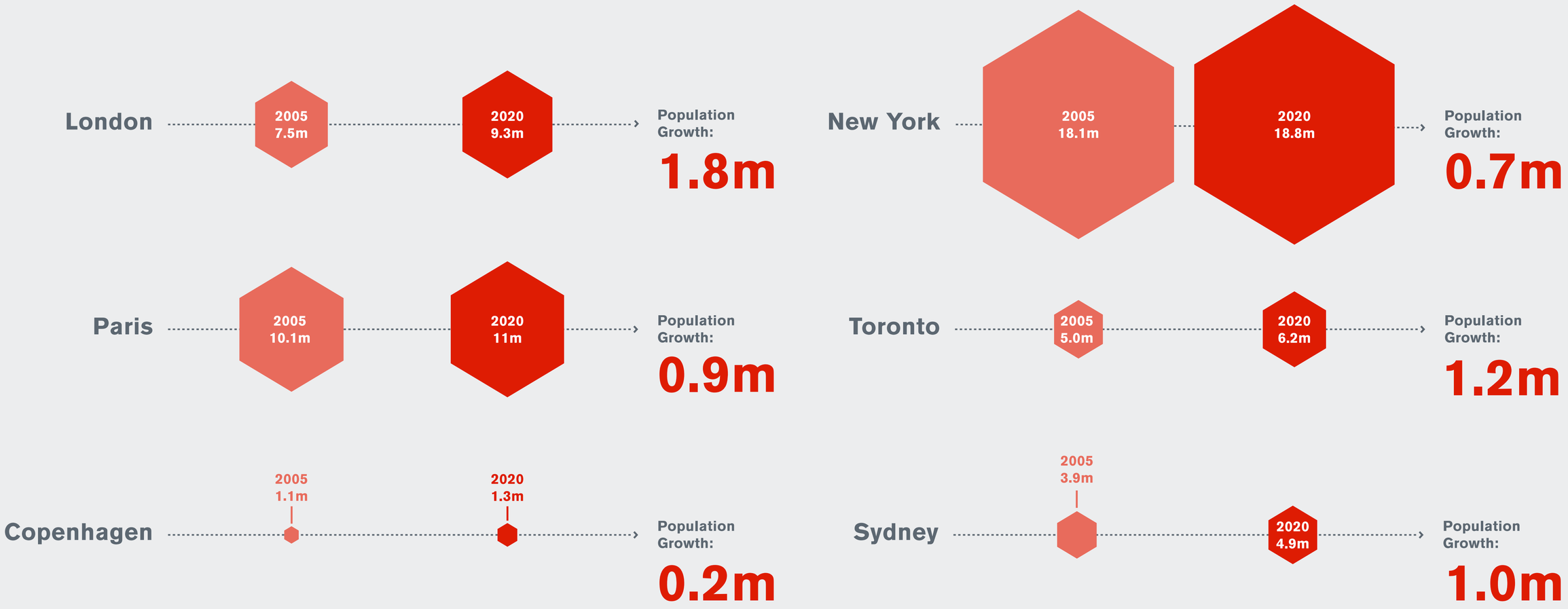
International comparisons: how has London fared?

The diagrams here show how London has fared in comparison to other world cities against which it is commonly benchmarked — Paris, Copenhagen, New York, Toronto and Sydney — on key indicators over the period 2005 to 2020. These are: scale and population growth, delivery of new homes and offices, and global rankings by the number of corporate headquarters in each city.

One of the most striking aspects is London's growth in population over the past 15 years, from 7.5 million to 9.3 million (noting this is calculated here as the Greater London Urban Area), the highest among these cities in terms of the number of people. Sydney has seen the highest percentage change but has a much smaller overall population, just over half of London's. At the same time, New York, which has by far the highest population, has only actually grown by 0.7 million in the same period.

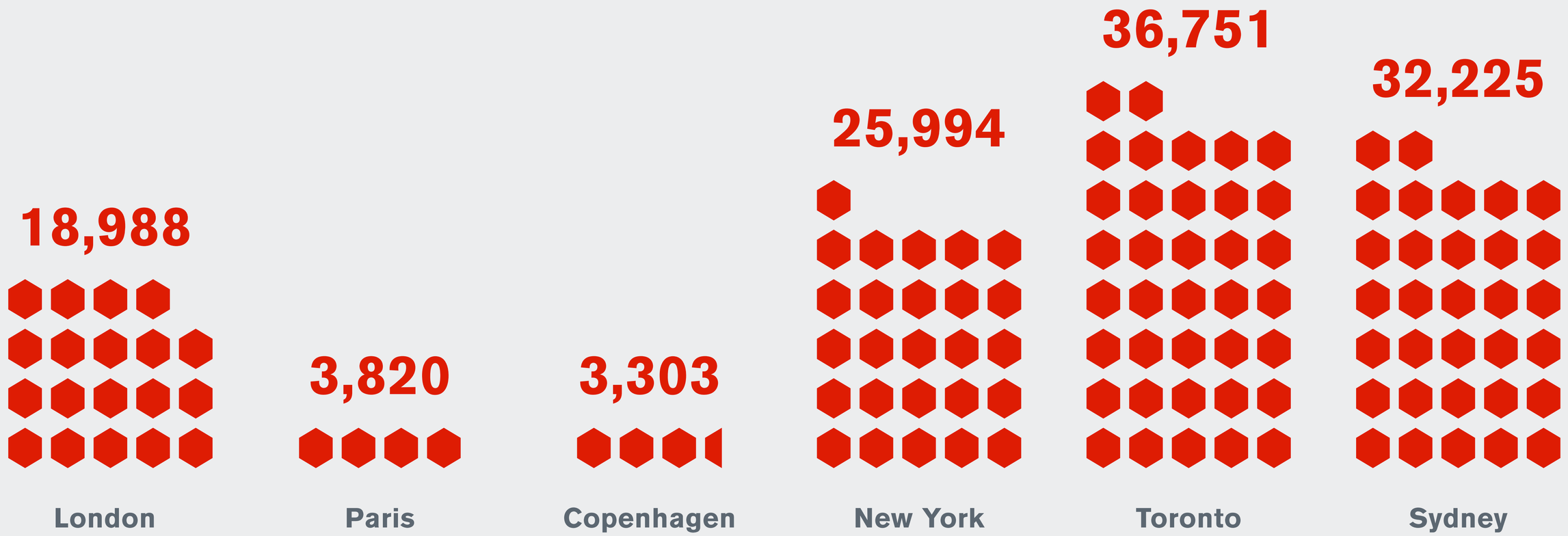
One area in which we know London lags well behind is housing delivery. For example, the number of housing completions in Sydney in 2019 was 42,414, nearly double that of London's; the discrepancy is even greater when comparing not only the relative sizes of each city's population but also the 2005 figures, which are broadly similar at 17,613 for Sydney and 18,250 for London. On housing starts, we see London averaging 18,900 units per year, much greater than Paris and Copenhagen, but lagging behind New York, Toronto and Sydney. As expected, London fares much better in terms of the delivery of office space in central London, having delivered over 6.2m sqm of office space between 2005–2019, more than double that of New York. In 2019, London retained very strong global ranking spots in terms of number of corporate headquarters between 2006 and 2018, though is just outperformed by New York one rank above. Paris's slip down the global rankings may be a cautionary tale — London is still a leading world city, but cannot be complacent.

Population growth from 2005 – 2020



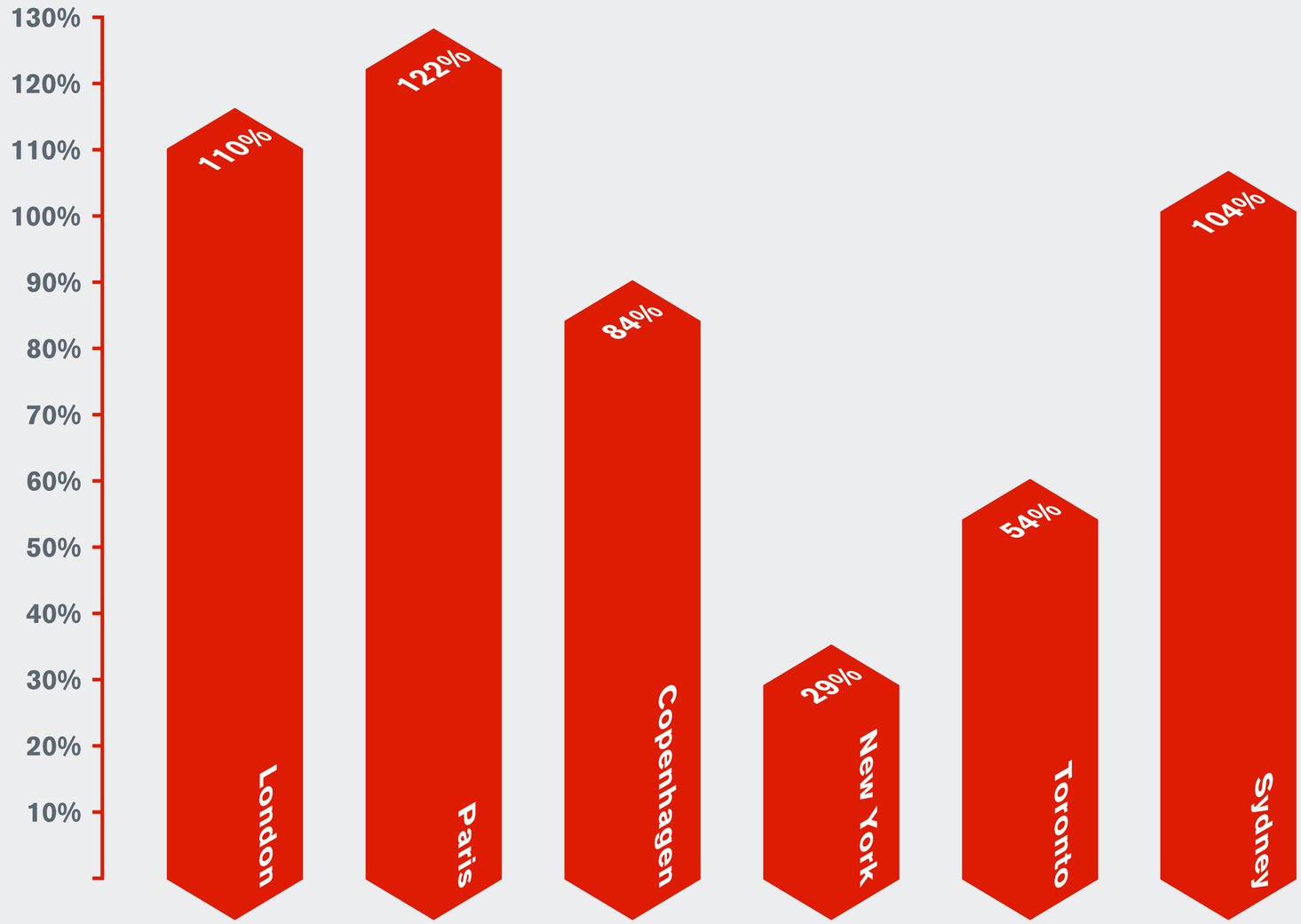
Data provided by JLL. Source: UN, Department of Economic and Social Affairs, Population Division (2018) | London: Greater London (Urban area) | Paris: Greater Paris Region | Copenhagen: Greater Copenhagen Region | New York: New York-Newark Metropolitan Area | Sydney: Greater Sydney (Significant Urban Area) | Toronto: Toronto Census Metropolitan Area

Housing starts: average number of units per year between 2005 – 2019



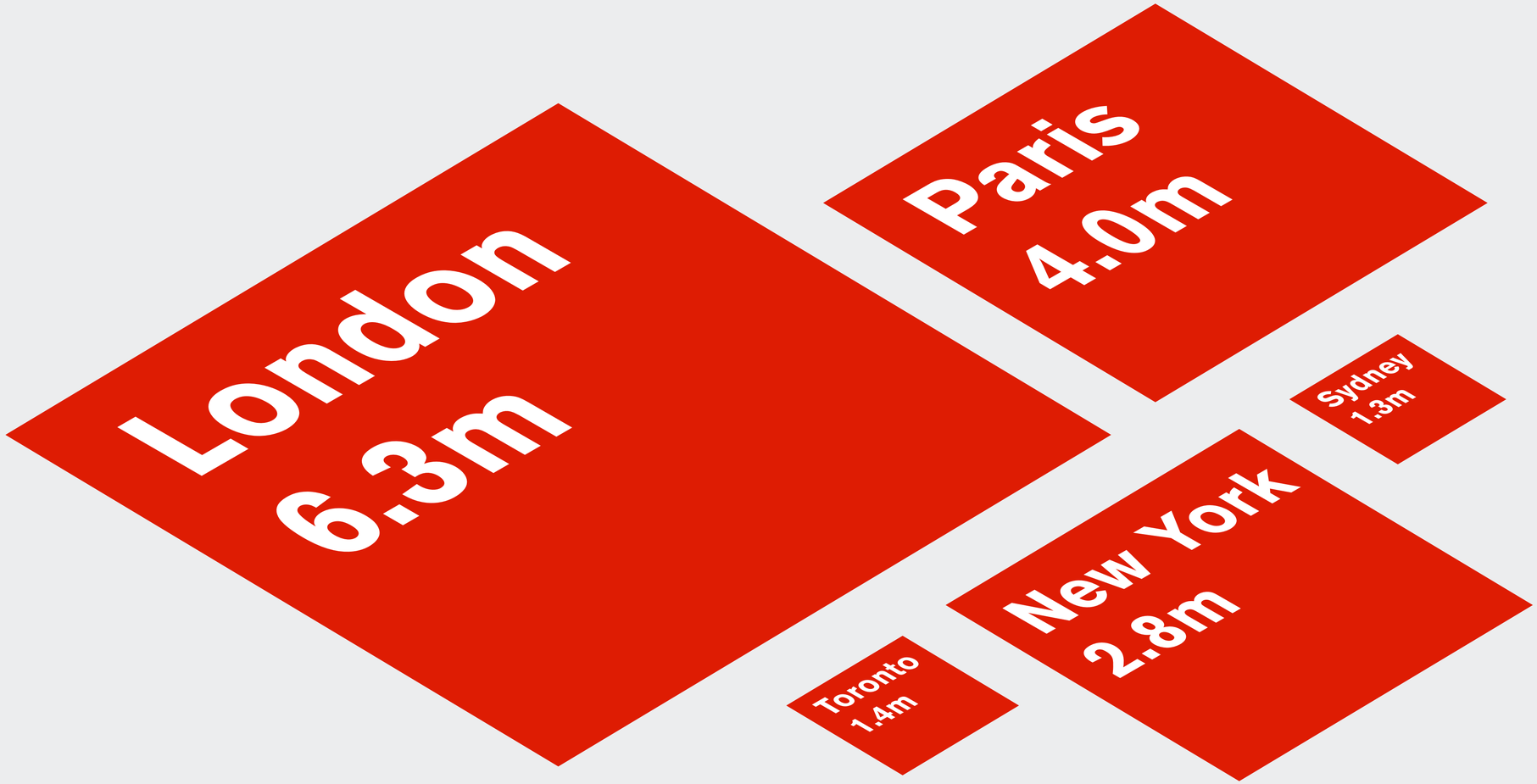
Data provided by JLL | London: Greater London Region: Source: MHCLG | Paris: Department of the City of Paris. Source: SDES | Copenhagen: Province Byen København. Source: Statbank Denmark, Residential Construction | New York: MSA level for New York-Newark-Jersey City. Multi-family starts. Source: Oxford Economics | Toronto: Toronto Census Metropolitan Area (CMA). Source: Statistics Canada | Sydney: Greater Sydney: Source: Greater Sydney Region Dwelling Approvals by Financial Year, NSW Planning Department

House prices: percentage increase from Q1 2005 to Q1 2020



Data provided by Savills Research

Office space: total sqm delivered between 2005 – 2019



Data provided by JLL | London: Central London, comprised of three submarkets — West End, the City, and East London (includes Canary Wharf) | Paris: Central Paris, comprised of: CBD, La Defense, Paris Centre West (excl CBD), North-Eastern Paris and Southern Paris | New York: Manhattan, comprised of three submarkets — Downtown, Midtown and Midtown South | Toronto: Toronto Downtown | Sydney: Sydney CBD | Copenhagen n/a

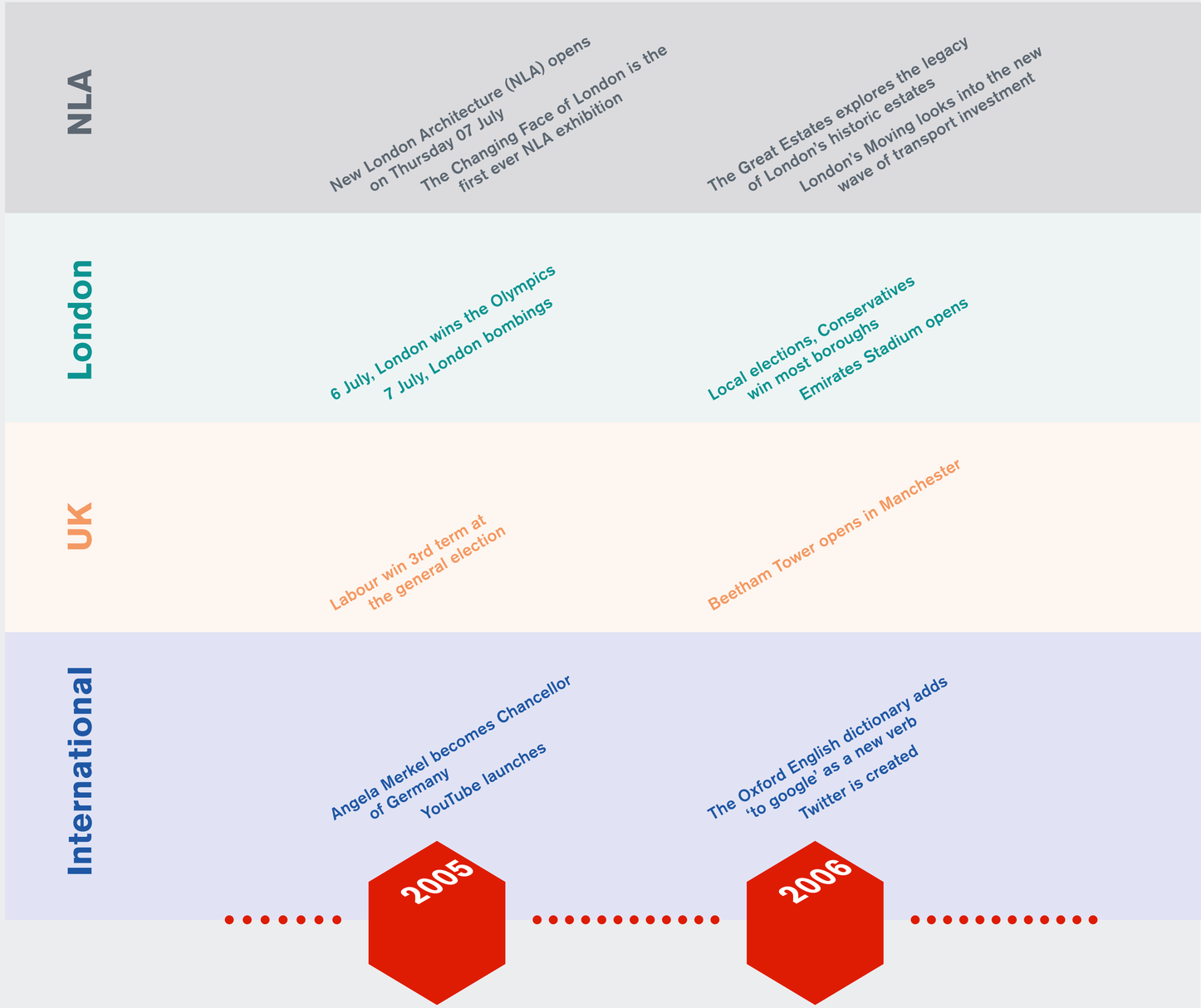
Corporate presence: world ranking of cities by number of HQs from 2006 – 2018

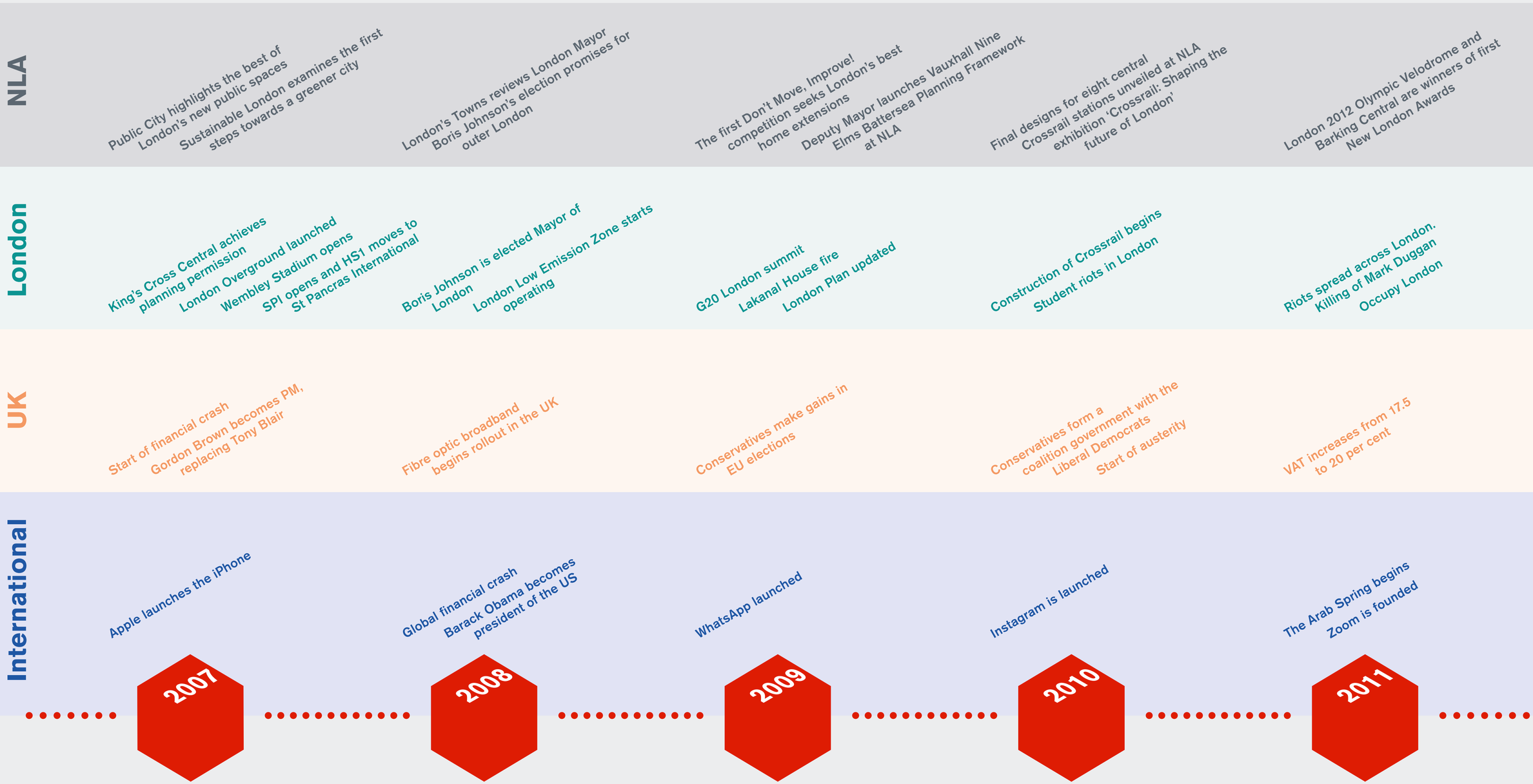


Data provided by JLL. Source Forbes 2000

Timeline 2005 – 2020

Produced in collaboration with London Communications Agency (LCA), this timeline shows key moments in global, national and London history between 2005 and 2020, especially those that have had a significant impact on how the capital has been shaped physically over these 15 years. It also presents highlights of New London Architecture's research, exhibitions, events and other projects over this 15-year period from the foundation of the organisation.




NLA
Public City highlights the best of London's new public spaces
Sustainable London examines the first steps towards a greener city
London's Towns reviews London Mayor Boris Johnson's election promises for outer London
The first Don't Move, Improve! competition seeks London's best home extensions
Deputy Mayor launches Vauxhall Nine Elms Battersea Planning Framework at NLA
Final designs for eight central Crossrail stations unveiled at NLA exhibition 'Crossrail: Shaping the future of London'
London 2012 Olympic Velodrome and Barking Central are winners of first New London Awards
London
King's Cross Central achieves planning permission
London Overground launched
Wembley Stadium opens
SPI opens and HS1 moves to St Pancras International
Boris Johnson is elected Mayor of London
London Low Emission Zone starts operating
G20 London summit
Lakanal House fire
London Plan updated
Construction of Crossrail begins
Student riots in London
Riots spread across London, Killing of Mark Duggan
Occupy London
UK
Start of financial crash
Gordon Brown becomes PM, replacing Tony Blair
Fibre optic broadband begins rollout in the UK
Conservatives make gains in EU elections
Conservatives form a coalition government with the Liberal Democrats
Start of austerity
VAT increases from 17.5 to 20 per cent
International
Apple launches the iPhone
Global financial crash
Barack Obama becomes president of the US
WhatsApp launched
Instagram is launched
The Arab Spring begins
Zoom is founded
2007
2008
2009
2010
2011

NLA

- NYLON is the first city to city exchange to take place between New York and London
- The Developing City exhibition opens for visitors to the London 2012 Olympics
- London Real Estate Forum launches
- London Festival of Architecture (LFA) becomes an annual event
- London's Growing Up! uncovers over 230 tall buildings planned for London
- Smarter London explores how data is shaping the city
- New Ideas for Housing calls for international ideas in partnership with London Mayor Boris Johnson
- APPG on London's Planning and Built Environment established
- The City Centre, NLA's second home, opens to public
- NextGen launches to champion young talent
- WRK/LDN calls for greater protection of the capital's workspaces

London

- Boris Johnson wins a second term as Mayor of London
- London hosts the Olympic and Paralympic Games
- The Shard is completed
- LLDC replaces LOCOG and ODA to run Olympic Park Legacy
- BBC TV at White City ends
- Margaret Thatcher dies
- London's Broadcasting Corporation becomes Leading Britain's Conversation
- 50th anniversary of the London boroughs
- London population hits 8.6m (highest since 1939)
- Sadiq Khan elected Mayor of London
- Design Museum moves to South Kensington

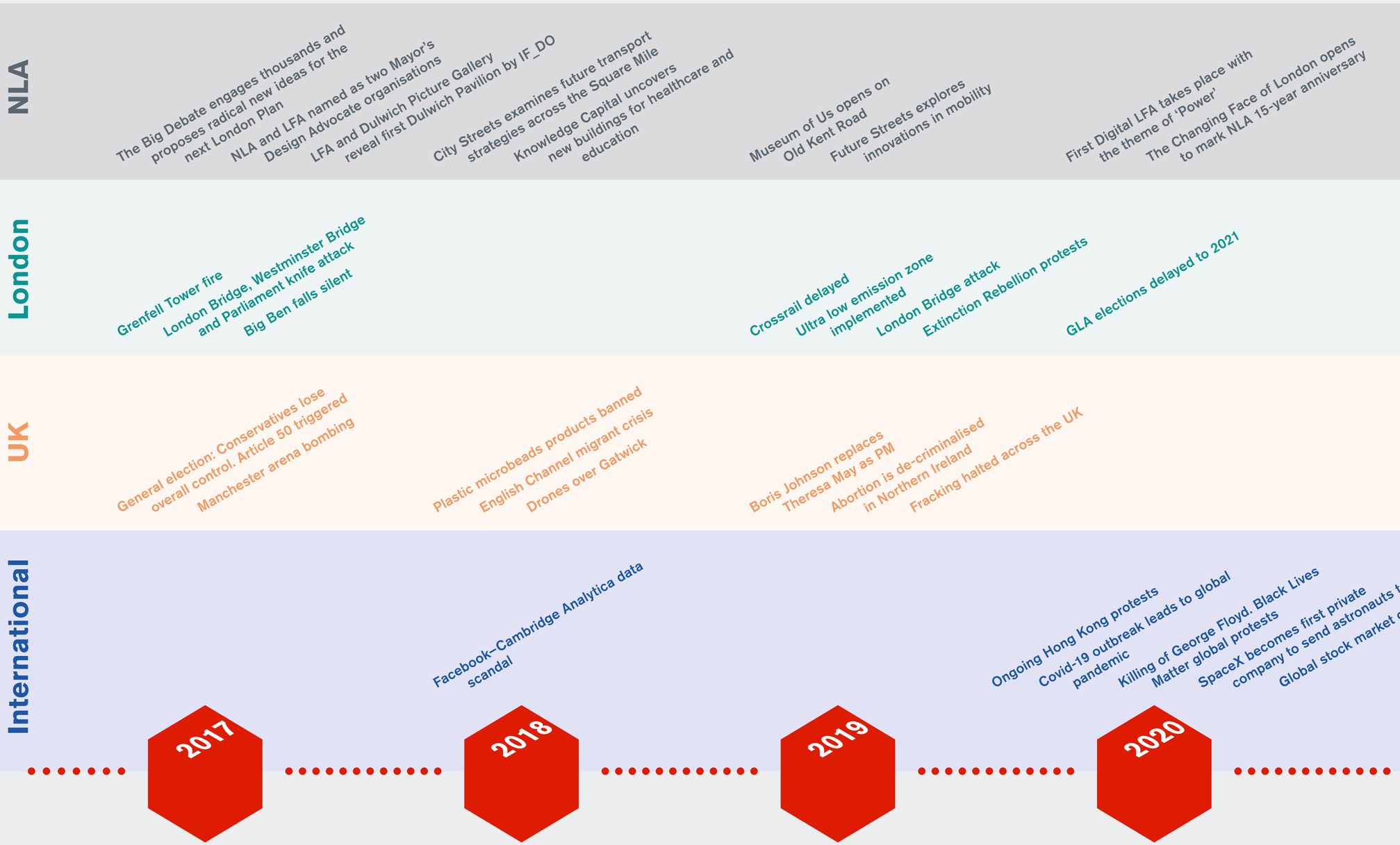
UK

- End of analogue TV and 4G launched
- Marriage Act (same sex)
- Black Lives Matter movement begins
- Scotland votes to remain part of the UK
- Macintosh fire in Glasgow
- General election: Conservatives win with small majority
- HM Queen becomes longest reigning monarch
- Jeremy Corbyn becomes leader of the Labour party
- Referendum sees UK vote to exit the EU
- Theresa May replaces David Cameron as PM

International

- Xi Jinping becomes China's leader
- Vladimir Putin becomes president of Russia
- Russia annexes Crimea
- Ebola outbreak
- Paris terror attacks
- Paris Climate Agreement
- European refugee crisis
- Donald Trump becomes US President

2012 — 2013 — 2014 — 2015 — 2016


NLA
London
UK
International
The Big Debate engages thousands and proposes radical new ideas for the next London Plan
NLA and LFA named as two Mayor's Design Advocate organisations
LFA and Dulwich Picture Gallery reveal first Dulwich Pavilion by IF_DO
City Streets examines future transport strategies across the Square Mile
Knowledge Capital uncovers new buildings for healthcare and education
Museum of Us opens on Old Kent Road
Future Streets explores innovations in mobility
First Digital LFA takes place with the theme of 'Power'
The Changing Face of London opens to mark NLA 15-year anniversary
Grenfell Tower fire
London Bridge, Westminster Bridge and Parliament knife attack
Big Ben falls silent
Crossrail delayed
Ultra low emission zone implemented
London Bridge attack
Extinction Rebellion protests
GLA elections delayed to 2021
General election: Conservatives lose overall control. Article 50 triggered
Manchester arena bombing
Plastic microbeads products banned
English Channel migrant crisis
Drones over Gatwick
Boris Johnson replaces Theresa May as PM
Abortion is de-criminalised in Northern Ireland
Fracking halted across the UK
Facebook–Cambridge Analytica data scandal
Ongoing Hong Kong protests
Covid-19 outbreak leads to global pandemic
Killing of George Floyd. Black Lives Matter global protests
SpaceX becomes first private company to send astronauts to space
Global stock market crash
2017
2018
2019
2020

Planning London

By Colin Wilson, Head of Regeneration Old Kent Road, LB Southwark, former Strategic Planning Manager at the Greater London Authority

Ken called us ‘pointy headed planners’, Boris, ‘comrades’ and Sadiq doesn’t do jokes. Politicians produce policies and planners are charged with finding the means to deliver them. In the inaugural planning meeting with Ken in January 2000, he set out his relationship with us. We were to tell him what we genuinely thought as professionals, not what we thought he wanted to hear; he would then tell us what he thought, most of the time he would agree with us, but when he didn’t he would expect us to follow his instruction. On that basis we would all get along fine. Anyone demurring from his view would be out. We would be his professional shield. The scene was set.

We had planning powers but no plan. So, over a long weekend Giles Dolphin, the Head of the new Planning Decisions Unit, produced the first. It was 18 pages long and in many ways remains my favourite. Short, concise, it articulated the mandate that Ken had been elected on, 35 per cent affordable housing, pro tall buildings, sustainability, cycling, Greenbelt, high density and the urban renaissance. It would take some time to replace it. As a new team in a new organisation, none of us knew what we were doing. There hadn’t been a London Plan since the Greater London Development Plan 15 years earlier, which on receipt, the then Secretary of State Nicolas Ridley, had filed into his waste paper bin.

The Mayor appointed a team of advisors, later to become known as Deputy Mayors. They all wanted their policy agendas in the new plan and there was little coordination between them, which was a problem for officers. This would become the established pattern over all the administrations. After a year of muddle, a management consultant with no experience of planning was employed to organise both officers and advisors. Two of the lead GLC era officers, Robin Thompson and Drew Stephenson ‘The Professors’, were taken out of retirement to advise. The consequence was a plan that rescued some excellent ideas from the dustbin of history.

The 2004 spatial development strategy for London identified where London’s growth would go, in central London, in town centres, areas with good transport accessibility and opportunity areas; and what kind of growth that would be, its density, height, sustainability and quality, and underpinning it all a drive to deliver social equity. Sub regions were defined (after much

debate). Viability testing made its debut. It was introduced with the best of intentions, but has done more to corrode public trust in the planning system than any other issue. The Mayor had wanted to set a fixed rate, 35per cent, but national policy forbade it. How different things could have been.

The plan was primarily a written document. You can't have OS based plans in a regional plan, a hangover from the 1971 structure plan regulations. The polite concern being that higher level plans shouldn't duplicate detail in lower level plans. This has significant drawbacks. The chief one being that you are obliged to produce a spatial development strategy that isn't allowed to have any spatial plans in it. An A to Z with only an index and no maps.

The great strength of the first plan was that it set an ambitious vision for London as a whole and provided leadership where it had been absent. It was a celebration of London and its potential. It influenced development control decisions and local plan content, so it couldn't be ignored by the boroughs or developers. But it wasn't a spatial plan. It was a spatial development strategy. It didn't really matter that the thematic policy structure wasn't intuitive and the maps enigmatic. It did matter that a democratically elected Mayor wanted London to take its place as world city. It seems the statement of the obvious today, but 20 years ago it was revolutionary.

Fresh from re-election and on to the 2008 plan. How do you produce a new plan? Copy the last one you did and add some extra bits (you have three years to fill). The plan grew from 400 pages to 494. The plans structure was identical. The maps remained abstract, the plan remained a spatial strategy rather than a spatial plan. By this time the boroughs were reconciled to the Mayor and his plan, and found it had its uses. Large unpopular developments could always be blamed on a higher authority.

There were significant changes on the way. Ken had managed to get positive planning powers, to become the planning authority and grant planning permission. The boroughs were not keen, including the then Mayor of Hackney. Who needed the Mayor intervening unnecessarily in the borough's responsibilities?

Ken never got a chance to try his new powers and Boris, who had campaigned on not using them arrived at City Hall In 2008. He was introduced to staff in the City Hall chamber to a stony silence, broken by the chief exec initiating tepid applause. The manifesto was to cut staff. Initially there wasn't much interest in planning so we kept on as before. Nobody seemed to notice, until Simon Milton, Boris's first consigliere arrived. His instruction was to cut the length of the London Plan. So out went the Sub Regional section, and the plan was reduced to 300 pages. It would have been shorter but in order to meet our equalities duties the font had to be increased bumping the page length back up.

The 2011 plan was in many respects a stripped down 2008 plan. London would continue to grow, despite the recession. The plans thematic structure was abandoned for a more rational one. Strategic and Development Decision policies were distinguished from each other. Positive references to tall buildings in opportunity areas were removed (a manifesto commitment). Shorter, more concise, it contained just over 170 policies. In his opening statement Boris notes that the outcome of attempting to strike a balance between inspirational visions and the realistic means with which to achieve them may have resulted in something 'dull'. But did a plan about one of the worlds greatest cities undergoing unprecedented growth and change have to be quite so dull? It remained a (shorter) spatial development strategy, with a growing development control flavour.

Arguably the most significant change introduced at this time was The Mayor's London Housing Design Guide (2010), the 'Parker Boris' standards. The 2011 London Plan notes that the guidance will become supplementary planning guidance in due course (it still hasn't). The LHDG had a profound and beneficial effect on the quality and form of high density residential development, and produced a renaissance in housing design, whilst strictly speaking not being part of the plan.

Sadly, Simon Milton didn't live to see the 2011 plan adopted. Ed Lister took the helm prior to the 2012 election, and so on to the 2016 plan. Various changes were incorporated, the most significant being national guidance on what constituted affordable housing. But underneath it all it was still basically the 2004 plan, with affordability dialled down. That continuity had enabled the plan to be updated at least every four years, a remarkable achievement when compared to borough plans.

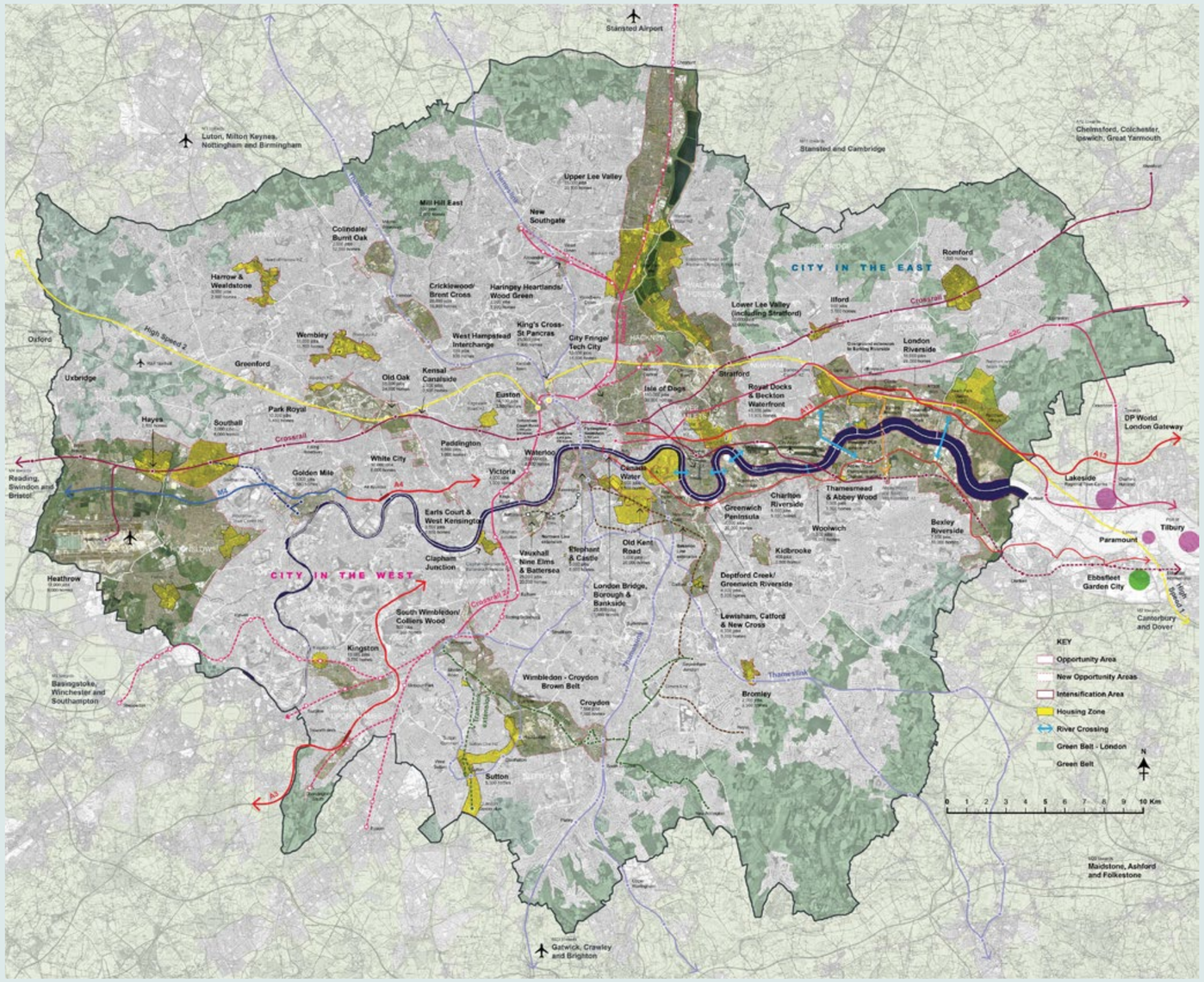
However one of the consequences of spatial strategies, that aren't spatial plans and so may be hard to follow, is that their eventual realisation can come as a surprise. This is best illustrated by the NLA London Tall Building Survey that 'discovered' 236 tall building in the pipeline in 2014. The majority were in places that the London Plan spatial strategy had said they would go. But with limited visualisation in the strategies, this was not apparent to many. The latest NLA survey in March 2020 update the number of tall buildings in the pipeline to 525. The election of 2016 promised a radical departure in approach to the New London Plan.

There would continue to be growth but it would be 'good growth', by implication different to the growth that went before. There would be no building on the Greenbelt and no loss of industrial land, but there would be more housing growth than ever before. The tension between these aims is not acknowledged, the challenge at the heart of planning for London's growth glossed over. The NLP eschews the 'sweeping visions' of its predecessors in exchange for 'concrete plans

for action'. Unfortunately those plans and spatial detail remain absent. There is no shortage of text and like its predecessors, it remains a spatial strategy (the longest yet) rather than a spatial plan, but with no apparent strategic vision. It has become a local plan for London, one of many.

Does it matter? If the London Plan fails to provide strategic leadership, promoting the compelling bigger picture for our City, its purpose risks being called into question. If, as Sadiq states in his introduction to the NSP, the London Plan is a document little known to most Londoners, shouldn't the opportunity be taken to engage Londoners in what the plan is seeking to do for them and their city, providing its sweeping vision? Otherwise it risks becoming remote and inaccessible to the people it is meant to serve, and like the GLDP before it is ending up in the dustbin of history.

Of the 170 policies in the 2016 plan, about 25 were used regularly and 45 occasionally in the Mayor's own planning reports. I suspect the same applies to the current plan. Spatial Strategies can be shorter, more focused, and illustrated. Sweeping visions and concrete plans are not mutually exclusive, dull is not a statutory requirement.



'A plan for London', map showing the 'City in the West' and 'City in the East' masterplans, together with all the Opportunity Areas, GLA, 2016

50 Areas of Change

50 Areas of Change

The first exhibition in the NLA galleries when the organisation launched in 2005 was ‘The Changing Face of London’, which looked at Opportunity Areas, districts and key projects shaping the capital at the time. Since that time London has experienced an astonishing level of change and growth, with many other areas not previously considered in 2005 now undergoing regeneration or development. In the following section we chronicle the transformation of the original areas showcased in 2005, and extend the survey to cover 50 areas of change, including many of the Opportunity Areas designated after the first iteration of the London Plan in 2004. This section seeks to map out how large areas of London have been reshaped in just half a generation, with a view to proposals still to be delivered and new ones in the pipeline in the next 15 years.

LCA Vignettes

Robert Gordon Clark of London Communications Agency has provided a brief perspective on most of these projects. Some of the organisations involved in delivering these schemes have been, or currently are clients of LCA. However he has tried to remain as impartial as possible!

Areas Index


1 Brent Cross
2 Colindale and Burnt Oak
3 Euston
4 Highbury
5 King's Cross
6 Upper Lee Valley
7 Barking
8 Bexley
9 Canada Water
10 Canary Wharf
11 City Fringe
12 City of London
13 City Road
14 Charlton Riverside
15 Deptford
16 Greenwich Peninsula
17 Ilford
18 Isle of Dogs
19 Kidbrooke
20 Lewisham, Catford and New Cross
21 Lower Lea Valley
22 Midtown
23 Royal Docks
24 Stratford
25 Thamesmead and Abbey Wood
26 Woolwich
27 Bankside, Borough and London Bridge
28 Bromley
29 Clapham Junction
30 Croydon
31 Elephant and Castle
32 Kingston, Wimbledon and Colliers Wood
33 Old Kent Road
34 Sutton
35 Vauxhall, Nine Elms and Battersea
36 Waterloo
37 Chelsea Barracks
38 Chelsea Waterfront
39 Earls Court and West Kensington
40 Great West Corridor
41 Harrow and Wealdstone
42 Hayes, Southall and West Drayton
43 Heathrow
44 Kensal Canalside
45 Old Oak and Park Royal
46 Paddington
47 Victoria
48 Wembley
49 West End
50 White City

Areas Map

North

1. Brent Cross
2. Colindale and Burnt Oak
3. Euston
4. Highbury
5. King's Cross
6. Upper Lee Valley

East

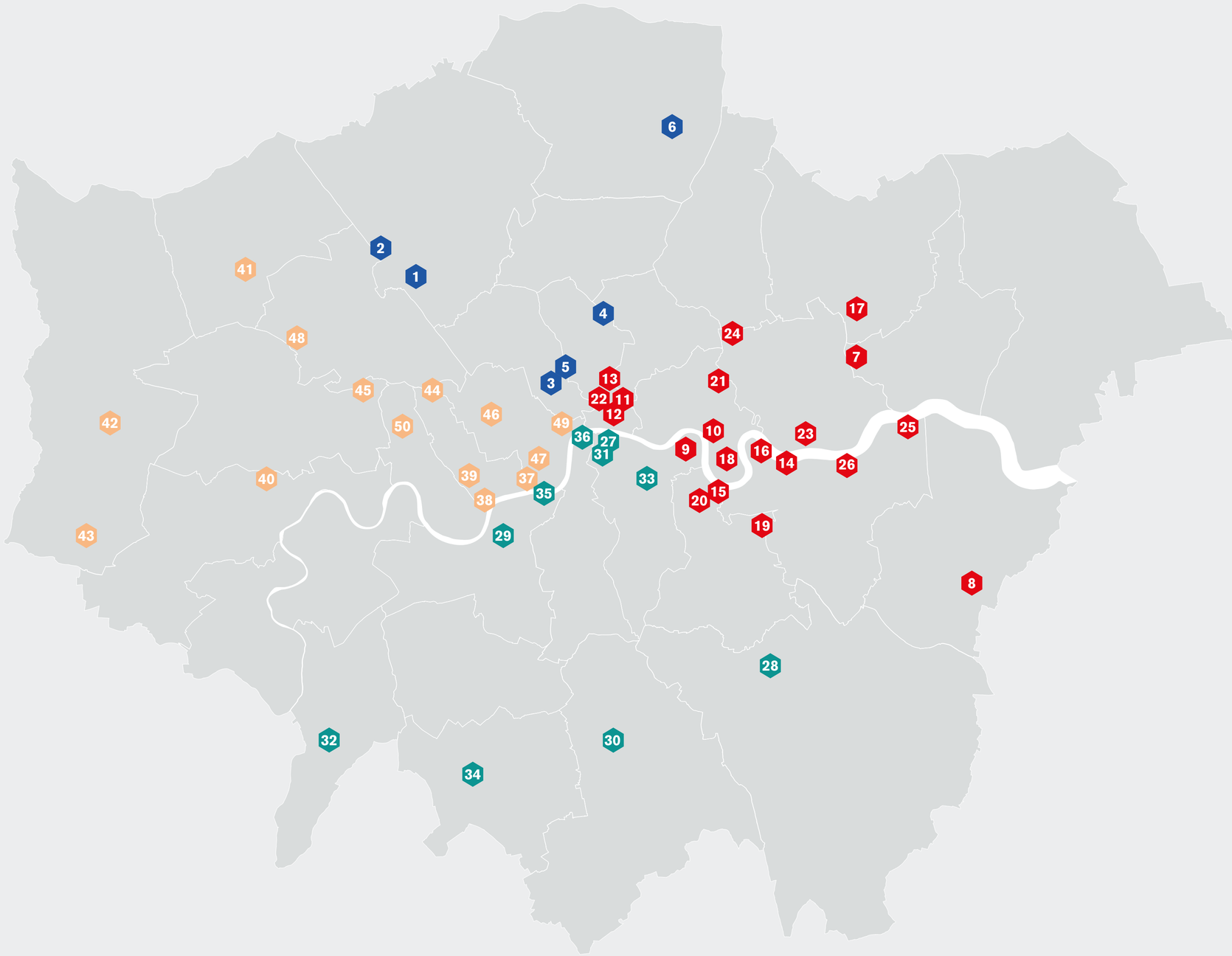
7. Barking
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13. City Road
14. Charlton Riverside
15. Deptford
16. Greenwich Peninsula
17. Ilford
18. Isle of Dogs
19. Kidbrooke
20. Lewisham, Catford and New Cross
21. Lower Lea Valley
22. Midtown
23. Royal Docks
24. Stratford
25. Thamesmead and Abbey Wood
26. Woolwich

South

27. Bankside, Borough and London Bridge
28. Bromley
29. Clapham Junction
30. Croydon
31. Elephant and Castle
32. Kingston, Wimbledon and Colliers Wood
33. Old Kent Road
34. Sutton
35. Vauxhall, Nine Elms and Battersea
36. Waterloo

West

37. Chelsea Barracks
38. Chelsea Waterfront
39. Earls Court and West Kensington
40. Great West Corridor
41. Harrow and Wealdstone
42. Hayes, Southall and West Drayton
43. Heathrow
44. Kensal Canalside
45. Old Oak and Park Royal
46. Paddington
47. Victoria
48. Wembley
49. West End
50. White City



North



Brent Cross



Brent Cross Town, Clitterhouse Playing Fields, 2019

In December 2005 the Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework was adopted by Barnet Council and the Mayor of London as Supplementary Planning Guidance. The framework had been developed to inform the design and delivery of high-quality comprehensive redevelopment of the area around a new sustainable mixed-use town centre straddling the North Circular (A406) and building on its strategic road and rail links. Today Brent Cross Cricklewood (BXC) is one of Barnet Council's most significant regeneration schemes.

In 2010, the comprehensive redevelopment of the area was granted outline planning permission. Four years later, this was amended to separate the original site along the North Circular into two areas, Brent Cross Shopping Centre (BXN) to the north and Brent Cross Town (neé Brent Cross South) to the south. In 2015 Argent Related won a bid process to form a joint venture with the Council to deliver Brent Cross Town, the southern portion of the site.

The Brent Cross Town area earmarked for change is currently formed of light industrial uses, approximately 50 acres of underused green spaces and a housing estate in a poor state of repair. Argent Related aims to deliver a new town centre contributing to the overall wellbeing and economic development of the borough. The design has a mix of uses, with residential buildings (all tenures), offices, schools, community spaces and retail and leisure coalescing around three main public spaces and a new high street.

The design prioritises walking and cycling, with 'fast lanes' and slower, smaller routes. At the heart of the development is over 50 acres of playing fields and green open space, currently underused but with great potential as a dynamic amenity for the neighbourhood, and now being re-imagined as a leading hub for leisure and sports.

The development plans for Brent Cross Shopping Centre would renew and revitalise the centre, providing additional retail and leisure space, new restaurants, a cinema and hotel. In early 2020 Hammerson and Aberdeen Standard Investments were reviewing plans to ensure it addresses both changing customer and retailer requirements and delivers an exceptional destination.

In 2019 planning permission was granted for the rephasing of key infrastructure work to ensure that Brent Cross Town was not held up by delays to Brent Cross North, and enabling works began in early 2020. Railway works for the new Brent Cross West Thameslink station started in late 2018 and the station will be operational from December 2022.

Along with Barking Riverside and Silvertown Quays, this project has recently benefited from a major loan from Homes England to accelerate delivery — a £148m funding facility towards this 6,700 home scheme.

Argent Related combines the critically acclaimed delivery by Argent of King's Cross with the financial muscle and track record of Related in the USA. So, if anyone can make this happen through the next few years, they probably will. And at 180 acres it is almost three times the size of King's Cross.

The Brent Cross Shopping Centre element — to modernise and expand the offer and introduce a night-time economy — looks far less certain, given the enormous impacts in retail over recent years.

Robert Gordon Clark

Key Facts

Borough: Barnet

Opportunity Area: Cricklewood/Brent Cross (2004)

Size: 180 acres, including 50 acres of playing fields and green open spaces

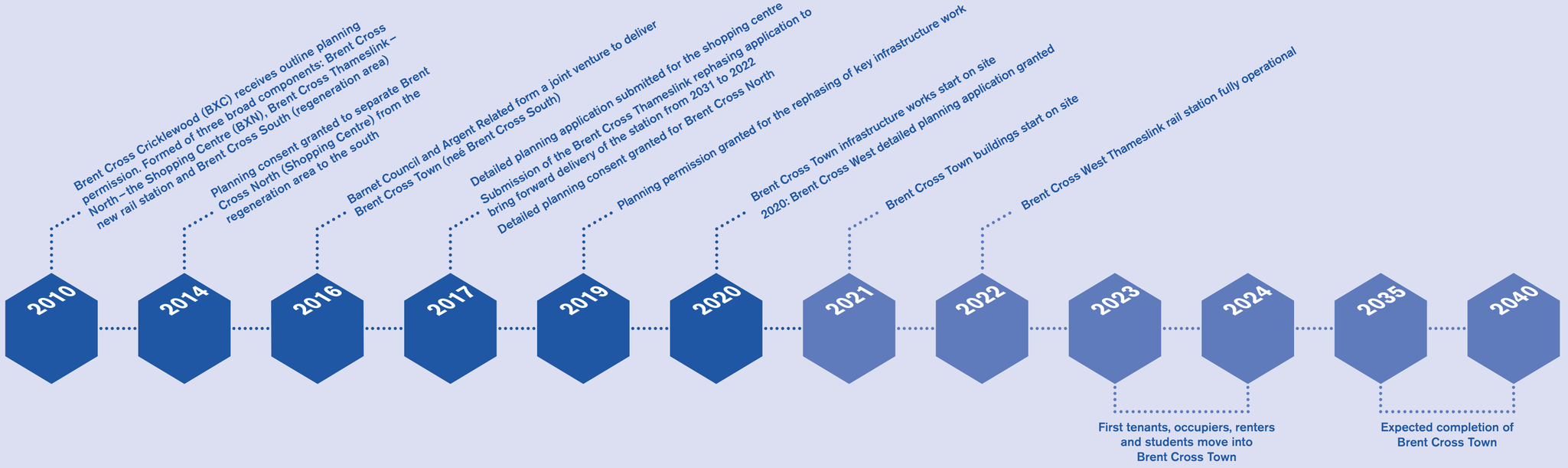
Indicative no. of new jobs: 26,000 (draft London Plan 2019)

Indicative no. of new homes: 9,500 (draft London Plan 2019)

- 10+ million sq ft mixed use development
- 3+ million sq ft offices
- 400,000+ sq ft retail, leisure and sports facilities
- 3 new and improved schools plus community spaces
- 8 public squares, 7 new and improved parks
- New Thameslink station at Brent Cross operational from 2022



Key Dates





The new Brent Cross West Thameslink station, works started in late 2018 and it will be operational from 2022



Plot 13 in Brent Cross Town, by Squire and Partners for Argent, planning granted in 2019 ©Argent



Colindale and Burnt Oak

← The Changing Face of London ← Area Index



Colindale Gardens, by Feilden Clegg Bradley Studios for Redrow Homes ©REDROW CGI

The Opportunity Area of Colindale and Burnt Oak lies between the boroughs of Brent and Barnet and both have stations on the Northern Line. Most of the new homes in the area are to be built in Barnet, and are subject to the strategic framework and spatial plan set out in the Colindale Area Action Plan, adopted in March 2010. The spatial plan identifies four 'Corridors of Change' with a priority of identifying streets and routes to improve connectivity and encourage more use of public transport facilities, walking and cycling in an area that has traditionally suffered from traffic congestion. In Brent, the Burnt Oak and Colindale growth area brings together sites along the western edge of the Edgware Road, the A5 corridor, in between Burnt Oak and The Hyde Town Centres. The new development is also expected to provide about 2,000 new job opportunities within the Colindale/Burnt Oak Opportunity Area.

The new mainly residential-led, mixed-use development will be delivered on a range of sites, among which is the regeneration of the Grahame Park estate, the largest housing estate in Barnet, which aims to deliver more than 2,000 homes. Other schemes in Burnt Oak and Colindale include The Northern Quarter, comprising 460 apartments with new retail and leisure facilities, and Silverworks, completed in 2018, a development of apartments, townhouses and affordable workspace.

Barnet is one of the greenest boroughs in London with a large proportion of the area within its boundary lying in the Green Belt (28 per cent of the borough) and Metropolitan Open Land (8 per cent of the borough), and with more 200 parks and open spaces, covering 848 hectares.

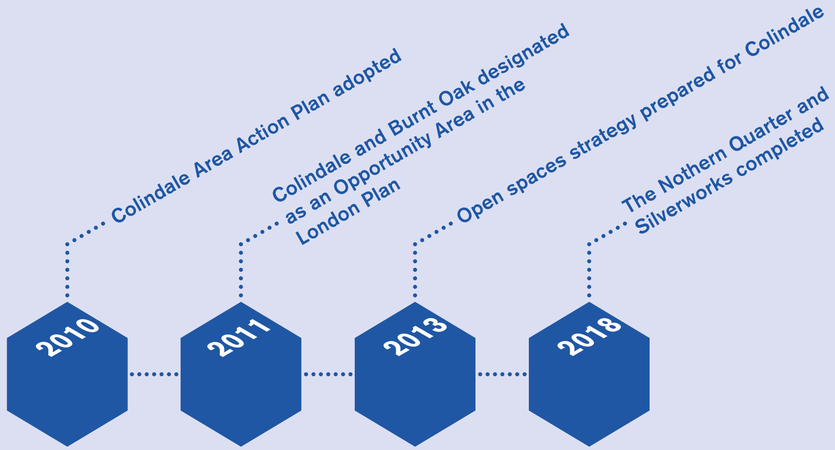
In 2013 an open spaces strategy was prepared for Colindale, to inform the development of open space and the wider public realm across the area.

Key Facts

Borough: Barnet, Brent
Opportunity Area: Colindale/Burnt Oak (2008)
Size: 262 hectares
Indicative no. of new jobs: 2,000 (draft London Plan 2019)
Indicative no. of new homes: 7,000 (draft London Plan 2019)



Key Dates



Euston

← The Changing Face of London ← Area Index



HS2 Euston Station Southern Entrance, by Grimshaw for HS2, to be completed in 2033

Euston was identified in the first iteration (2004) of the London Plan as an Area of Intensification and is now an Opportunity Area. A key site over this period has been Regent's Place, a 13-acre site owned and developed by British Land west of Euston Station, providing office space, homes and amenities to over 15,000 workers and residents. British Land commissioned Sir Terry Farrell to develop a masterplan vision for Regent's Place in 2003: since that time new development has included office buildings at 10 and 20 Triton Street and 10–30 Brock Street, new residential apartments such as One Osnaburgh Street and The Triton Tower, and a theatre, arts studios, and an employment and training centre.

The most significant change over this period has been in major infrastructure, in particular the designation of Euston station as the terminus for HS2, the high-speed railway between London and the Midlands, and as a station (Euston St Pancras) for Crossrail 2. The arrival of HS2 is seen as a unique opportunity to transform the wider Euston station site and unlock thousands of new jobs and homes in the area, and to use high-quality design to help address issues of social cohesion and wellbeing. The Euston project is one of the largest infrastructure projects in Europe and Camden Council, Lendlease and other stakeholders are collaborating on a masterplan for the 54-hectare site that involves the redesign of the station and surrounding neighbourhoods. The aim is to transform the transport hub to provide better connections to the knowledge economy and leading institutions in the area: Euston's role as a medical research, knowledge, innovation and creative industry base has also been reinforced by the creation of the Knowledge Quarter centred on King's Cross. Another key priority is to create a 'new piece of the city', with plans for a new civic space at Euston Square Gardens in front of the remodelled station, as well as new commercial, retail and cultural uses. The plan also envisages Euston Road as a new 'urban boulevard'.

A key concern is the need to rectify the dislocation of Euston from its immediate communities in Somers Town, Regent's Park Estate and other areas and to address issues associated with poverty and lack of opportunity in the area. The Euston Area Plan sets out ambitions to use these major developments to improve connections with existing communities in the surrounding area, at Drummond Street, Somers Town and Mornington Crescent, for example, with the provision of new homes, businesses, open space and facilities.

One could say that Euston is the neglected mainline station in the capital. St Pancras International had £800m of tax payers' money spent on it, King's Cross had a stunning concourse and new square, Paddington, Waterloo and others have all seen upgrades.

So major improvements to Euston are needed but this time have to be paid for from the development profit of any scheme that's built there.

Yet upgrading Euston for HS2 is all very well, but without firm commitment to Crossrail 2, there is a real danger that the time saved speeding down to London will be lost trying to get on the Tube network.

Robert Gordon Clark

Key Facts

Borough: Camden

Opportunity Area: Euston (2008)

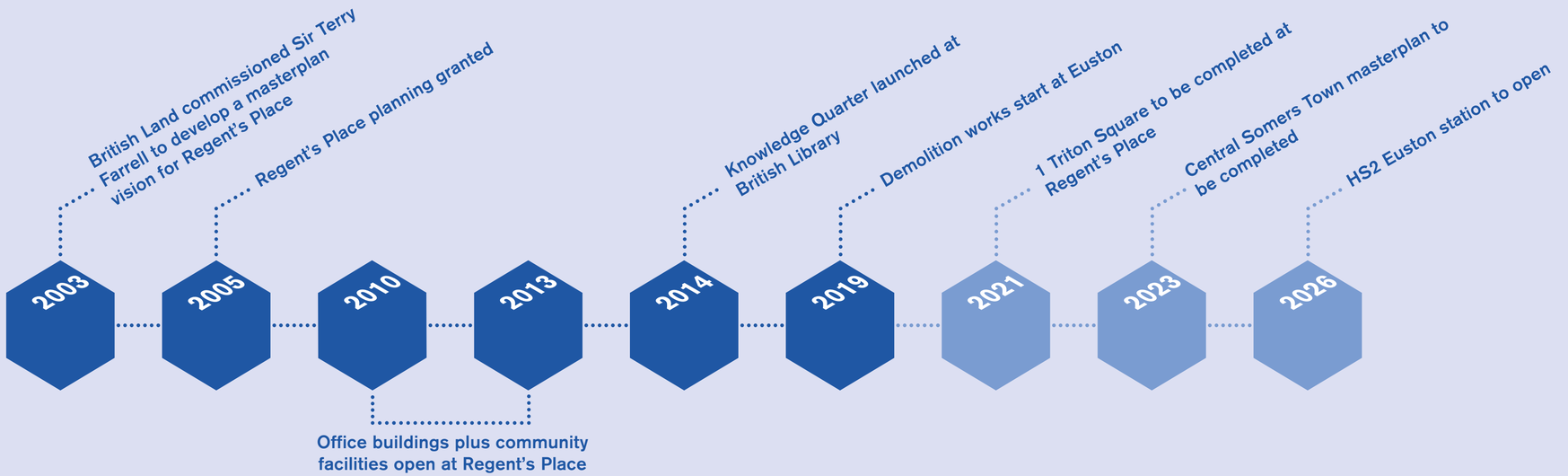
Indicative no. of new jobs: 8,600–15,000 (draft London Plan 2019)

Indicative no. of new homes: 2,800–3,800 (draft London Plan 2019)

- £7 million investment in public realm landscaping across the neighbourhood (2021)
- 350,000 sq ft of new office space, gym, retail and affordable workspace open (2021) at 1 Triton Square
- 53,150 sq ft (over 1 acre) of green spaces and biodiverse roofs added to Regent's Place since 2009



Key Dates





Euston station and surrounding area, 2017 ©Jason Hawkes



Highbury

← The Changing Face of London ← Area Index



Emirates Stadium, by Populous for Arsenal Football Club, opened in 2006 © Simon Warren

Arsenal Football Club's decision in 1999 to move from Highbury Stadium to the new, larger-capacity Emirates Stadium nearby — opened in 2006 — posed the question what should become of its historic home. Embedded in a typical London neighbourhood of Victorian terraces interspersed with postwar blocks of flats, the stadium's size (3.5 ha) and close proximity to an Underground station suggested that the site would be well placed for residential redevelopment. However, as one of the first purpose-built football stands in the world, the 1930s art deco East stand is a local landmark, and listed Grade II.

Allies and Morrison designed a scheme to retain, convert and adapt the East and slightly later, unlisted West stands to residential use, redevelop the rest of the site with new apartment blocks and replace the football pitch with a shared garden. Part-conversion, part-redevelopment, Highbury Square is a high-density development providing over 25 different housing typologies, across a mix of tenures.

The opening of the Emirates Stadium was the first significant project to complete after The Changing Face of London opened in 2005. It paved the way for other football clubs to plan for new stadiums — West Ham, Spurs, Brentford, Wimbledon, QPR and Chelsea — although both QPR and Chelsea have struggled to turn vision into reality. Rugby has followed suit with Saracens new stadium in Barnet, London Irish moving back to the capital at Brentford's new stadium, the RFU's Twickenham home expanding and plans to expand Harlequins in Richmond being discussed.

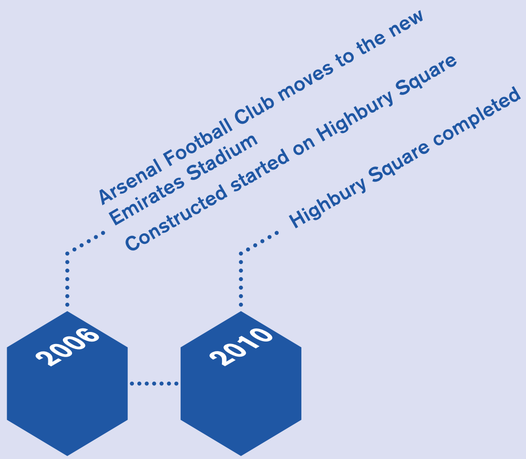
Robert Gordon Clark

Key Facts

Borough: Islington
Size: 50,000 sqm development
Indicative no. of new homes: 725 homes



Key Dates





Existing Arsenal FC stadium. The club decided in 1999 to move from Highbury Stadium to the new Emirates Stadium nearby



Arsenal's new larger-capacity Emirates Stadium opened in 2006. Aerial photograph, 2018 ©Jason Hawkes



King’s Cross

← The Changing Face of London ← Area Index



Granary Square, by Townshend Landscape Architects for Argent, completed in 2012 ©Argent

In the 21st century King's Cross has undergone a dramatic transformation from derelict industrial district to a thriving educational, cultural and business quarter focused on the knowledge economy, and, indeed, the epicentre of London's Knowledge Quarter. It is one of the most ambitious and successful urban regeneration projects in the UK.

With London's transition to a post-industrial economy, the area, defined by two of the country's busiest train stations — King's Cross and St Pancras — had fallen into decline by the late twentieth century. The first attempt at a comprehensive redevelopment, with a plan drawn up by Foster + Partners, had to be shelved due to the recession of the early 1990s. By 2000, developers Argent with Aus Super, majority shareholder in the King's Cross Central Limited Partnership, took on the role of developing the land between and directly north of the two train stations. This would subsidise the upgrade of St Pancras Station which was to be the new terminus of the Eurostar service from the continent. The first London Plan in 2004 identified King's Cross as an Opportunity Area, and the subsequent Opportunity Area Planning and Development Brief prepared by Camden and Islington Councils provided an overarching framework to guide investment and regeneration.

A fundamental key to the success of King's Cross has been its masterplan, by Allies and Morrison with Porphyrios Associates, setting out a framework for incremental growth that guided development of a distinctive range of uses from a new home for Central St Martins to a new HQ for Google. A planning application was made that first defined a public realm to hold the site together and integrate it into the neighbourhoods surrounding it, while delineating development parcels. Each parcel had a defined range of flexibility regarding its uses, building heights and floorspace. Design studies were undertaken to test the framework, block by block, to determine if it would produce a true piece of city, which then defined guidelines for architects working on the site.

The development of a flexible framework allowed the project to weather the 2008 financial crisis and opened opportunities for novel new uses to be introduced and a few key moves early on began to build momentum. The construction of King's Boulevard, linking Euston Road to the centre of the site, was a means to draw visitors to Granary Square. Here, Central St Martins took up residence in the old Granary and Transit Sheds, introducing thousands of art students and faculty from around the world, and in repurposing a significant heritage building, beginning to convey the possibilities of a characterful place. Seeking to build on the buzz, ostensibly non-commercial tenants as diverse as the Aga Khan Foundation to the Everyman Cinema were introduced alongside more traditional commercial occupiers. Temporary and pop-up uses were also deployed, alongside significant retail, dining and over

2,000 homes. The opening of Coal Drop Yards in 2018 consolidated the area as a retail hub. All these began to establish King's Cross as an interesting destination for Londoners.

The site's extraordinary history helped to generate the form and nature of the masterplan. As well as the Granary and Transit Sheds, the oldest purpose-built gym in Britain, was reimagined as a grand restaurant, and the world's first great railway hotel, a faded Grade II-listed building, was given new lustre, as indeed was the station through comprehensive redevelopment. Victorian gasworks were integrated into new squares and housing. Regent's Canal was made accessible to the public again, and landscape features, such as the Camley Street Nature Reserve, were incorporated. Today that public realm encompasses some 26 acres, or 40 per cent of the development site.

The project offers a model for commercial development that takes a long-term view, as Argent has retained long-term ownership and therefore the management of the site. Perhaps the most significant benefit from the regeneration of King's Cross has been the catalytic impact it has had on a wider area. Demand for specialist wet and dry lab space along with affordable workspace is at a critical level and the area is well placed to serve the demands of the growing knowledge sector.

Also featured in the 2005 Changing Face exhibition was Regent Quarter, to the east of King's Cross station. Its regeneration involved the renovation of 19th-century industrial buildings, adapted to office, retail and leisure use and linking the area's distinctive courtyards. A key development is King's Place, a privately funded cultural venue, opened in 2008, comprising the first new-build public concert hall to be built in central London since the completion of that at the Barbican Centre (1982), facilities for performance, exhibition and education, and a restaurant, arranged around public spaces in the centre of the building. It also has seven floors of office space and houses the editorial offices of The Guardian newspaper.

Back in 2005 King's Cross was one of the key projects earmarked to change the face of London, and it has certainly done that. The 67 acre scheme has won numerous awards and is often cited as the best large scale example of regeneration in London. Progress has been rapid, at one stage spending over £1m a day on construction across multiple sites.

But over the road, Regents Quarter has seen dramatic change and most significantly the opening in 2008 of Kings Place, a rare example of private funding for a major music and visual arts venue alongside commercial space.

Robert Gordon Clark

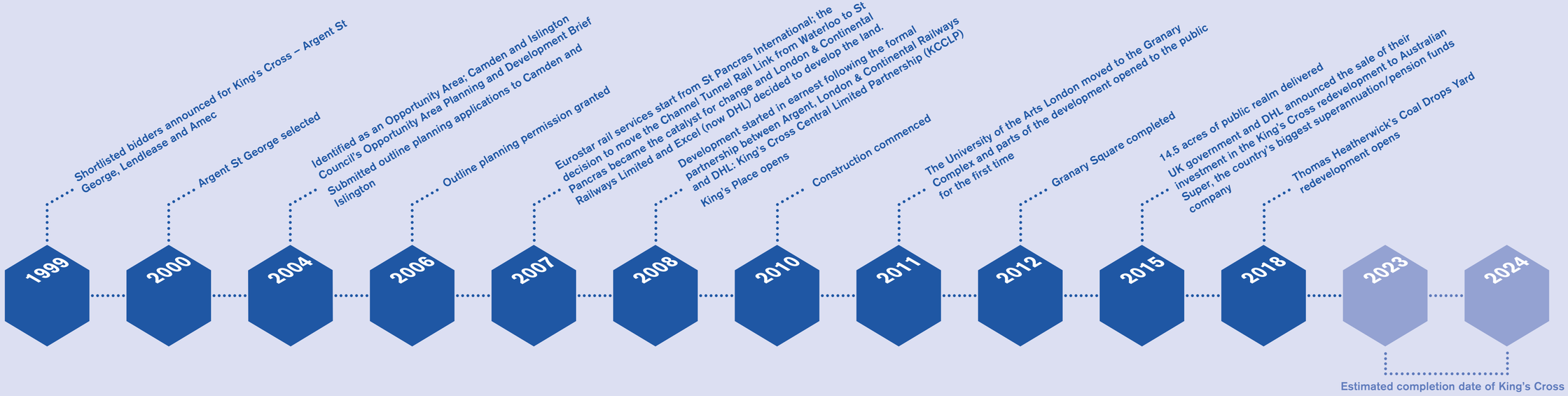
Key Facts

Borough: Camden, Islington
Opportunity Area: King's Cross (2004)
Size: 67 acres
Indicative no. of new homes: 1,900 new homes

- 50 new buildings
- 20 new streets
- 10 new public parks and squares
- 26 acres of open space
- 316,000 sqm of office space
- Epicentre of the Knowledge Quarter and home to world-class knowledge institutions, including the British Library, Google, Francis Crick Institute, Wellcome Trust and University of the Arts

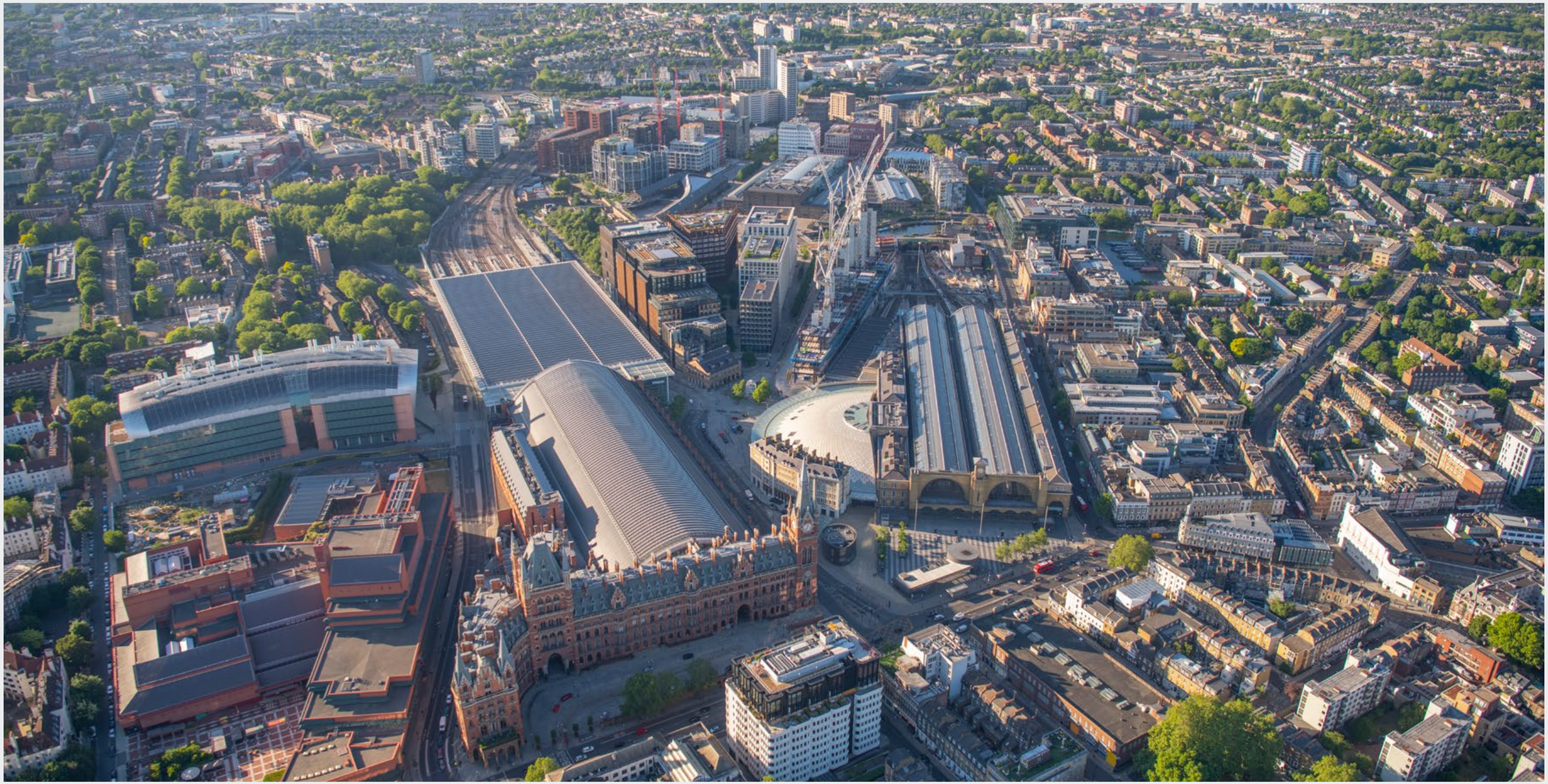


Key Dates





King's Cross, 2005 ©Jason Hawkes



King's Cross, 2020 ©Jason Hawkes



Thomas Heatherwick's Coal Drops Yard redevelopment opened in 2018 ©Argent



King's Cross hosts a distinctive range of uses from a new home for Central St Martins to a new HQ for Google ©Argent

6

Upper Lee Valley



Tottenham Hale Station is undergoing an upgrade to its London Underground and National Rail stations and is a proposed stop for Crossrail 2 ©VMI Studios

The Upper Lee Valley in north-east London is one of the largest Opportunity Areas in the capital, crossing the London boroughs of Enfield, Haringey, Waltham Forest and Hackney. Occupying a strategic position in the London-Stansted-Cambridge-Peterborough growth corridor, and with Crossrail 2 set to transform transport connectivity and capacity, the area is undergoing significant regeneration, especially around Tottenham Hale, Blackhorse Lane, Central Leeside and Ponders End. A key asset and defining feature of the area is the Lee Valley Regional Park, a 26-mile long, 10,000 acre space created by Act of Parliament as a 'green lung' for London, Essex and Hertfordshire.

In Enfield, Meridian Water is a major 20-year London regeneration programme led by Enfield Council, aiming to provide 10,000 homes alongside public spaces and community facilities. The first new school opened in January 2017, and the initial development phase, Meridian One, will see the first tranche of homes and retail space built at Willoughby Lane, around the new Meridian Water station, which opened in summer 2019 and will serve up to four million passengers each year at its peak. A key focus in Waltham Forest is Blackhorse Lane, with delivery of more than 2,000 new homes and improved amenities and infrastructure. The area received funding from the Outer London Fund and the London Borough of Waltham Forest to support the rich local economy of manufacturing industries and high street businesses, including the restoration by the multi-disciplinary collective Assemble of an old warehouse into Blackhorse Workshop, a shared workspace and resource base for local makers and designers. The area's potential to become a gateway to the Upper Lee Valley's green spaces has been enhanced by the opening of Walthamstow Wetlands to the public.

Tottenham Hale is seeing significant development investment, backed by Haringey Council and the GLA, including funding for its transport interchange and with future plans for Crossrail 2. In March 2019 Argent Related received planning consent from the London Borough of Haringey for its masterplan for the centre of Tottenham Hale. Next to the transport interchange, five plots of land are being brought together for development into more than 1,000 new homes across seven buildings; 15 new retail spaces; co-working and office space; and space for a new health centre serving 30,000 local people, all joined by three new public squares. In Wood Green's Haringey Heartlands site — identified in the London Plan as an Intensification Area — plans for more than 1,700 new homes, a new open space and office and retail space received consent from the borough early in 2018.

The construction of the new stadium for Tottenham Hotspur football club, opened in April 2019, has been the catalyst for a longer term regeneration plan for Tottenham. Plans for the stadium were first announced

The Upper Lee Valley did not feature in 2005 as the focus was down south, around the site for the Olympics in the Lower Lee Valley. But change since then has been significant led by the new 61,000 seat stadium for Spurs on the High Road in N17.

Looking ahead areas like Tottenham Hale, Haringey Heartlands and Meridian Water are all set for significant investment and change.

Robert Gordon Clark

in 2008 and a planning application submitted in 2009, which was approved in 2011. This was then enhanced by a further permission in 2015 for a larger, multi-use stadium and more substantial development around it. A major redevelopment of the area between the London Overground station and the new stadium, known as High Road West, is being masterplanned by Studio Egret West, to be delivered by developer Lendlease in partnership with the Council.



The new Meridian Water station opened in summer 2019 ©Pete Landers

Key Facts

Borough: Enfield, Hackney, Haringey, Waltham Forest

Opportunity Area: Lee Valley (formerly Upper Lee Valley) (2004)

Size: 3,900 hectares

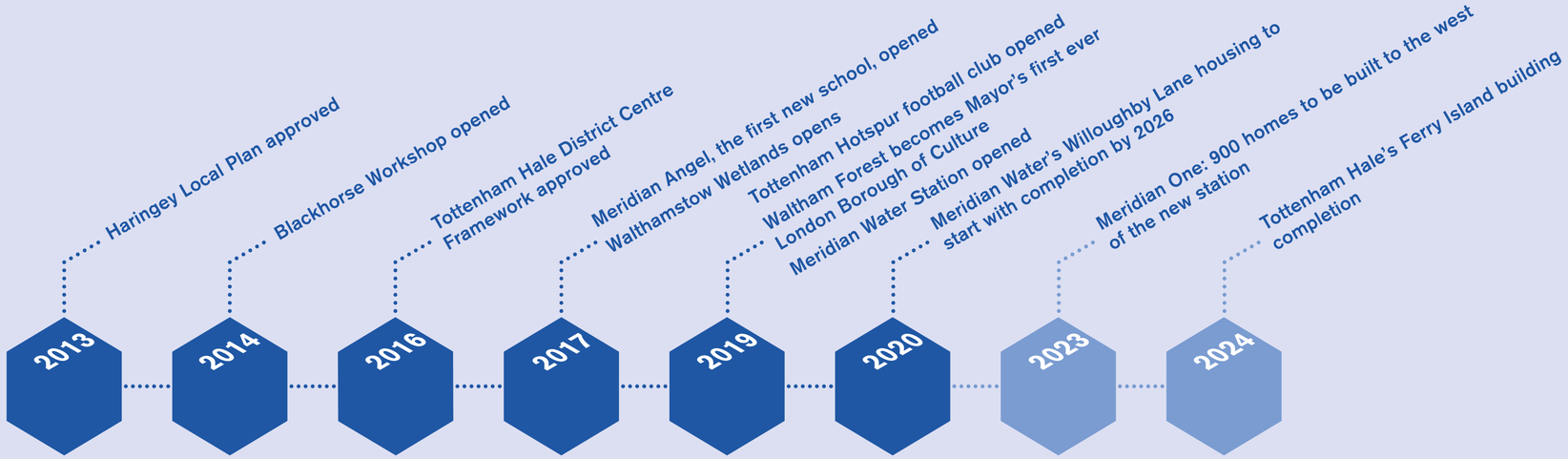
Indicative no. of new jobs: 13,000 (draft London Plan 2019)

Indicative no. of new homes: 21,000 (draft London Plan 2019)

- Tottenham Hale proposed uses: 1,030 residential units; 831 sqm GIA office space; 1,643 sqm GIA health centre; four new public spaces totalling over 8,600 sqm
- 10,000 new homes are proposed for the entire Meridian Water site
- 40 per cent affordable housing across the Meridian Water site. 70 per cent of the affordable homes will be affordable rented housing, while 30 per cent will be intermediate housing, either shared ownership or homes for rent at a level below market rent.
- 10,000 jobs to be created during construction of Meridian Water

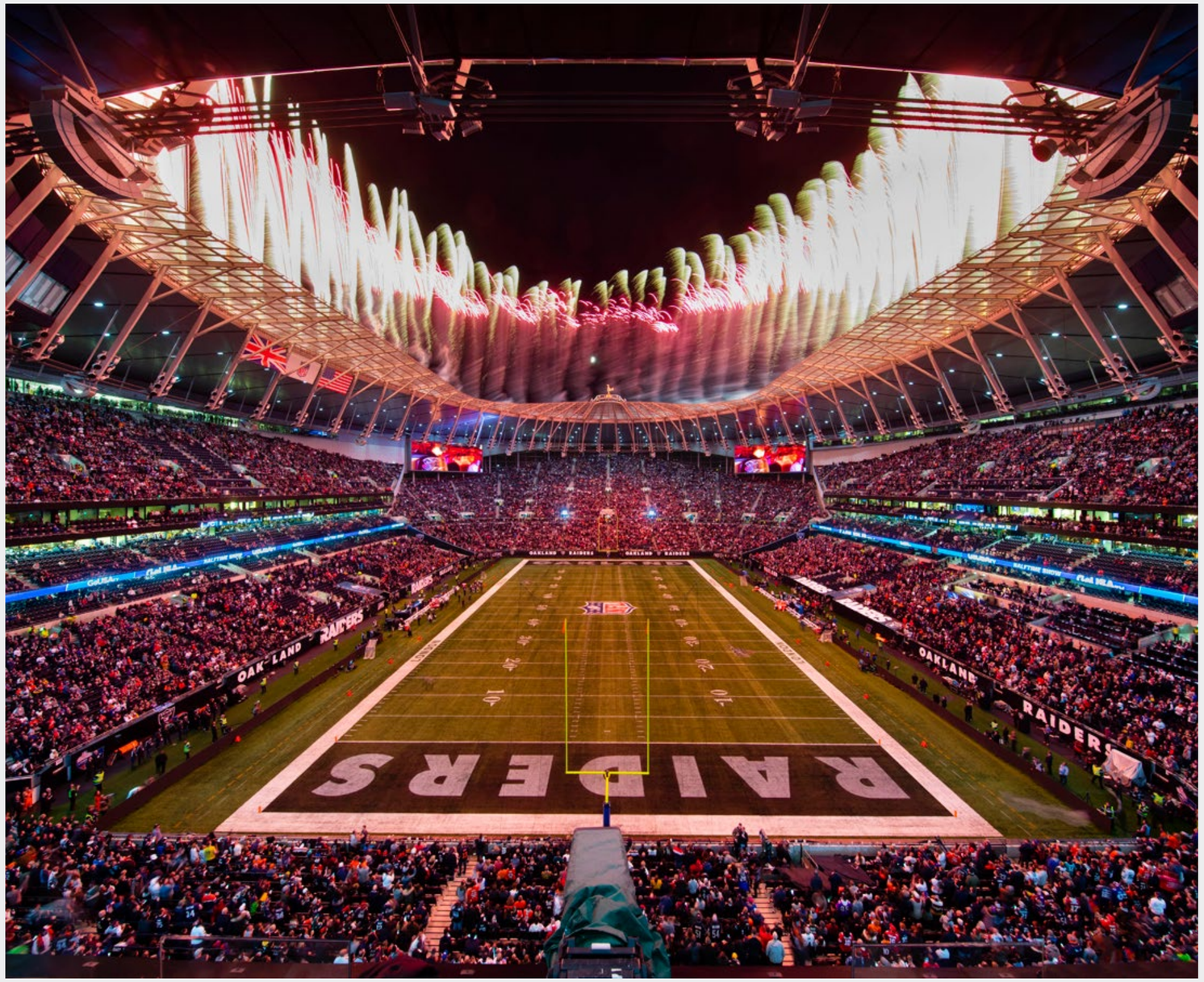


Key Dates





Argent Related's future plans for Tottenham Hale ©DN&Co



The new stadium for Tottenham Hotspur football club opened in April 2019 ©Edward Hill



Walthamstow Wetlands were regenerated and opened to the public in 2017 ©Penny Dixie

East

Barking

← The Changing Face of London ← Area Index



Barking Riverside, by Sheppard Robson for Barking Riverside Ltd, 2016 ©Hufton + Crow

London Riverside is the Opportunity Area which runs from Barking Town Centre, through Barking Riverside, into Dagenham Dock and the extensive industrial land containing the Ford Plant in Dagenham and Rainham. As London has moved east over the last 15 years, the first phases of a transformation unlocking significant development potential are underway.

The catalyst for the transformation of Barking Town Centre was the award-winning Barking Central and Barking Town Square scheme in 2011, which was followed by projects such as Short Blue Place, the Technical Skills Academy, the London Road redevelopment, the award-winning William Street Quarter, and the ongoing Gascoigne Estate. A new Town Centre Regeneration Strategy in 2020 will set out ambitious growth plans up to 2035 including 6,000 new homes, a food hub, a new destination at Roding Riverside and regeneration of the station quarter.

At 443 acres, Barking Riverside, on the site of the former Barking Power station, is one of London's largest development sites, with over 2km of River Thames frontage. In 2007 outline approval was secured for 10,800 homes. In 2016 a new Joint Venture between L&Q and the GLA was set up to take forward the project and a new masterplan was adopted. New schools have been built and an innovative waste system installed. An extension to the London Overground route is currently under construction, with plans for a riverboat service.

In 2020 the City of London Corporation submitted a planning application to relocate the historic wholesale markets (Billingsgate, New Spitalfields and Smithfield) to the site of the former Barking Power station on Chequers Lane. Working with the Thames Estuary Commission and key stakeholders, the potential of the area will be fully unlocked with ambitious plans over the next 15 years.

Whilst still London's largest manufacturing employer, Ford has released part of its substantial Dagenham estate for redevelopment. Its 45-acre site has been transformed into Orion Park for new businesses whilst Beam Park has planning permission for 3,000 homes and is being built out by Countryside. The New Beam Park station forms part of the plans alongside a new public space next to the River Beam. The next 15 years will see implementation of plans for the former Stamping Plant adjacent to Dagenham Dock station.

Over the last decade, Barking Riverside has had many national and regional public sector bodies involved and more reports written than probably any other site. Since then 1,400 homes have been built, the first of seven schools opened and Homes England has recently announced £56 million to support the acceleration of services, roads and social infrastructure.

Meanwhile Barking town centre continues to be transformed with an ambitious outer London town centre plan.

And most recently the decision to re-locate London's three main wholesale markets will be a major step change for the borough.

Robert Gordon Clark

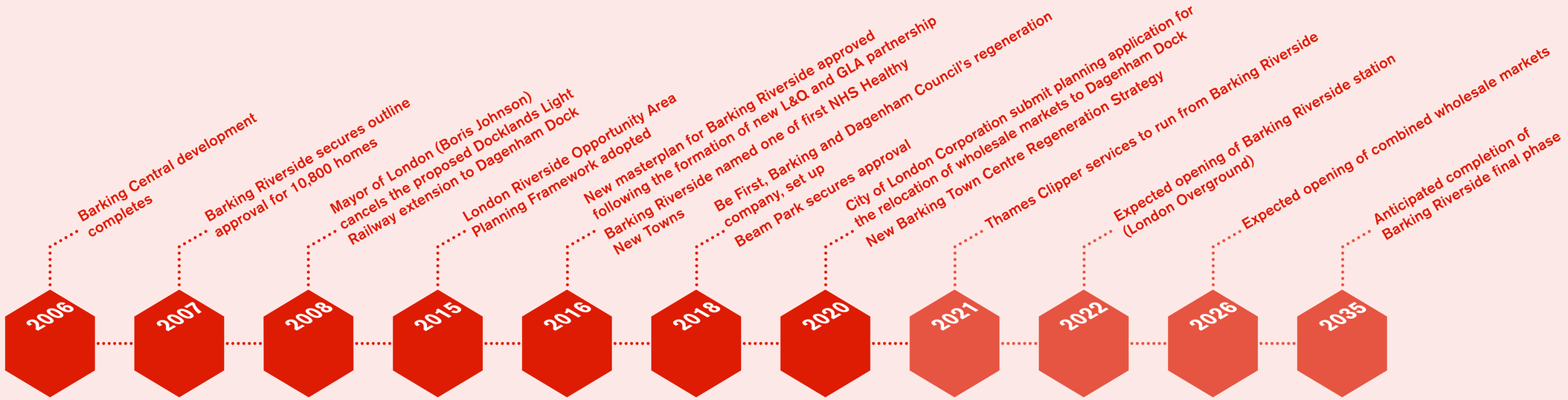
Key Facts

Borough: Barking and Dagenham
Opportunity Area: London Riverside (2004)
Size: 3,000 hectares
Indicative no. of new jobs: 29,000 (draft London Plan 2019)
Indicative no. of new homes: 44,000 (draft London Plan 2019)

- Barking Riverside: 185 hectares; 10,800 homes approved; 2km of River Thames frontage
- Highest percentage of population aged under 19 in the UK

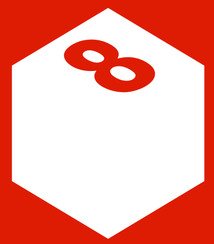


Key Dates





Barking Riverside, on the site of the former Barking Power station, is one of London's largest development sites ©Visualhouse



Bexley



Erith Baths new homes developed by L&Q ©L&Q

Situated at London's eastern border with Kent, the borough of Bexley, in the heart of the Thames Gateway, has a distinctive character rooted in its suburban interwar housing, expansive open space, riverside location and strategically important role in London's industry and logistics requirements. Bexley Riverside, one of two Opportunity Areas in the borough (the other being Thamesmead & Abbey Wood), covers parts of Erith, Crayford, Slade Green and Belvedere. The borough's Growth Strategy, published in 2017, plans for significant housing and employment growth linked to anticipated improvements in roads and public transport, including the extension of Crossrail from Abbey Wood, a bus rapid transit system to Slade Green and the DLR extension from the Royal Docks to Belvedere via Thamesmead.

The borough strategy plans for new residential development around well-connected public transport nodes, making the most of the area's riverside location and industrial heritage, which includes safeguarded wharves on the River Thames. Core industrial areas retained for employment uses will be improved and intensified, with the aim of fostering the growing movement of artisans and other manufacturers. In Belvedere a new neighbourhood and town centre will be created, focused on a public transport interchange, with up to 8,000 new homes and 3,500 new jobs. The vision for Erith is as a well-connected urban riverfront destination of up to 6,000 new homes, with the area supporting up to 2,000 new jobs through a shift to new engineering and manufacturing activities. Erith Baths, a 100 per cent affordable housing association development, completed in 2019, in the town centre, is a harbinger of the extensive regeneration planned for the area.

Situated next to one of London's remaining marshlands along the River Thames, Slade Green will be transformed with a new local town centre set around a potential new Crossrail station and access to outstanding recreational spaces, delivering up to 8,000 new homes and 1,000 new jobs. Crayford will provide the opportunity to consolidate and redefine the town centre, opening up the north of the area to up to 1,000 new homes with increased access to a more naturalised River Cray. Employment will remain important to Crayford, with uses consolidated to the east, delivering 1,000 additional jobs.

Some 15 or more miles from Charing Cross to the east, we really are in Dickens' Great Expectations countryside and on the southern shores of the Thames Gateway.

The Thames Gateway has been promoted for many years, but the emerging plans for Bexley Riverside, including Erith, first championed in the London Plan of 2011, are now being pushed hard by the Council.

Much depends on improved connectivity, but much change could be seen in this part of London which in many ways still feels part of Kent, over the next 15 years.

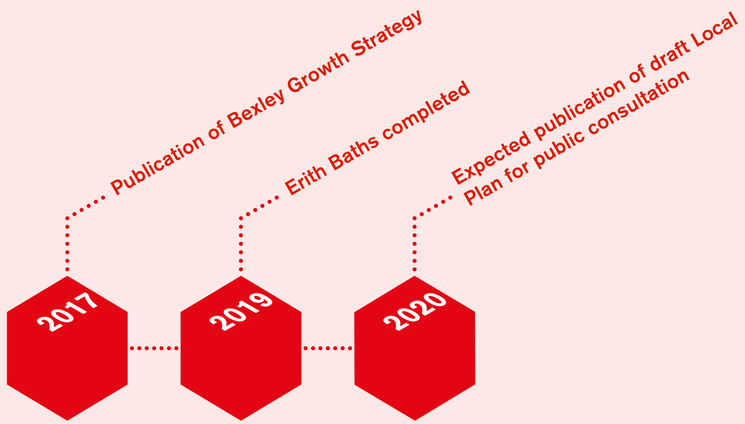
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Key Facts

Borough:	Bexley
Opportunity Area:	Bexley Riverside (2008)
Size:	1,347 hectares
Indicative no. of new jobs:	19,000 (draft London Plan 2019)
Indicative no. of new homes:	6,000 (draft London Plan 2019)



Key Dates





Erith and Slade Green, 2018 ©Bexley Council



Canada Water

← The Changing Face of London ← Area Index



Porters Edge, by Maccreanor Lavington for Sellar and Notting Hill Genesis, 2019 ©Tim Crocker

For most of the 20th century, Canada Water was an area of working docks and canals on the south side of the Thames. Following the docks' closure in the 1970s, the area was redeveloped in the 1980s and a big box shopping centre and leisure centre were built here alongside the vast Harmsworth Quays printing works which closed in 2012. Dramatic improvements to transport connections, including the Jubilee Line and Overground, have brought this site significantly closer to central London. By 2029 more than 8 million people will live within a 45 minute journey to Canada Water by train, tube and bus, outstripping other transport hubs including Liverpool Street, King's Cross, Bank and Oxford Circus stations in terms of connectivity.

Canada Water is now being transformed into a new town centre through a long partnership between British Land, Southwark Council and the local community. The development represents a key part of London's eastward shift: the GLA's 'City in the East' masterplan details how major development should take place from London Bridge to the Isle of Dogs and Greenwich Peninsula, right through to Ilford in Essex and Dartford in Kent.

The Canada Water Masterplan covers 53 acres providing jobs, homes, offices, shops and community facilities. This new town centre will provide twelve acres of parks and public realm, anchored by three major public spaces: the ecologically restored Canada Dock — one of the remaining expanses of water from the Surrey Commercial Docks — a new Town Square, and the new 3.5-acre Printworks Park, alongside over a dozen pocket spaces. A new high street connecting Canada Water and Surrey Quays stations will be balanced by a network of narrower, pedestrianised shopping streets. Quieter, green routes will encourage people to explore the pedestrian-focused public realm.

The timing of this publication comes just a few months after one of the largest planning permissions has been granted in London for many years at this key opportunity area in Southwark.

British Land have now started the enabling works for the 53-acre scheme and intend to push on with the initial three buildings which have detailed planning permission, including a first phase of affordable housing.

Located as it is between the West End and Docklands, it will be fascinating to see what interest there will be from commercial tenants as this new part of central London comes to life.

Robert Gordon Clark

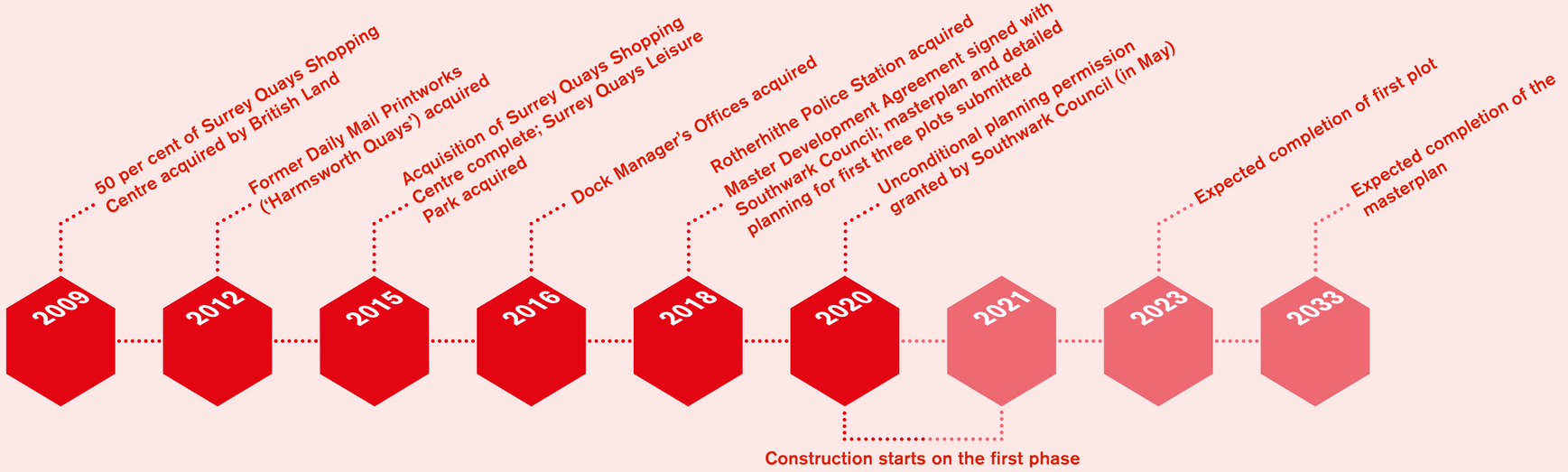
Key Facts

Borough: Southwark
Opportunity Area: Canada Water (2008)
Size: 53 acres
Indicative no. of new jobs: 20,000 (draft London Plan 2019)
Indicative no. of new homes: 5,000 (draft London Plan 2019)

- 3,500 homes
- Up to 3.5m sq ft of offices and workspace
- 1m sq ft of retail
- A new community leisure centre
- 12 acres of new parks and public spaces



Key Dates





The Canada Water Masterplan covers 53 acres providing jobs, homes, offices, shops and community facilities ©Allies and Morrison



Canada Water, 2017 ©Jason Hawkes



Canary Wharf

← The Changing Face of London ← Area Index



Jubilee Park in Canary Wharf © Jason Hawkes

Over the last 15 years Canary Wharf has grown from a highly focused business and financial services district into a centre of metropolitan scale. Crucial to this success has been the flexibility of the original masterplan, supported by its transport infrastructure, largely funded by the developer. The original concept of a commercial core with residential mixed-use beyond, seen initially at Canary Riverside, is now driving the development of Wood Wharf, the site adjoining the eastern boundary and the early development of which was featured in the 2005 NLA exhibition. Many of the first-phase buildings at Canary Wharf are being refitted or repurposed as their first leases come to an end, with more diverse uses being incorporated.

Today 125,000 people work at Canary Wharf, the size of a city like Cambridge, and when the Elizabeth Line opens, the working population is expected to grow again, up to 200,000.

Through careful management of the whole development process, Canary Wharf has been able to achieve a successful mix of high-quality office space, growth of the fintech community at Level 39 at One Canada Square, wide ranging retail and leisure facilities, and a mix of public open spaces. Approximately half of the people that use the shops at Canary Wharf are local residents and visitors from beyond the estate.

Over the next 15 years the focus of Canary Wharf will be continued growth and diversification as the estate matures. Wood Wharf is Canary Wharf Group's first major residential-led, mixed-use development, designed to accommodate nine acres of open space and over 3,200 homes, 25 per cent of which will be affordable, and a two-form entry primary school. When completed there will be 200,000 sqm of commercial offices, designed to provide flexible space to accommodate a range of developing businesses, including SMEs, that will complement rather than duplicate Canary Wharf itself. Many of the businesses fostered by the Level 39 initiative have out-grown the space available there and have signed up to new space at Wood Wharf. The two remaining major development sites, North Quay and Riverside South, provide further opportunities for metropolitan scale mixed use development in the next 15 years, supported by the opening of Crossrail.

We set up LCA in 1999 just as the London Docklands Development Corporation (LDDC) was being wound up after 18 years of direct control over large swathes of East London. Since then the focus in the Docklands has been on Canary Wharf more than any other area.

It has been seen by many as the nearest we have in London to the American city's grid block design. How Wood Wharf and North Quay are built out will be fascinating to watch, as will be the never-ending healthy competition between Canary Wharf and the City of London.

Robert Gordon Clark

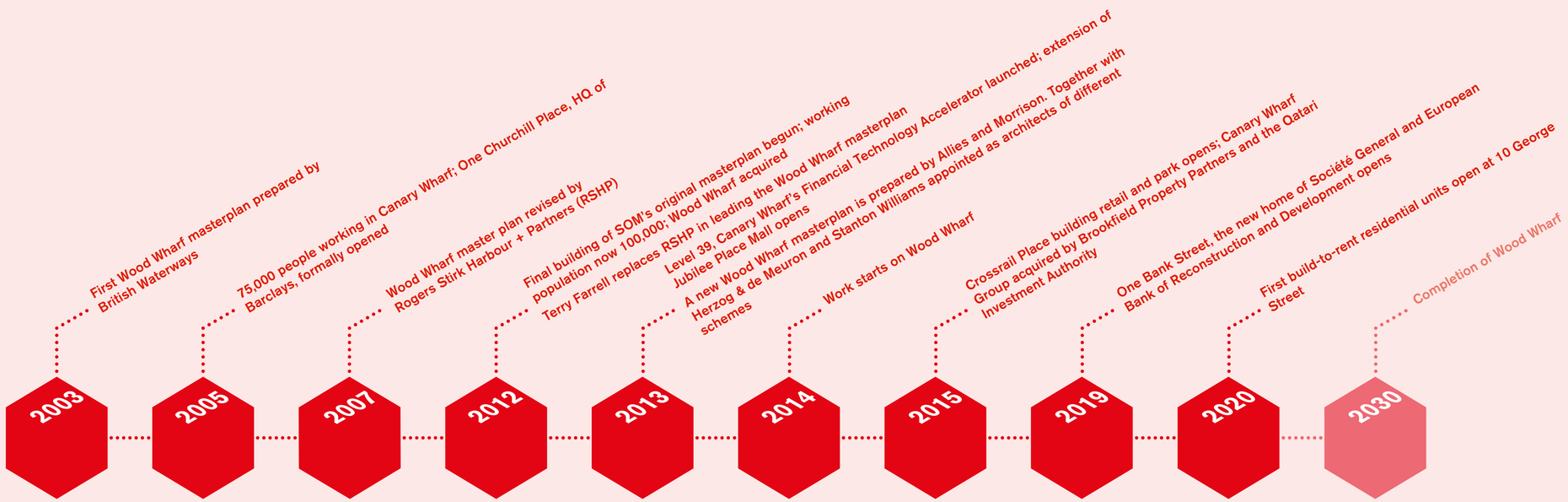
Key Facts

Borough: Tower Hamlets
Size: 97 acres
Indicative no. of new office space: 2 million sq ft in Wood Wharf
Indicative no. of new homes: 3,600 new homes in Wood Wharf

- Supports 280,000 indirect jobs and provides nearly 75 per cent of the GVA of Tower Hamlets
- 1.5m sqm of office space
- The third largest mall complex within the M25, with just under 100,000 sqm of retail space and more than 300 shops, bars, restaurants and services
- 4 major parks with 162,000 sqm of outdoor public realm, and more under construction at Wood Wharf
- The highest productivity of any area of similar size anywhere in the whole of Europe, according to a 2017 report by The Milken Institute



Key Dates

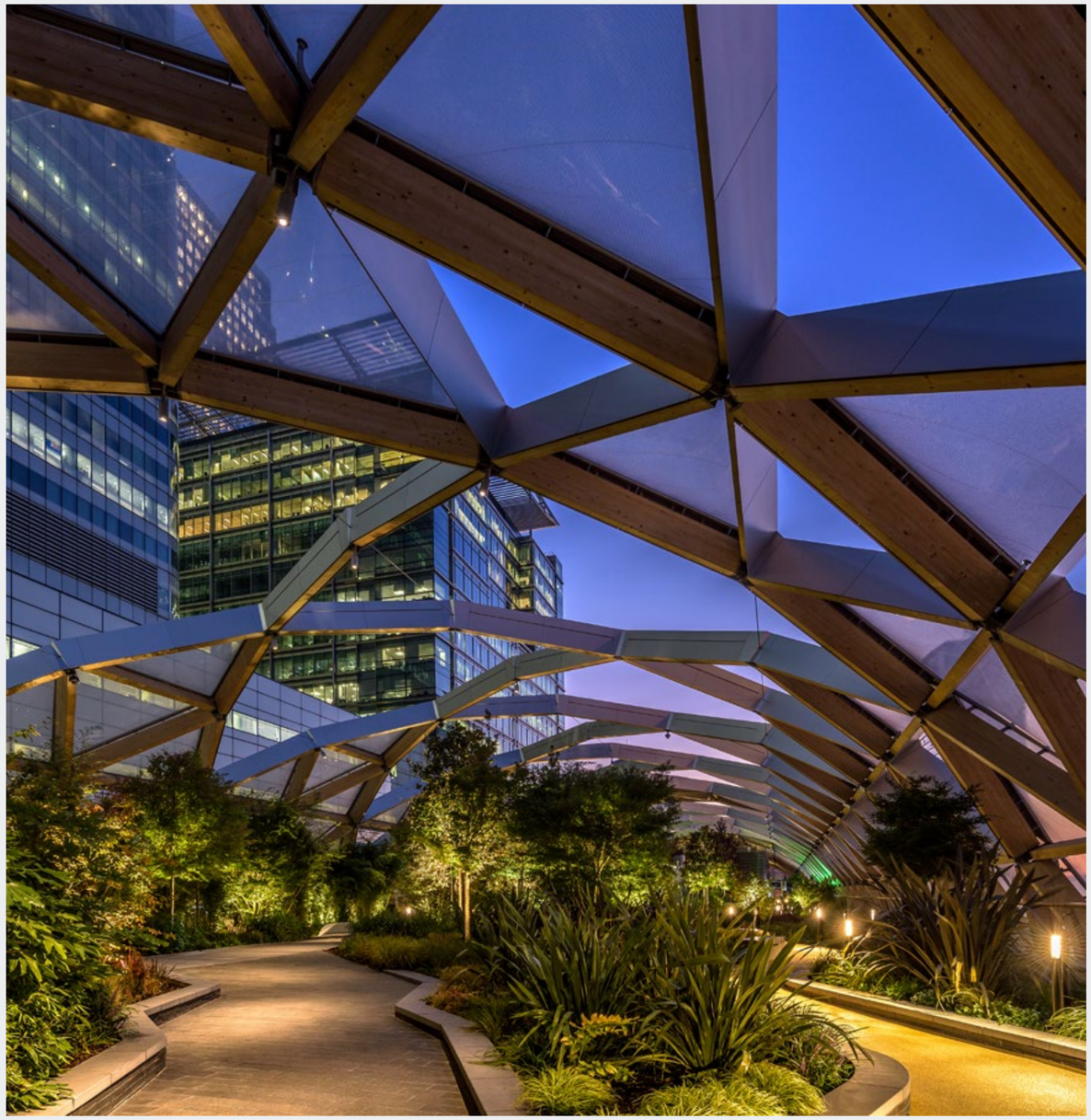


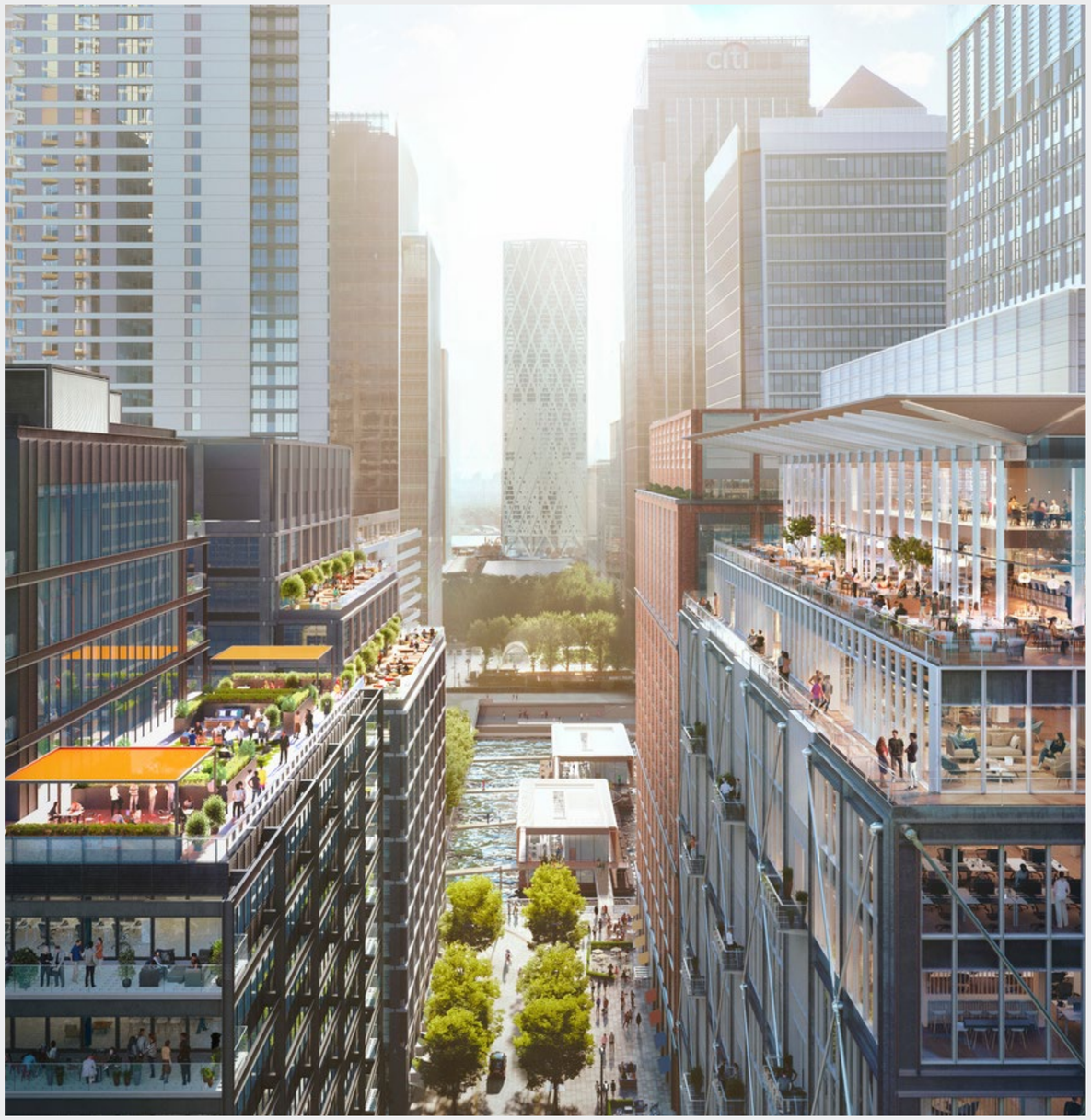


Canary Wharf, 2005 ©Jason Hawkes

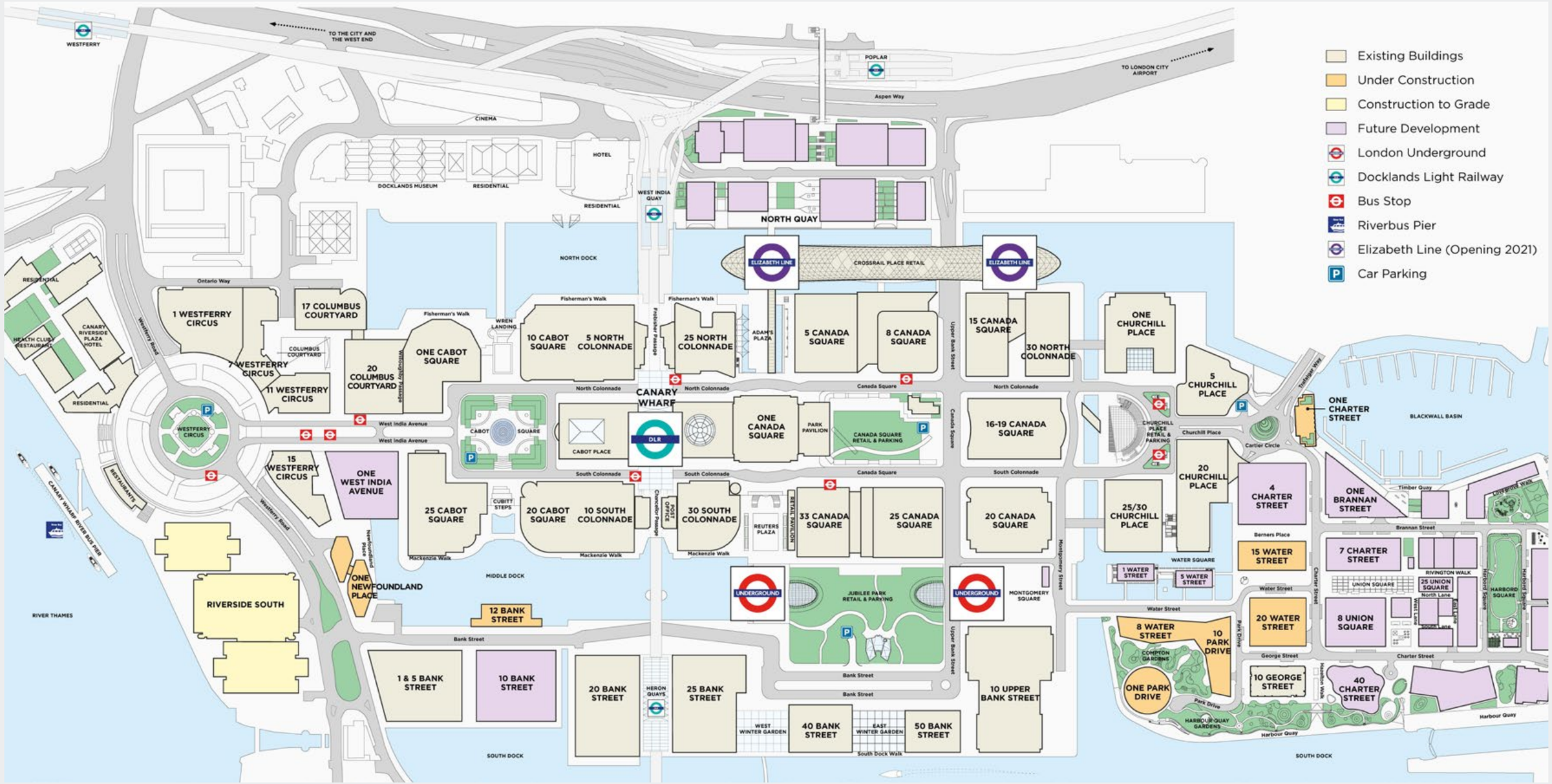


Canary Wharf, 2020 ©Jason Hawkes





Crossrail Place designed by Foster + Partners was completed in 2015 ©Nunzio Prenna | Wood Wharf, a new major residential-led, mixed-use development to be completed in 2030



Canary Wharf and Wood Wharf masterplan ©Allies and Morrison



Wood Wharf, to be completed in 2030 ©CWG

City Fringe

← The Changing Face of London ← Area Index



White Collar Factory, by AHMM for Derwent London, completed in 2018

The City Fringe Opportunity Area is now defined in the London Plan as covering parts of the London Boroughs of Islington, Tower Hamlets and Hackney (but not the City of London), including — but not entirely comprising — the cluster of diverse, high-tech digital businesses originally centred on Old Street Roundabout (the 'Silicon Roundabout') but now extending as far as the Queen Elizabeth Olympic Park and known as 'East London Tech City'. Historically, the area regarded as the City Fringe was centred on the eastern edges of the City of London's financial district. The core office market has continued to expand eastwards and is now well established along the boundary between the City of London and Tower Hamlets.

In the early 21st century the areas around Spitalfields, Shoreditch and Aldgate experienced rapid commercial development followed by high-density schemes. The City Fringe area in Tower Hamlets is also a hub for knowledge and research, with the London Metropolitan University in Aldgate and a growing life sciences campus in Whitechapel at the Royal London Hospital. The Tower Hamlets Local Plan (2020) sets out the ambition to ensure that the area, as it relates to that borough, is an attractive and well-connected gateway between the City and east London, supporting a diverse mix of uses, with new affordable and flexible employment spaces benefiting from the arrival of the Elizabeth line and improved accessibility. The borough plans for the City Fringe by 2031 to grow by minimum of 10,334 homes, 44,170 sqm of office space, 3,908 jobs, and over 10,000 sqm of leisure, retail and eating and drinking spaces, supported by new social infrastructure. New developments on the key sites of London Dock, Whitechapel South, Marian Place and Bishopsgate Goodsyard will deliver modern homes, while existing estates will be improved. Whitechapel and the surrounding area will benefit from new state-of-the-art research and education facilities and will accommodate start-ups and other supporting businesses. A new civic centre and a new green spine to the south of Whitechapel Road will provide focal points for leisure and community/social activities.

From the 1990s, Shoreditch, Old Street and Hoxton began to see the clustering of tech start-ups attracted to the area by (then) cheaper rents, good transport connections, proximity to potential investors and clients in the City, and a creative atmosphere generated by a thriving art and media sector. Today some estimates put the number of businesses here at 4,000, double that 20 years ago. The expansion of the tech sector and continued business growth in the City Fringe have been recognised at mayoral and national level as strategically important to the economy of London and the UK. Securing affordable workspace, high-quality digital connectivity and an attractive, 'buzzy' business environment have been to date key considerations for the growth of this sector, as are mixed-use buildings

Back in 2005 Tech City wasn't yet on the map and the term City Fringe hardly being used.

The arrival of tech companies to the area in 2007/8 was soon followed by the Prime Minister, David Cameron, accelerating the cluster in a speech in 2010. Progress since then has been extremely rapid across what is, at 901 hectares, a sizeable chunk of central east London across three boroughs.

Five years on from the area being identified formally in the London Plan as an Opportunity Area, the big question now is what further growth can be expected, especially in the next few years as London seeks to reposition itself post Brexit and Covid-19 and Tech City competes with areas likes the Knowledge Quarter and Stratford.

Robert Gordon Clark

such as the White Collar Factory, on a major corner site at Old Street. This development by Derwent London, completed in 2017, features a landmark office tower, part of an urban campus with offices, studios, incubator space, restaurants and apartments, set around a landscaped public space, Old Street Yard. Another key element has been the retention of the area's former industrial character, seen in the refurbishment of historic buildings such as the Tea Building, on the corner of Shoreditch High Street and Bethnal Green Road, and new build such as the Featherstone Building, inspired by the architecture of Victorian warehouses.



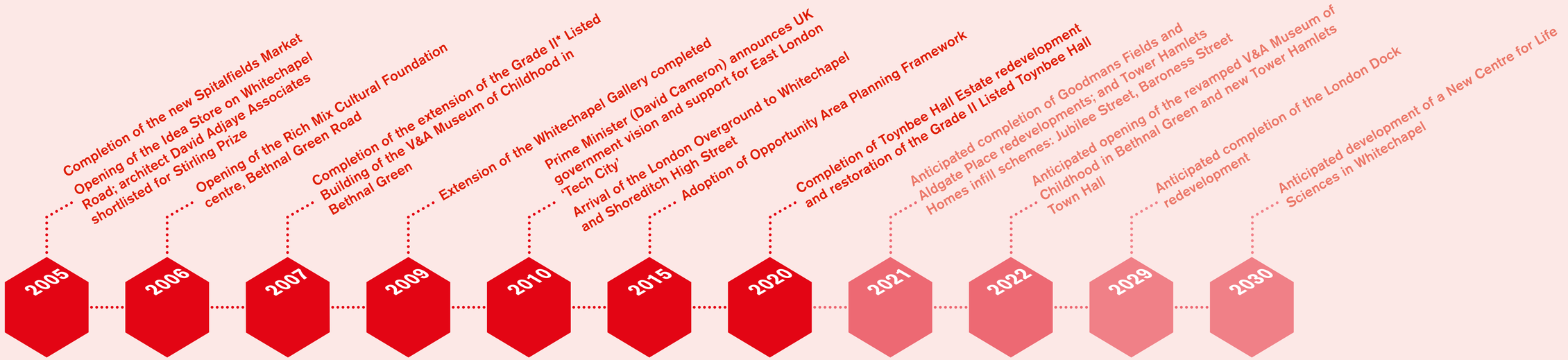
Bishopsgate Goodsyard, a proposed redevelopment for a major brownfield site

Key Facts

Boroughs: Hackney, Islington, Tower Hamlets
Opportunity Area: City Fringe/Tech City (2015)
Size: 901 hectares
Indicative no. of new jobs: 50,500 (draft London Plan 2019)
Indicative no. of new homes: 15,500 (draft London Plan 2019)



Key Dates





Old Street roundabout, 2017 ©Jason Hawkes



City of London

← The Changing Face of London ← Area Index



Broadgate Public Realm, by DSDHA for British Land, completed in 2018

The City of London has experienced great changes during the past two decades, and several key themes can be identified. These include: growth in jobs and floorspace; growth in the City's business and cultural links with neighbouring areas; an increase in tall buildings, including consolidation of the City Cluster; a greater range of retail and leisure activities; more space for pedestrians at street level and upper levels including green roofs; increased cycling and walking; and technological shifts driving changes in business models and working practices.

This period has seen the re-branding of the City Fringe as 'East London Tech City', a key business and leisure location adjacent to the City, in Clerkenwell, Old Street, Shoreditch and Spitalfields, alongside the establishment of 'fintech' businesses in the City and environs. The Culture Mile on the northern fringe of the City is emerging as a destination for the night-time economy.

Perhaps one of the biggest transformations has been brought by the new cluster of tall buildings that has started to form on the Eastern part of the City. In 2019 there were 57 tall buildings over 75m AOD (above ordnance datum) in height with 28 completed since 2000. The tallest City buildings include 22 Bishopsgate (under construction), One Undershaft (with planning permission), 110 Bishopsgate (completed 2011), the Leadenhall Building (completed 2014) and 30 St Mary Axe (the Gherkin; completed 2004). The 'Eastern Cluster' will continue to evolve, with (at least) other ten tall buildings being in the pipeline as of March 2020.

The City has evolved attracting a new range of uses and activity, beyond being solely a place for work. The cultural offer has significantly expanded and in addition to museums and galleries, a key cultural open-air attraction — Sculpture in the City — has taken place annually since 2012. New open spaces have been improved and expanded, such as the conversion of a former coachpark at St Paul's Churchyard, completed 2012; Cheapside public realm scheme, completed 2012; and Aldgate new public square, completed 2018. Healthy Streets have also being a core driver to the transport strategy.

The City projects an anticipated employment increase of 116,000 jobs during 2016–2036, and office stock is expected to grow by 2 million sqm gross from 8.7 million in 2016 to 10.7 million in 2036. There is a focus on further diversification of occupiers to complement the financial services sector cluster. Future expansion of the Culture Mile on the northern fringe of the City is due to encompass the new Museum of London in Smithfield — planning approval for which was granted in June 2020 — refurbishment of Smithfield Market buildings (if the meat market moves), and a proposed new Centre for Music on the current Museum site. Collaboration with neighbouring areas to

In the last 15 years the City of London Corporation has continued to evolve politically, socially and physically. Today the focus is as much on quality of life as it is on big financial business, witness the stats here on restaurants, hotels and shops alongside of course a crop of very tall new office developments since 2005.

Investment in the Culture Mile, the Museum of London's new home at West Smithfield, public realm, technology and reducing road traffic are all tangible signs of how the Square Mile is changing fast and rising to challenges of life outside the EU and post-covid. And one of the biggest changes will be outside its boundaries as the City plans to move London's three famous markets — Billingsgate, Smithfield and New Spitalfields to one location in Barking at Dagenham Dock.

Robert Gordon Clark

provide social infrastructure to support growing local communities will involve 1,460 additional homes on appropriate sites in the City by 2028/29.



St Helen's Square at the foot of The Leadenhall Building designed by RSHP and completed in 2014

Key Facts

Borough: City of London
Size: 1.12 sq mi
Indicative no. of new jobs: 116,000 between 2016–2036
Indicative no. of office space: 2m sqm gross by 2036

- The number of employees in the City have grown by 50 per cent — from 349,000 in 2000 to 522,000 in 2018
- The total office stock increased from 8.3m sqm gross in 2000 to 9.3m in 2019
- In 2018: 34 per cent of businesses were in the financial sector, 27 per cent in professional and estate, and 19 per cent in administration and education. Employment growth has been noticeable in insurance, law, management consultancy, information, communication and other professional services
- The City now has about 1,900 retail units occupying about 570,000 square metres of retail floorspace
- The total number of hotel bedrooms increased from 3,800 in 2011 to 6,100 in 38 properties in 2019
- In 2019 there were 307 restaurants and cafes (which have increased in average size since 2011), 247 bars and pubs, and 57 hot food takeaways



Key Dates





City of London's Eastern Cluster, 2005 ©Jason Hawkes



City of London's Eastern Cluster, 2020 ©Jason Hawkes



The Aldgate gyratory was transformed into a traffic-free, pedestrian-friendly public realm in 2018 ©John Sturrock



The proposed new Centre for Music on the current site of the Museum of London ©Diller Scofidio + Renfro



The new Museum of London in Smithfield, part of the Culture Mile ©Secchi Smith Stanton Williams



City Road

← The Changing Face of London ← Area Index







Lexicon, by SOM for Mount Anvil and Clarion Housing Group, 2017 ©James Jones | 250 City Road, by Foster + Partners for Berkeley | Canaletto, by UNStudio for Orion City Road Trustee Limited, 2017 ©Hufton + Crow

In the last decade and more City Road has seen a major transformation, partly owing to its prime location in the City Fringe and close to the burgeoning tech industry hub that has developed around Old Street roundabout. The 2005 NLA exhibition highlighted the beginnings of this dramatic change, featuring City Road Basin, one area in which clusters of tall buildings have since been constructed.

The City Road canal basin was historically used as a servicing area for the City of London, as part of the Regent's Canal. In the postwar period it was converted into other facilities but large areas became derelict. In 2003 Bennetts Associates was commissioned by Islington Council, British Waterways and several landowners to develop a masterplan for the area, creating a high-density, mixed-tenure residential development that opened the basin up to public use, with parks and walkways around the water, commercial and community uses at ground level, and, notably, two towers at the point where the basin meets City Road. Since the masterplan was approved in 2004, Bennetts Associates completed the works to the basin head, while other architects made proposals for individual buildings. Completed in 2017 (but originally consented by Islington Council in 2006), the Lexicon is a residential development on the west side of City Road Basin comprising a 36-storey tower and a pair of low-rise canalside apartment buildings around a landscaped public courtyard. The project was designed by Squire and Partners and delivered by SOM. Other tall buildings include Berkeley Group's 250 City Road, a 36-storey tower designed by Foster + Partners, and the 31-storey Canaletto residential tower, designed by UNStudio.

Another cluster has emerged nearer to Old Street Roundabout. Squire and Partners' M by Montcalm hotel in Shoreditch was completed in summer 2015, with a striking facade expressing the idea of optical effects said to be inspired by the Moorfields Eye Hospital opposite. Designed by Farrells and developed by Mount Anvil, The Eagle, inspired by the restoration of existing Art Deco buildings, contains new homes, a new public space and employment space.

In 1983 I started my career in Park Royal and then, in 1986, I started to commute to Central Street, just off City Road. What was then an open car park on the corner of City Road, where I would leave my company car, is now the site of a massive residential tower. And the old ginger wine distillery on Central Street is now flats.

Since 2005 all down City Road change has been significant. Along with Southwark Street this is possibly the road that has changed more than any other in central London. And that change is set to continue as Moorfields Hospital plans a move to St Pancras.

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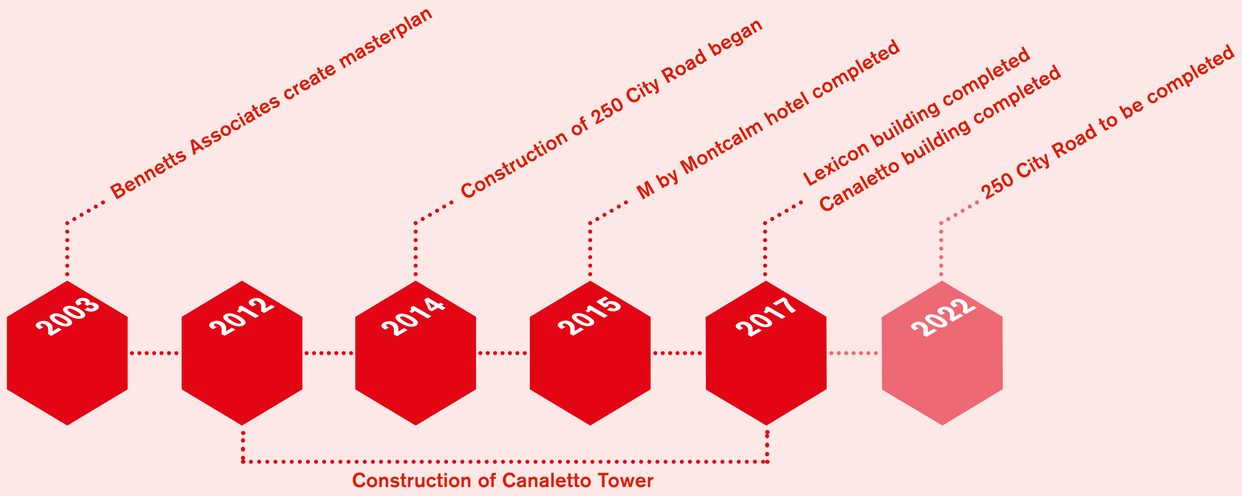
Key Facts

Boroughs: Islington, Hackney

- 250 City Road: 950 mixed tenure homes (planned); 78,000 sq ft contemporary office complex;
- 40,000 sqft of restaurants, bars, cafés and 190-bed hotel; 1.9 acre parkland
- Canaletto Tower: 22,000 sqm of studios, apartments and shared amenities



Key Dates





City Road, 2014 ©Jason Hawkes



250 City Road to be completed by 2022

Charlton Riverside

← The Changing Face of London ← Area Index



Charlton Riverside, 2016 ©Jason Hawkes

The Royal Borough of Greenwich has identified Charlton Riverside as a priority for regeneration and is focusing substantial resources to bring forward positive change in the area. Charlton Riverside's rich industrial heritage will shape a series of new neighbourhoods, integrating residential development with modern industrial, office and creative employment opportunities, as well as new schools and other facilities. Up to 8,000 new homes are expected to be delivered in a range of types and tenures but will largely be low- to medium-rise, with a significant proportion being family homes.

New routes, along streets that reflect historic paths and boundaries and through public open space, are intended to encourage more walking and cycling. Improvements will include increasing accessibility to the Thames Path; redesigning Woolwich Road to prioritise public transport, pedestrians and cyclists; and creating a green bridge or green link connecting Charlton Riverside with areas south of the Woolwich Road. Plans also allow for future provision of a waterfront rapid transit route connecting Thamesmead to the Greenwich Peninsula via Charlton Riverside. Improvements to Charlton Station and Woolwich Road will help to integrate new development with the rest of Charlton.

There will be 4,400 additional jobs in a range of different industries and at a range of scales. The proposed mix of uses will involve retention of existing heavier, industrial uses — including protection of Strategic Industrial Locations and active wharves — and provision of a range of new workspace units.

Schemes currently proposed (in 2020) include Herringham Quarter, a development by Hyde Housing Association for nearly 1,300 new homes close to the Thames Barrier; 1,500 homes from developer Montreaux on the Stone Foundries plant site; 500 homes by developer Komoto on the site of the former Johnsen and Jorgensen glassworks; and 500 homes, along with a co-working hub for local businesses and space for light industry, by U+I on the old Siemens glassworks site on the Charlton and Woolwich border. In early June 2020 a proposed development of more than 700 homes by Rockwell close to Anchor & Hope Lane was rejected by the Secretary of State for Housing, Communities and Local Government, after being turned down by councillors and also by the Mayor.

Between Greenwich Peninsula and the Thames Barrier, directly opposite the Royal Docks, one of two key regeneration opportunity in the Royal borough on the river frontage. Identified well over a decade ago as an opportunity area, progress has been at best steady and, with not the greatest transport connectivity, it will be interesting to see if the quantum of homes and commercial space are delivered in the years ahead.

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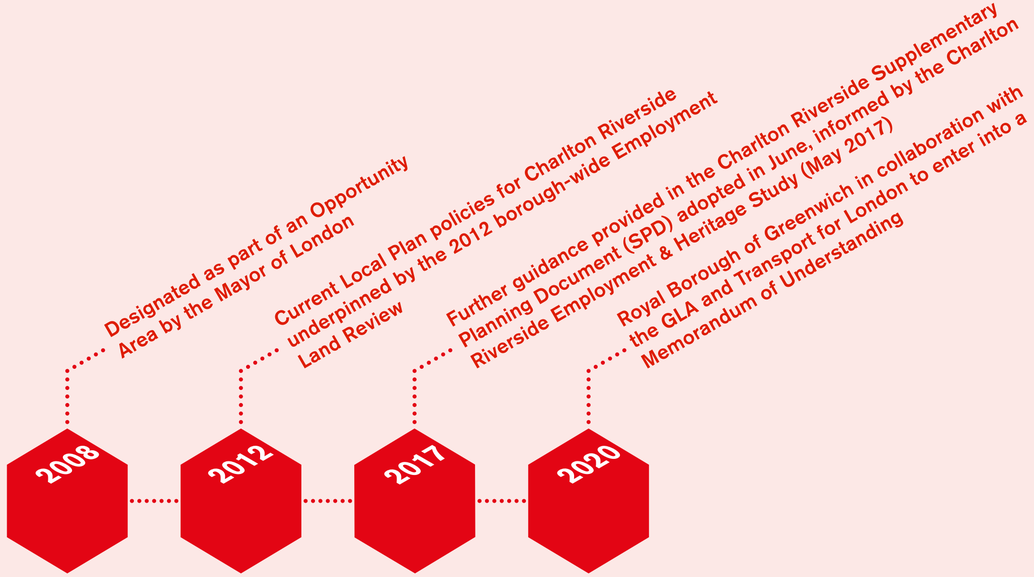
Key Facts

Borough: Greenwich
Opportunity Area: Charlton Riverside (2008)
Size: 22 hectares
Indicative no. of new jobs: 1,000 (draft London Plan 2019)
Indicative no. of new homes: 8,000 (draft London Plan 2019)

- 380 businesses providing an estimated 5,600 jobs
- Southern end of the Thames Barrier is located at Charlton Riverside
- Currently 3.5 million tonnes of UK aggregates are processed at Angerstein and Murphy's Wharves; there are also a number of protected wharves located in the north-west corner of Charlton Riverside



Key Dates





Faraday Works, on the old Siemens glassworks site, forms part of the first phase of the Charlton Riverside Masterplan ©Studio Egret West



Deptford

← The Changing Face of London ← Area Index



Convoys Wharf, by Farrells for Hutchison Property Group

This Opportunity Area straddles the Lewisham and Greenwich borough boundary, lies between Deptford and Greenwich town centres and runs along the tidal tributary of the Thames. It has experienced significant change in the last 15 years — the Deptford Design and Development Framework, which set the direction of travel, was approved in 2004 — but retains pockets of deprivation.

The planning context of the Opportunity Area has informed the development of important landmark sites such as Trinity Laban School, the historic Deptford Station and Market — the station, opened in 1826 is the oldest in London — and Tidemill School and Deptford Lounge. The Herzog & de Meuron-designed Laban Building, awarded the RIBA Stirling Prize in 2003, was a major catalyst for strengthening local creative industries. Identified as a Creative Enterprise Zone in the London Plan, the area has potential for becoming a new cultural quarter via large mixed-use developments containing creative workspace.

The area contains historic industrial, maritime and dockyard sites, giving it a distinct character. The larger of those sites have undergone a plan-led process of regeneration through contemporary mixed-use residential and employment schemes, notably Faircharm, Deptford Timberyard and Kent Wharf. Riverside access is an integral part of the area's regeneration, and the intention is that the redevelopment of Convoys Wharf — at 40 acres, the single largest development site in the borough of Lewisham — will introduce pedestrian access to the riverfront here for the first time in centuries. This site — the location of the historic Deptford Dockyard founded in the 16th century — was formerly owned by newspaper publisher News International, which engaged Rogers Stirk Harbour + Partners in 2002 to develop a masterplan for a major new riverside high-density mixed-use neighbourhood. This scheme was featured in the 2005 NLA exhibition. Since that time the site has been acquired by Hutchison Whampoa and the masterplan underwent several revisions and encountered some local oppositions due to the proposed density and tall buildings on the site. The version by Farrells submitted in 2013 was later called in by the Mayor. The first of 22 plots, a residential block, was approved in June 2020 by Lewisham Council; other elements of the masterplan include a new waterfront, three new public parks, shops, restaurants and cafes, affordable business space, and space for cultural uses, linking to the existing Deptford High Street and historic town centre.

The progress of the Convoys Wharf development since the first exhibition in 2005 shows just how long it can take to see change occur. But with the recent permission for a first phase of some 450 homes, it will be interesting to see how Deptford progresses in the next few years.

The focus on culture and the creative industries is potentially a very powerful draw for this part of London that is so rich in docks history.

Robert Gordon Clark

Key Facts

Borough: Greenwich, Lewisham

Opportunity Area: Deptford Creek and Greenwich Riverside (2004)

Size: 165 hectares

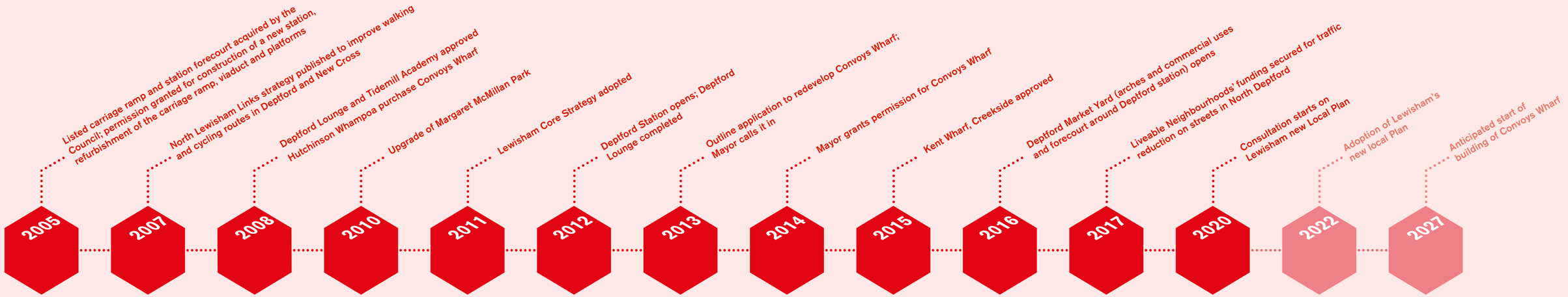
Indicative no. of new jobs: 3,000 (draft London Plan 2019)

Indicative no. of new homes: 5,500 (draft London Plan 2019)

- Convoys Wharf is the largest development site in the London Borough of Lewisham



Key Dates

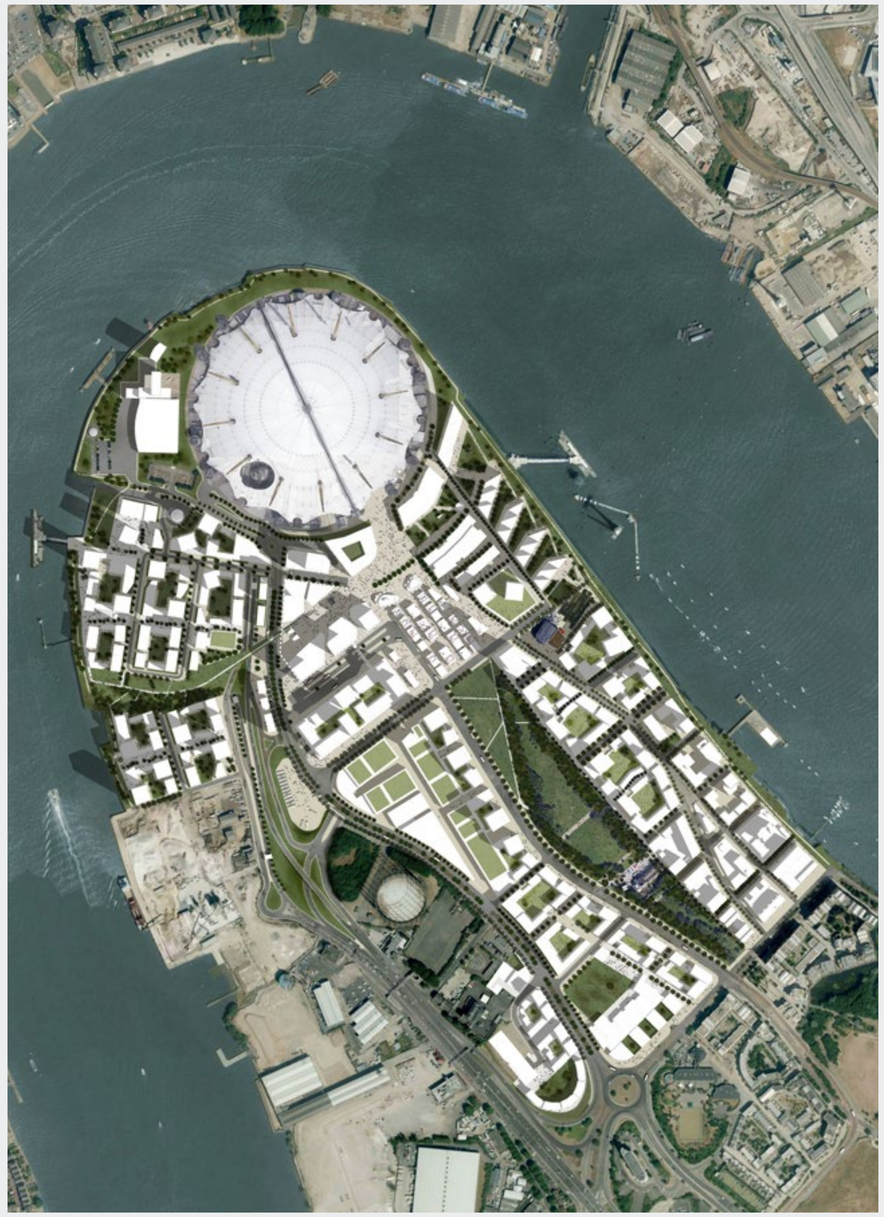




The Laban Building, at the centre, was a major catalyst for strengthening local creative industries in Deptford ©Jason Hawkes

Greenwich Peninsula





Greenwich Peninsula Upper Riverside by SOM completed in 2018 | Greenwich Peninsula masterplan by Allies and Morrison, to be fully completed by 2035 ©Allies and Morrison

At the end of the 20th century the Greenwich Peninsula, then a vast brownfield industrial site, became the focus for an optimistic vision for the new millennium. In 1997, English Partnerships purchased 300 acres with the aim of enhancing the transport network and developing more homes, parkland, commercial space and community facilities, and Richard Rogers Partnership was appointed to lead a multidisciplinary team to develop a masterplan for the whole peninsula and make the temporary exhibition planned for 2000 the starting point for an ongoing regeneration process. The aim was to develop a new mixed-use residential and commercial quarter which would capitalise on the new link to Canary Wharf, the City and West End provided by the opening of the Jubilee Line Extension station at North Greenwich. Construction started on the Millennium Dome (now The O2), which opened in 2000; new roads, cycle paths and river walks were created; and in 1999 the North Greenwich Jubliee Line station opened. Following the successful completion of the Millennium Dome and surrounding areas, and a change in ownership of the site, Farrells was taken on to revise the masterplan in 1999.

As part of the regeneration, the government launched a competition to design a 'Millennium Community'. The original aim was to construct new 'villages' intended to serve as a model for new communities, promoting innovative building technologies, high urban design standards and sustainable development principles.

By August 2005, nearly 700 new homes in the new Greenwich Millennium Village (GMV) had been built and occupied. Construction of the last homes in Phases one and two of the original masterplan finished in 2008. Another design competition was held in 2010 to reimagine the original Ralph Erskine-developed masterplan for the final three phases of the GMV. It was won by a team led by architects Jestico & Whiles and is now being delivered by Knight Dragon.

The original Erskine proposals had fallen foul of a judicial review initiated by the adjoining wharf operators to the east of the site, who had objected to the proposal to locate more than 1,800 homes close to the 24-hour heavy industrial activity. By locating an 11-storey terrace of apartments to the northern and eastern boundaries of the site, the new masterplan created an acoustic shield, enabling a rich pattern of streets, mews and squares to be developed along with urban blocks at a relatively high density, workspace and community facilities. Outline planning consent was secured in 2012 based upon these key design principles.

The development of the O2 arena redefined the peninsula as an entertainment precinct and cultural district for London, while the relocation of Ravensbourne College (now University) stimulated the creation of a new design district offering purpose-designed workspace for the creative industries. By

Back in 2000 this was the most political piece of real estate in the UK. The government was struggling to offload the Dome. In the end, after two bidders fell away, a consortium of Quintain, Lendlease and AEG closed a deal for 180 acres, including the Dome.

Planning permission in 2003 laid the groundwork and the Dome's transformation into the O2 has been an undoubted success. The revised Masterplan, now led by Knight Dragon, will see 15,000 homes delivered — up from the original 10,000 planned in the early 2000s. But it is now likely to take 32 years since permission to complete the whole project, which shows just how long large scale change can take.

Robert Gordon Clark

2035 the remaining plots of the masterplan will have been completed across seven distinct neighbourhoods, each with their own character.



The Tide, an elevated riverside linear park designed by Diller Scofidio + Renfro in collaboration with Neiheiser Argyros ©Lorenzo Zandri

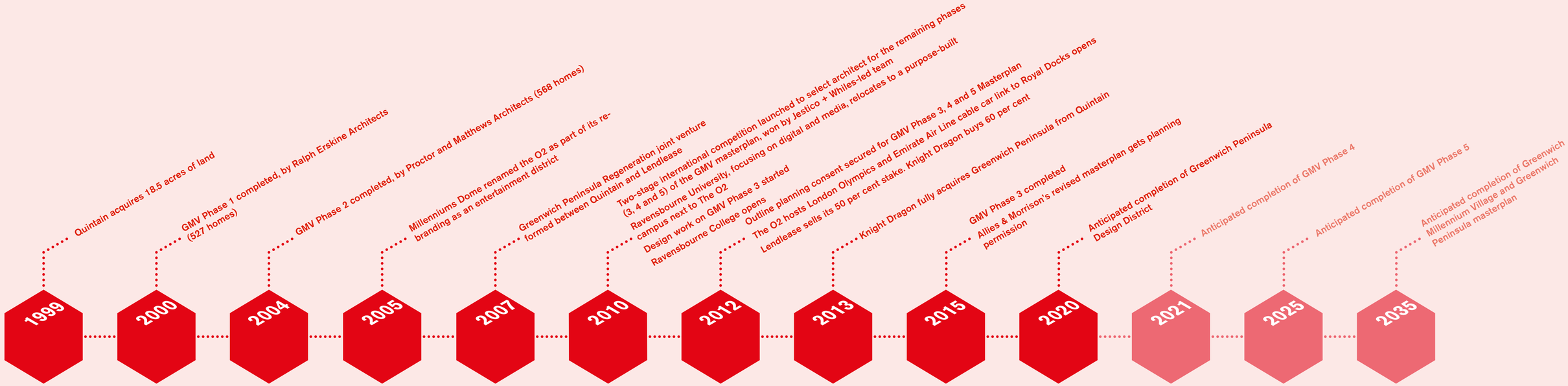
Key Facts

Borough: Greenwich
Opportunity Area: Greenwich Peninsula (2004)
Indicative no. of new jobs: 15,000 (draft London Plan 2019)
Indicative no. of new homes: 17,000 (draft London Plan 2019)

- N2,840 new homes created by Greenwich Millennium Village (GMV) Masterplan (Phases 1–5 inclusive)
- 15,000 new homes created by Greenwich Peninsula Masterplan, with 3,930 affordable
- 13,000 new jobs created by Greenwich Peninsula Masterplan
- 48 acres of open public space



Key Dates





Greenwich Peninsula, 2005 ©Jason Hawkes



Greenwich Peninsula, 2020 ©Jason Hawkes

Ilford

← The Changing Face of London ← Area Index



Ilford Crossrail station proposal by Network Rail and Transport for London

Ilford is the largest town centre in the borough of Redbridge and traditionally seen by many as east London's main urban centre. Redbridge as a whole is experiencing strong population growth and most of this is expected to be in the south of the borough, and particularly in Ilford. Hence it was designated as an Opportunity Area and Metropolitan Centre in the London Plan, and achieved Housing Zone status in 2015, which will bring accelerated housing development to the area. Ilford already benefits from high levels of transport accessibility and is set to gain from the introduction of the Elizabeth Line, which, according to the Local Plan, will bring direct public-sector investment into the town centre, providing an important catalyst for regeneration. The new line will allow passengers to travel from Ilford to Stratford in ten minutes, and from Ilford to Central London in 20 minutes.

Redbridge Council has designated Ilford as one of the borough's five Investment and Growth Areas, along with the Crossrail Corridor, Gants Hill, South Woodford and Barkingside. The Council also published the Ilford Prospectus in 2017. This sets a clear vision for the town centre and key development priorities. The ambition is to create a revitalised town centre, with clusters of new homes, high-quality leisure and culture uses, and a new civic presence, with a new Cultural Quarter Quarter focused on the reuse of the Grade II-listed town hall building. Notable residential projects include The Paragon, comprising three separate towers of 10, 14 and 18 storeys for NU Living, and Britannia Music, a mixed-tenure development of apartments that seeks to help define the western entrance into Ilford. A comprehensive public realm improvement scheme is also underway and will complement the works around Ilford Station planned as part of the arrival of the Elizabeth Line, to improve legibility, wayfinding and safety.

Ilford is one of the new entries to the exhibition and reflects the fact that, 15 years on, outer London town centres are now becoming significant areas of growth and change.

Famous for being the home of many black cab drivers, Ilford is potentially set for significant investment, triggered in part by the Elizabeth Line. If in 2035 (at the next NLA exhibition on this subject) Ilford has delivered the numbers in their growth plan, then we will know that London has continued to grow and arguably succeed. So a bellwether project to watch closely.

Robert Gordon Clark

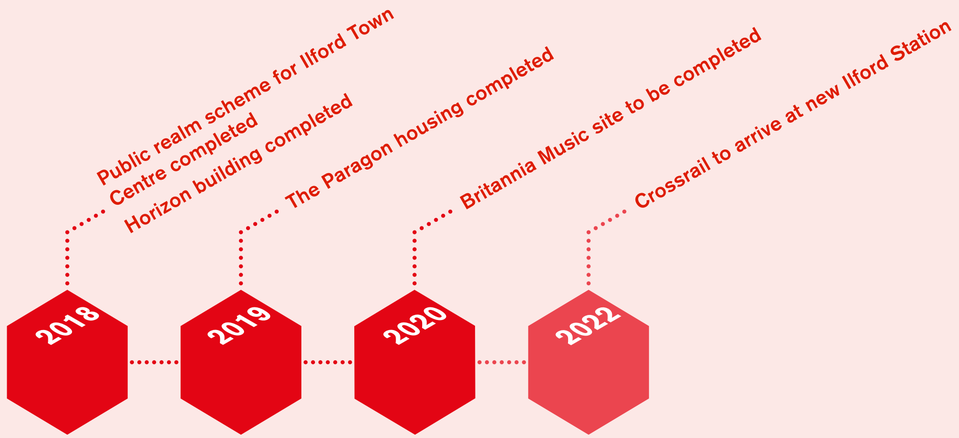
Key Facts

Borough: Redbridge
Opportunity Area: Ilford (2004)
Indicative no. of new jobs: 500 (draft London Plan 2019)
Indicative no. of new homes: 6,000 (draft London Plan 2019)

- 30,000 sqm new retail floorspace (Redbridge Local Plan 2015 – 2030)
- 19,000 sqm new employment floorspace Redbridge Local Plan 2015 – 2030)



Key Dates





Isle of Dogs



Isle of Dogs ©Jason Hawkes

Since the 1980s the Isle of Dogs has been the focus of one of Europe's largest long-term regeneration projects. The Isle of Dogs and South Poplar have been identified as having considerable potential to deliver many of the homes and jobs that the capital needs, but, uniquely among London's Opportunity Areas, this area is experiencing intense development pressure. A cluster of residential towers is now being developed to bring up to 10,000 new homes by 2026, supporting an additional 110,000 jobs in the area. At South Quay Plaza, a new development designed by Foster & Partners, Berkeley's residential-led scheme of three towers dedicates two-thirds of the site to waterfront public realm and aims to improve connectivity with nearby Canary Wharf. In addition, Millharbour Village is designed as a neighbourhood of six 30-storey new build towers, integrating two public parks, three educational facilities, and community facilities.

However, there are concerns that in creating what will be the densest area of the UK, providing enough social infrastructure and housing to meet the needs of the local community must be equally high priority to avoid the risk of the area losing its essential character and a decline in living standards for local people, and to enable the next generation to stay in the area. Community engagement initiatives have shown that people are worried in particular about pressures on transport, schools and open spaces, as well as the impact of so much construction at such a scale on such a small area.

The Opportunity Area Planning Framework (OAPF) adopted by the Mayor in 2019 identifies what infrastructure is needed for 'good growth', and aims to encourage well-coordinated development to minimise disruption and the creation of more local employment opportunities that build on the success of Canary Wharf while also delivering successful and vibrant town centres. In addition, Tower Hamlets' local plan for the area is aimed at managing growth and sharing the benefits, with five areas identified for tall buildings, and an expectation that heights will descend away from the central core and Canary Wharf cluster. The authority is also looking at ways of monitoring high density over time and at how it impacts on quality of life. Other measures include new DLR trains to deliver seven per cent more capacity, the potential for lengthened trains and increased frequency plans for the Elizabeth Line, and continuing the move away from car use to more walking, cycling and public transport.

The Isle of Dogs is not the most attractive of London names (rumour has it that it was to do with keeping the King's greyhounds) and as part of the old docklands has not had the greatest reputation.

Rightly highlighted in 2005 as a key area of potential change, it has seen one of the greatest concentrations of dense residential developments anywhere in London. This is in theory set to continue, although some question both whether the level of infrastructure can service this growth and whether the viability of some of the residential towers permitted in recent years stacks up.

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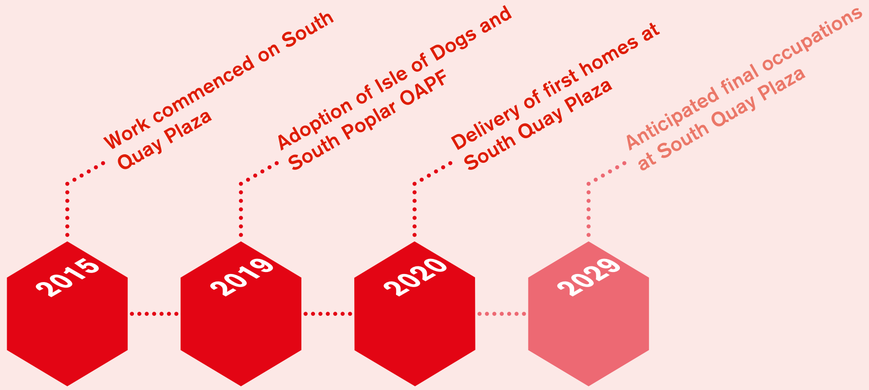
Key Facts

Borough: Tower Hamlets
Opportunity Area: Isle of Dogs (2004)
Indicative no. of new jobs: 110,000 (draft London Plan 2019)
Indicative no. of new homes: 29,000 (draft London Plan 2019)

- 1,289 mixed-tenure new homes through the South Quay Plaza



Key Dates





Isle of Dogs, 2005 ©Jason Hawkes



Isle of Dogs, 2020 ©Jason Hawkes



Kidbrooke



Kidbrooke Village by Berkeley

By the end of the 1990s, the Ferrier Estate community, in North Greenwich, was beset by crime, unemployment and entrenched social problems, and the estate was in severe disrepair. Today, it is a revitalised community, with more than 1,900 new homes built so far, a village centre, a skills training centre and 86 acres of parkland.

The regeneration is a partnership between the Royal Borough of Greenwich, the GLA, affordable housing providers, Berkeley Homes and the local community. The masterplan was designed by Lifschutz Davidson Sandilands, whose key principles focused on redeveloping the former estate in a way that sustainably integrates new homes and commercial space with high-quality landscaping. The vision for Kidbrooke is to create an exemplary sustainable new village for London.

On completion there will be more than 12,000 residents living in four neighbourhoods, each designed by a different architect; other practices involved alongside Lifschutz Davidson Sandilands include CZWG and Studio Egret West. Only around a third of the development's 109 hectares is being built on, although there have been debates and concerns around higher-density developments, such as the Kidbrooke Station Square scheme of 619 homes next to the station.

One of Kidbrooke's distinguishing features is the amount and quality of green space. The housing is arranged along a series of water features that follow the original course of the Kyd Brook, helping to orientate the visitor. The green areas are criss-crossed by a network of footpaths, so pedestrians can reach the centre and station without walking along roads. Most of the green space is communal rather than private gardens, and has been carefully designed by HTA Landscape in partnership with the London Wildlife Trust to ensure an enhanced biodiversity legacy.

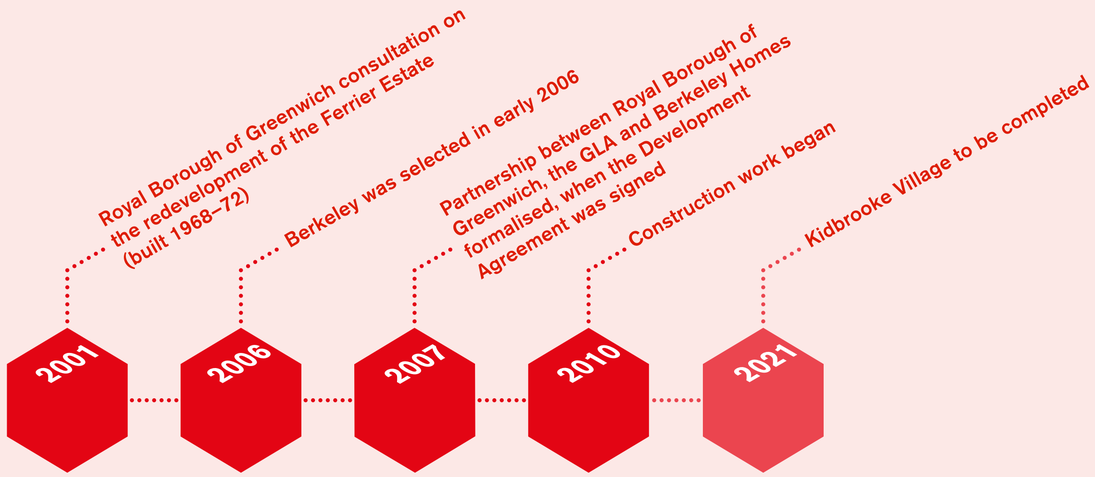
Key Facts

Borough: Greenwich
Opportunity Area: Kidbrooke (2004)
Size: 109 hectares

- 4,966 mixed-tenure homes in total, 1,900 delivered to date and 40 per cent of which have been affordable
- 86 acres of biodiverse parkland and open space
- 258 per cent net biodiversity gain (Cator Park only), delivered in partnership with London Wildlife Trust, wetland habitats, swales and wildflower meadows



Key Dates





The Ferrier Estate regeneration includes new homes, a village centre, a skills training centre and 86 acres of parkland



On completion, Kidbrooke will be home of more than 12,000 residents living in four neighbourhoods



Lewisham, Catford and New Cross

← The Changing Face of London ← Area Index



New Cross ©Jason Hawkes

Lewisham town centre has seen huge change in the last ten years with a number of tall buildings clustered around the station. It is part of an Opportunity Area that stretches over the north of the borough and south, to also encompass Catford, the borough's major civic hub. The arrival of the Bakerloo line extension, resulting in interchanges at New Cross and Lewisham, and enhancement of Lewisham Station interchange and future upgrades to the DLR and Overground will also have a transformative effect in helping to develop Lewisham into a high-quality metropolitan centre by 2026. The completion of the Lewisham Gateway scheme, including a 9-screen cinema, shops and 1000 homes, will aid the fragmented nature of the town centre.

The area will remain one of London's most dynamic hubs for cultural, creative and digital industries, supported by Lewisham's selection as London Borough of Culture 2022. Future sites to come forward include Lewisham Shopping Centre, and a further 500 homes at Lewisham Retail Park at Loampit Vale. Catford will see redevelopment and regeneration, delivered through a comprehensive masterplan. The South Circular will be realigned to create a cohesive centre with significant public realm to support markets and improved accessibility to Catford and Catford Bridge train stations and future Bakerloo Line Station. The A21 corridor will become a new compact, high-quality residential neighbourhood linking to the adjacent river corridor, and will connect new key development sites such as the former Ladywell Leisure Centre site, currently home to the award winning PLACE-Ladywell modular development.

Regeneration across the northern part of the Opportunity Area will be delivered on strategic development sites. Surrey Canal Triangle site will see a new station, leisure centre, residential quarter and a modern stadium for Millwall Football Club, along with new workspace and a district heat network.

Lewisham has made good headway in Catford with a draft masterplan framework in place for the town centre and some changes already to the leisure and retail offer. There are also development plans for Lewisham Shopping Centre currently being worked up by Landsec.

Surrey Canal Triangle (renamed New Bermondsey in 2015) received masterplan consent for the 30 acre site in 2011 and a fresh application, which will allow for Millwall Football Club to develop its stadium plans, will be submitted late in 2020.

However, the Bakerloo Line extension from Elephant and Castle to Lewisham still has no assurance from central government that it will be funded in the near future.

Robert Gordon Clark

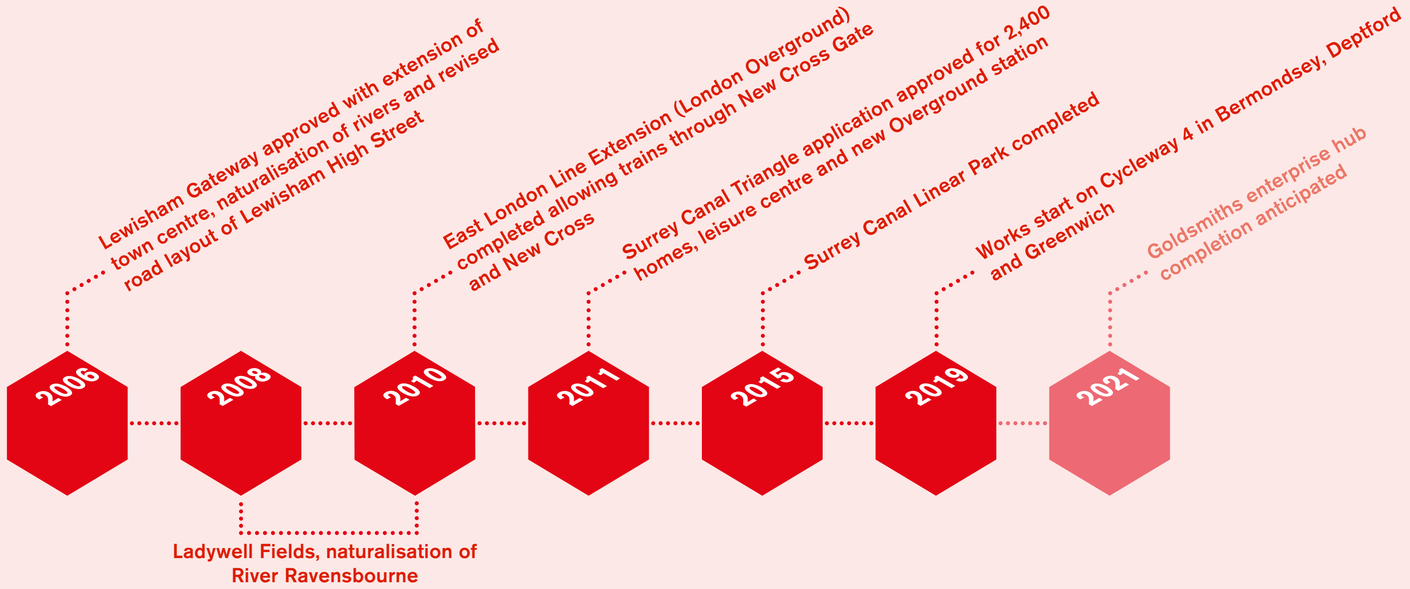
Key Facts

Borough: Lewisham
Opportunity Area: New Cross/Lewisham/Catford (2008)
Indicative no. of new jobs: 4,000 (draft London Plan 2019)
Indicative no. of new homes: 13,500 (draft London Plan 2019)

- 71 per cent growth in creative and digital industries; Deptford is also now a Creative Enterprise Zone
- Planned Bakerloo Line Extension, stopping at New Cross Gate, Lewisham, Ladywell and Catford Bridge
- New Cross Road is in the top five per cent of routes for cycling demand in London
- About 560 businesses in the area, accounting for over 4000 jobs (Goldsmiths University is the largest employer)
- Footfall at Lewisham station has tripled over the past 15 years from four to eleven million and is expected to grow by about 30 per cent in the next 20 years



Key Dates





The award winning PLACE-Ladywell modular development



Tall buildings clustered around Lewisham station



Lower Lea Valley

← The Changing Face of London ← Area Index



London City Island and Goodluck Hope in the Leamouth Peninsula developed by Ballymore

The Lower Lea Valley is one of the most significant long-term urban renewal programmes for the capital, building on the legacy of the 2012 Olympic and Paralympic Games in east London and linking to nationally important growth corridors such as the London-Stansted-Cambridge-Peterborough corridor to the north. The decision to bid for the Games focused attention on the potential regeneration of the valley, and an Opportunity Area Planning Framework was published by the Mayor of London in January 2007. This set out how the area should change through the intensification of existing activities, the upgrading of facilities and buildings, and the managed release of industrial land to provide a broader range of land uses.

The Opportunity Area covered the boundaries of four London boroughs: Hackney Wick in Hackney, and Leyton in Waltham Forest, to the north; Leaside (Fish Island and Bow, Bromley-by-Bow, Poplar Riverside, Blackwall and Leamouth) in the eastern part of Tower Hamlets to the west; and the Newham Arc (Stratford, Three Mills, West Ham, Canning Town and Thameside West) to the east. It is defined primarily by the River Lea and its watercourses, which run from Hackney Wick and Temple Mills in the north to Leamouth and the Thames in the south, and this network of waterways and open spaces, so intrinsic to the area's character, has played a major role as the starting point for regeneration, especially as the positive links between green and blue spaces and health, leisure, biodiversity and economic growth have been recognised in policy and practice.

The scale and speed of change is evident from the fact that only a single project in this area, New Providence Wharf, was featured in the 2005 NLA exhibition. Among the many projects completed or underway since then are Sugar House Island, Poplar Riverside, London City Island and Goodluck Hope. Planning consent was granted in 2012 at Sugar House Island for a comprehensive mixed-use redevelopment of the brownfield site to provide 1,200 news homes, 58,000 sqm of offices and workshops, a 350-bedroom hotel, bridges, and a riverside park.

Poplar Riverside is now a distinct Opportunity Area designated in the London Plan. Situated between the Opportunity Areas of the Isle of Dogs and South Poplar and the Royal Docks, it also incorporates parts of the Lower Lea Valley. It contains the Poplar Riverside Housing Zone on the Tower Hamlets side of the River Lea. As the London Plan states, this area has the potential for 9,000 new homes and better connectivity. At Poplar Riverside, St William submitted a planning application to London Borough of Tower Hamlets in autumn 2018 for a phased residential-led mixed-use development on Leven Road Gasworks, which will provide up to 2,800 new homes, commercial space, a new 1-hectare riverside park, a riverside walk with access to the River Lea and land for a new secondary

The Lower Lee Valley is renowned for its weaving waterways and in 2005 the focus was just on one site. London's success with the Olympic Games is now leading to far greater change in this area which straddles four boroughs and a massive 1,400 hectares. With potential for 50,000 new jobs and over 30,000 new homes it is one of the areas that could see the most change in the next 15 years.

Robert Gordon Clark

school. Phase one, known as Leven Yards, will deliver 577 new homes and the majority of the commercial space, and public amenities and a public square. Completion is anticipated for 2024.

Canning Town, along with Custom House, has been a major focus for regeneration by the London Borough of Newham since 2000, with several sites designated for redevelopment and with high-density schemes being proposed and built around and near the station serving Tube, DLR and buses. Ballymore's London City Island is a new island neighbourhood with distinct public spaces and a matured soft landscape edge to the river. The masterplan includes 1,706 homes, stores, shops, restaurants, cafés, offices and an energy centre. At the heart of the project is a new rehearsal space, performance space and administrative base for English National Ballet—believed to be a European-first facility. Overlooking the O2 Arena, Goodluck Hope is a 2.5 hectare development on Leamouth's southern peninsula for up to 804 new homes, a new brewery and residents' club facilities, additional educational space and over 14,000 sqm of retail, restaurants and flexible workspace. The project involves the creation of a new high density neighbourhood at the confluence of the Rivers Lea and Thames within the historic dockland setting of Trinity Buoy Wharf and East India Dock.



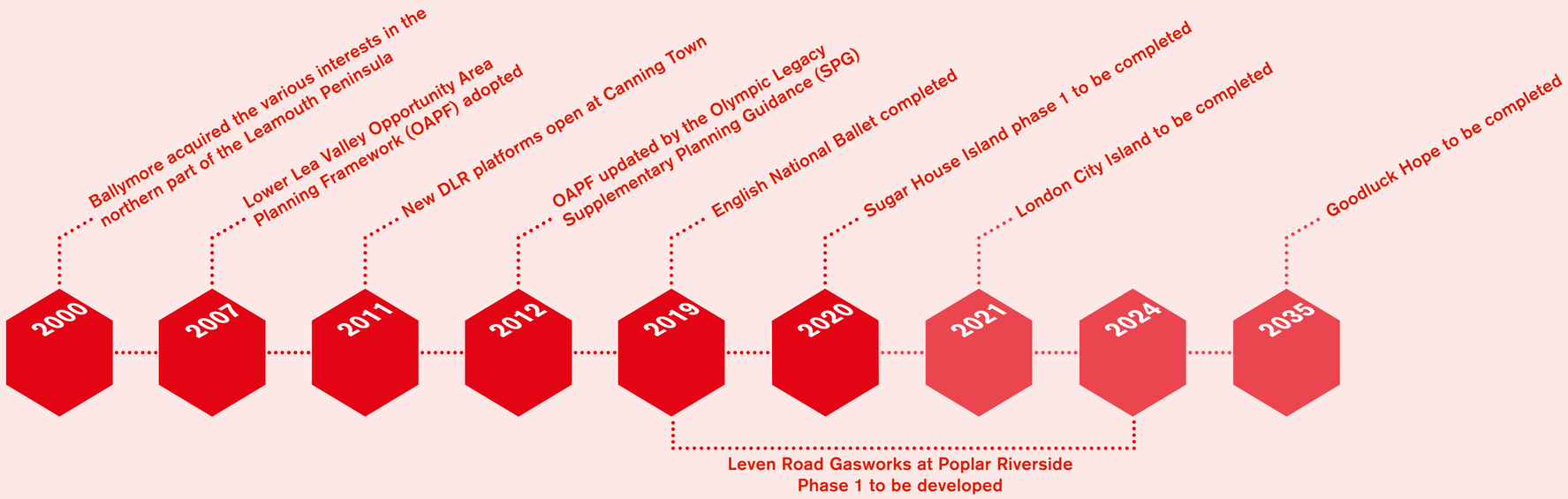
English National Ballet, by Glenn Howells Architects for Ballymore, 2019 ©Hufton + Crow

Key Facts

Boroughs:	Hackney, Newham, Tower Hamlets, Waltham Forest
Opportunity Area:	Lower Lea Valley (2004)
Size:	1,400 hectares
Indicative no. of new jobs:	50,000
Indicative no. of new homes:	32,000



Key Dates





Lower Lea Valley, 2005 ©Jason Hawkes



Lower Lea Valley, 2020 ©Jason Hawkes



Sugar House Island received planning consent in 2012 for a comprehensive mixed-use redevelopment



The newly proposed riverside walk at Poplar Riverside

Midtown

← The Changing Face of London ← Area Index



Midtown, 2019 ©Agnese Sanvito

Whereas the City of London and West End were thriving and had strong identities, before 2008 the ‘midtown’ area around High Holborn seemed dull and left behind. The New Street Square development — a cluster of five buildings around a public square for Land Securities, designed by Bennetts Associates — provided a powerful new destination and stimulus for regeneration of the whole area that is ongoing. It was this project that was featured in the 2005 NLA exhibition.

The project was initiated by Land Securities late in 2002 when the commercial market was in recession and Land Securities were predicting that their scheme for the site for a single floorplate, for which they already had planning permission, did not offer the flexibility required by future markets. The concept placed a compact public square at the centre surrounded by office buildings ranging from 6 to 20 storeys, each with café and retail at their base. Pedestrian routes entered at the corners and provided step-free access to surrounding areas. The project won multiple awards and achieved the highest rents in the City of London at that time. More developments nearby immediately followed, including a major extension to the New Street Square group by Landsec themselves, and new construction continues around the site.

Since that time the area around Holborn and south Bloomsbury has emerged under a new identity as ‘Midtown’, partly owing to the recognition of potential opportunities offered by the arrival of the Elizabeth Line at Tottenham Court Road and Farringdon, and also to the creation of the Midtown Business Improvement District (now BEE Midtown) in 2005, which has expanded to cover St Giles, Farringdon and Clerkenwell — now, in effect, broadly covering the areas linking the City and West End. Traditionally the area was dominated by offices for government agencies, lawyers, accountants and recruitment consultants but a variety of new developments, including refurbished hotels, has drawn in a broader range of sectors, including media, while new buildings for higher-education institutions such as King’s College and LSE have also transformed the district. These include the award-winning Saw Swee Hock Student Centre by O’Donnell + Tuomey and Centre Building by Rogers Stirk Harbour + Partners, both for LSE, JRA’s refurbishment of Bush House for King’s College London. Meanwhile more generally, Midtown has seen the re-imagination of the Post Building by AHMM for Brockton Capital and Oxford Properties, now home to McKinsey and the highly praised sensitive refurbishments of Centre Point by Conran and Partners for Almacantar and of Commonwealth House by Orms for Henderson.

Midtown was very much a gleam in the eye back in 2005 but is now an established part of central London driven in part by the Elizabeth Line and by some eyecatching new developments and wonderful refurbishments.

Robert Gordon Clark

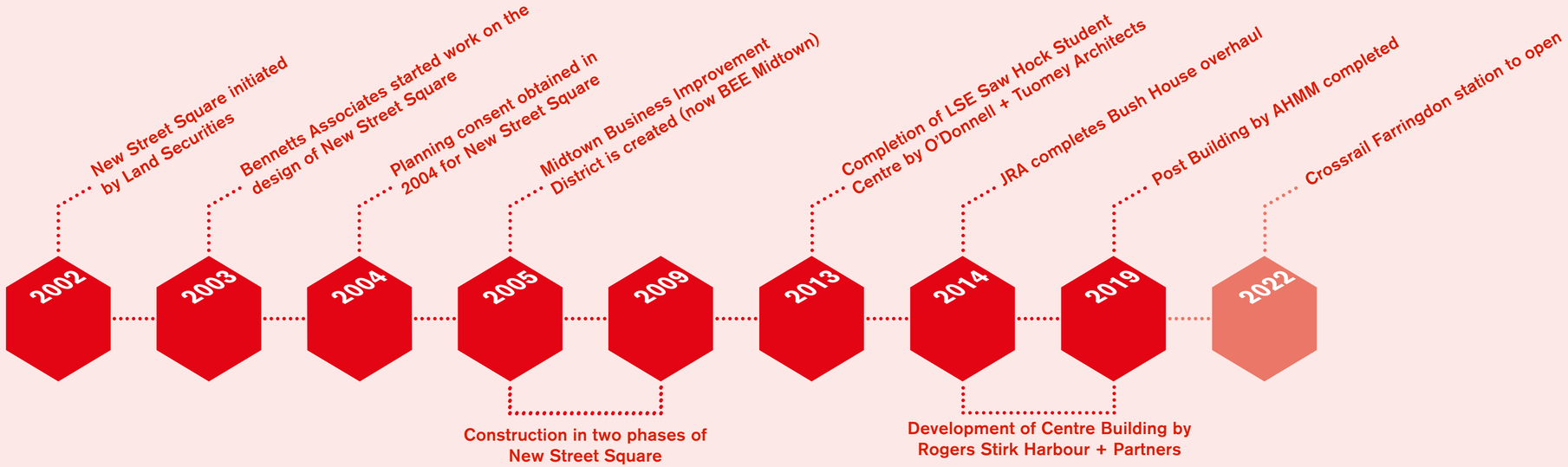
Key Facts

Boroughs: Camden, Westminster
Size: 1,100,000 sq ft

- 100 per cent of the commercial and retail area has been let; the office floors in the 20-storey tower have achieved rentable values over double their original estimate



Key Dates





The Post Building by AHMM for Brockton, 2019



New Street Square, by Bennetts Associates for Land Securities, 2008



Royal Docks

← The Changing Face of London ← Area Index



ExCeL conventions centre at the heart of the Royal Docks

Athough the vast enclosed working docks of east London's Royal Docks closed in 1981, investment in the DLR, London City Airport and ExCeL maintained the area's global links and prospects for growth. Today, the Royal Docks is, uniquely, both an Opportunity Area and London's only Enterprise Zone, and one of the capital's most ambitious regeneration projects. Residential, commercial and retail developments are emerging, and total investment in the area is likely to reach over £8 billion over the next 20 years. An Elizabeth Line station at Custom House will improve wider rail connections.

Key developments include Albert Island, Royal Albert Dock, Royal Albert Wharf and Silvertown Quays, which first received planning permission in 2007 and now in its third masterplan. Albert Island marks the original eastern entrance to the Royal Docks, close to major rail, river and road networks. The regeneration of this 25-acre site will therefore aim to maximise the potential of these links, and to make the area a state-of-the-art transport, engineering, logistics and infrastructure hub for the future, including London's first new major shipyard since the 19th century.

After the closure of the historic Royal Albert Dock, London City Airport was built along its south side. The University of East London's Docklands Campus opened in 1999 at the eastern end of the north quayside. the London Borough of Newham's offices are also located by the dockside. Today Royal Albert Dock is evolving into a major new international business district, masterplanned by Farrells Architects. Royal Albert Wharf is a new creative community and neighbourhood which will eventually provide 1,800 homes as well as affordable studios and a community hub. The Silvertown Quays regeneration project will provide not only significant offices and workspaces but also 3,000 new homes, and will involve the restoration of Millennium Mills, an original 20th-century flour mill and east London landmark.

The Royal Docks are arguably one of the capital's largest and longest running regeneration projects, which has seen progress on a number of sites, but perhaps not the rapid growth once envisaged.

However, the opening of the Elizabeth Line, the recent loan of £105m by Homes England for Silvertown Quays and the potential relocation of the Mayor of London and London Assembly to the heart of the Docks could all prove to be the catalyst the area needs.

Robert Gordon Clark

Key Facts

Borough: Newham

Opportunity Area: Royal Docks/Beckton Riverside (2004)

Size: 1,200 acres of land, 250 acres od water, 450 acres in public ownership and Nearly 12 miles of waterfront

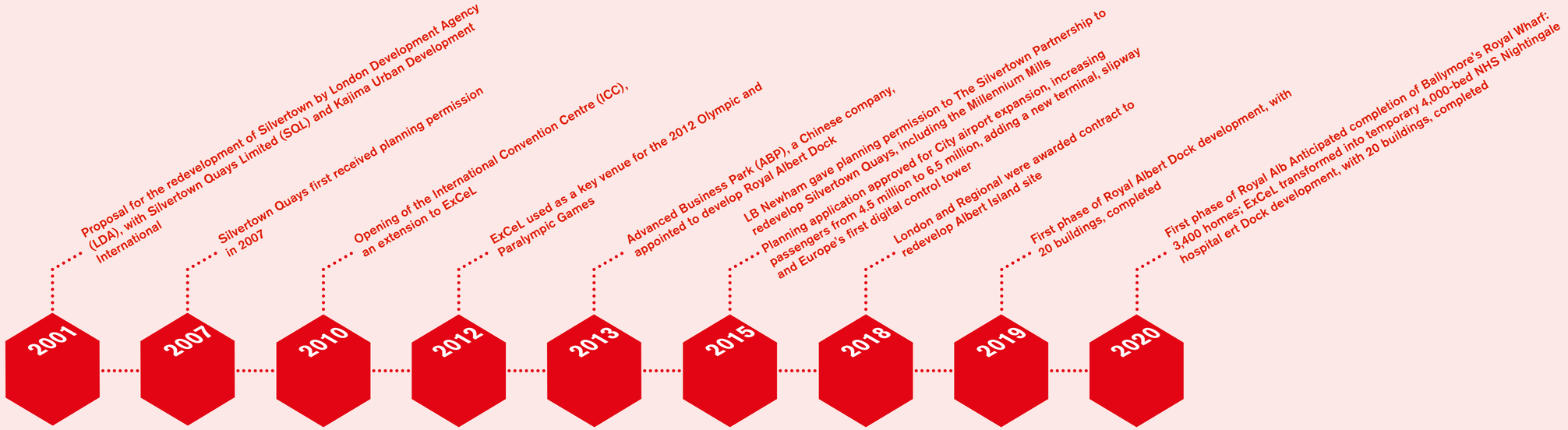
Indicative no. of new jobs: 41,500 (draft London Plan 2019)

Indicative no. of new homes: (draft London Plan 2019)

- 25,000 new homes and 60,000 new jobs within the next 20 years
- £314 million investment package approved by the Mayor of London
- 7 million sq ft of commercial space
- Economic impact of ExCeL has increased to £4.5bn for London and the events support 37,600 jobs



Key Dates





Royal Docks, 2005 ©Jason Hawkes



Royal Docks, 2020 ©Jason Hawkes



Royal Wharf includes over 3,000 new homes and a new Thames Clipper pier to London ©Andrew Holt



Royal Albert Dock, a major new international business district



Stratford

← The Changing Face of London ← Area Index



Athletes' Village developed by Lendlease, completed in 2012 for the Olympics ©Adelina Lliev

The transformation of Stratford tends to be associated with the Olympics, but the area's potential for regeneration was being studied from the early 1990s onwards. Although the area was already well connected by Underground and DLR lines, the decision in 1996 to construct the high-speed Channel Tunnel Rail Link (CTRL), with Stratford International as a node, was a key moment. The planning and construction of international rail infrastructure underpinned the transformation of a redundant, brownfield site into a mixed-use, urban development several years before London's bid for the Olympic Games. Over the past 15 years, Stratford has evolved dramatically, from a long-term infrastructure-led regeneration project to a hugely significant new urban community.

The original masterplan by Fletcher Priest, Arup Urban Design and West 8 for the former rail land site around the new international station, commissioned by Stratford City development partnership, comprised a major new employment district, the largest urban retail centre in Europe, and 4,500 homes in mixed-tenure residential neighbourhoods, all supported with new public open spaces and social and community infrastructure. When submitted in 2003, it was the largest ever planning application in London. The resulting design comprised a group of urban districts bound together around a network of streets and open spaces. The new international station bisected the site, with land uses and connections aligned to support integration with existing communities.

The framework of the masterplan and mix of uses underpinned the wider strategies for the London Olympic bid, which was initiated during planning determination for Stratford City. The regeneration ambitions helped secure the award of the 2012 Games to London against fierce global competition. Winning the bid in 2005 accelerated the design and construction process dramatically. The team of Fletcher Priest, Vogt and multiple architects delivered nearly 3,000 homes for 17,000 athletes in about four years — far more than any normal project would produce in a similar period, and with flexibility to return to long-term housing with varied tenures and unit sizes. This area has now become East Village, with more than 6,000 residents. The new neighbourhood, which continues to develop, has 23 shops, a school, a health centre, 35 acres of parks and public gardens, and three children's play areas. Since 2012 numerous further residential and workplace buildings have been delivered within the original masterplan area, and in the immediately adjoining areas, helping to deliver the long-term original ambitions. The next 15 years are expected to further enrich and consolidate the transformation of the area.

In April 2012, the London Legacy Development Corporation (LLDC) was established as a Mayoral Development Corporation to harness once-in-a-

Being the centre of the world's attention for a month in 2012 clearly has its upsides, but also its downs. Massive investment from 2005 to 2012, Westfield opening, gold medals galore. But…how do you follow that and what has it really all done for locals?

Well the legacy challenge has been met to a great extent by the LLDC, Newham Council and LVRPA who have ensured that there are no locked gates on empty sports venues and the Olympic Village is now homes. There is still much to do, and the East Bank project can provide the cultural legacy, it is hoped, to match the sporting memories and legacy of 2012.

Robert Gordon Clark

lifetime opportunity of the London 2012 Games and the creation of Queen Elizabeth Olympic Park to develop a new heart for east London. Opened in 2014, the Park is one of the largest new urban parks in Europe for 150 years, with 560 acres of parkland, 6.5 kilometres of cleaned up waterways and 4,300 new trees. This landscape sets a backdrop for new urban growth. The Legacy Communities Scheme (LCS) provides the masterplan for more than 6,800 new homes in the Park, many in neighbourhoods designed to echo London's traditional squares and streets, with local businesses and neighbourhood facilities. Beyond the Park, the regeneration of Hackney Wick and Fish Island has focused on the delivery of new homes and affordable workspace, while maintaining and enhancing key heritage assets.

The LCS has broadened to include a major new culture and education district and innovation quarter, East Bank, including new campuses for leading universities, cultural institutions and arts organisations such as the V&A, UCL and London College of Fashion. Here East, the 1,000,000 square foot former broadcast centre used during the Olympics, has been transformed into a digital and creative workplace and innovation hub. Westfield Stratford City remains a key retail hub for London while next to the Park is International Quarter London: a mixed-use development offering next generation workplaces for up to 25,000 employees, homes, shops and restaurants. Over the coming years the intention is for new developments to knit more closely with new and existing neighbourhoods to reinforce Stratford's place as a key metropolitan centre.

Key Facts

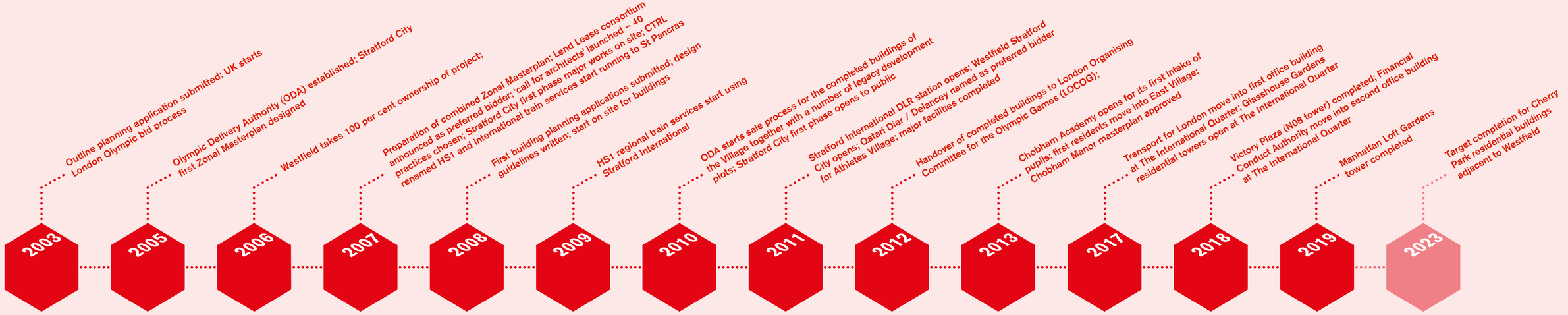
Borough: Newham

Size: 73 hectare site

- Largest planning application ever submitted within the M25 at the time (2003)
- 1.2m sqm mixed-use development in original planning consent
- 2,818 homes delivered for 2012 Olympics
- Largest urban retail centre in Europe



Key Dates





Stratford, 2005 ©Jason Hawkes



Stratford, 2020 ©Jason Hawkes



Models showing the transformation of Stratford ©Allies and Morrison





Chobham Manor, the first Olympic legacy neighbourhood developed in the Queen Elizabeth Olympic Park ©PRP | Stratford Station with Westfield in the background, a key retail hub for London ©Agnese Sanvito



East Bank will include new campuses for leading universities, cultural institutions and arts organisations ©Allies and Morrison

Thamesmead and Abbey Wood

← The Changing Face of London ← Area Index



Southmere in Thamesmead © Paul Upward Photography

Thamesmead covers around 760 hectares spanning two boroughs in south-east London, Bexley and Greenwich. It was built in the 1960s, and planned as an ambitious ‘New Town’ for London with homes for 60,000 people, although the original masterplan was never fully realised and the lack of transport connectivity was the major reason for its original failure. In 2014, Peabody, one of London’s oldest housing associations, took over 65 per cent of the land and will has an ambitious 30-year plan for significant improvements to housing, green spaces, waterways and economic development. Peabody’s work in Thamesmead represents London’s largest single regeneration project and one of the biggest in Europe. The new Elizabeth Line connection at Abbey Wood will transform the area’s connectivity and is expected to halve journey times to central London.

In the north of the town, Thamesmead Waterfront has the potential for 11,500 new homes, 1 million sq ft of commercial space, and a new cultural, leisure and commercial offer as part of a rejuvenated town centre. Lendlease have been appointed as 50/50 joint venture partner. The scheme is the biggest undertaken by Peabody in its 156-year history and with the proposed extension of the DLR, there is great potential to unlock the site.

In South Thamesmead, a number of areas are already benefiting from Peabody’s regeneration and investment with more to follow, including improvements to homes in Thamesmead’s iconic existing towers, and to courtyards and connecting walkways. Architect Maccreanor Lavington has been working on a masterplan and extensive consultation has taken place with the local community on what this will look like. In March 2020, residents voted in a ballot in favour of plans to regenerate Lesnes Estate and create new, high-quality and energy efficient homes.

With Peabody at the helm, transport access improving and a staggeringly impressive long stretch of Thames foreshore to utilise, this is probably the largest and most important single residential project in this exhibition.

It has been good to see residents back a key estate renewal programme earlier this year — one of a growing number of ballots in different parts of London — as ensuring the support of the communities involved is now an essential perquisite to any estate renewal, large or small.

Robert Gordon Clark

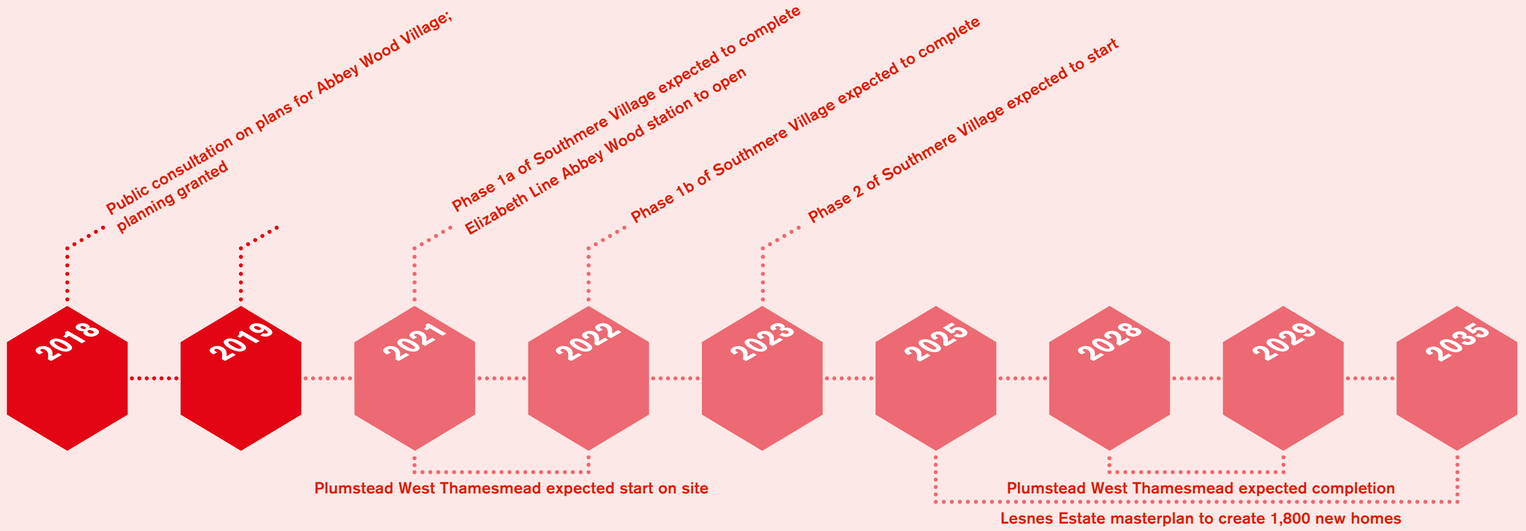
Key Facts

Boroughs: Bexley, Greenwich
Opportunity Area: Thamesmead and Abbey Wood (2004)
Indicative no. of new jobs: 4,000 (draft London Plan 2019)
Indicative no. of new homes: 8,000 (draft London Plan 2019)

- Existing community of 46,000 people, living in 16,000 homes, 5,600 of which are owned and managed by Peabody
- Peabody aims to to build a further 20,000 homes, with a predicted population growth of 100,000
- Funding for housing zones from the GLA, with local councils Bexley and Greenwich contributing £34.7 million and £12.8 million respectively



Key Dates





The proposed Southmere civic centre ©Virtual Planit



Civic building and public square ©Virtual Planit



Peabody's work in Thamesmead represents London's largest single regeneration project



Woolwich

← The Changing Face of London ← Area Index



Royal Arsenal in Woolwich ©Allies and Morrison

Today, Woolwich is an example of how declining historic sites can be transformed into new, well-connected residential neighbourhoods. The 2005 NLA exhibition highlighted how the historic Royal Arsenal site was nearly halfway through a long-term regeneration programme and that a large part of this 76-acre site had already been developed.

In 1994 the Royal Arsenal ceased operation as a military establishment and three years later the site was sold by the Ministry of Defence to the Government's regeneration body, English Partnerships. With the creation of the Greater London Authority, ownership passed in 2000 to the London Development Agency (LDA), which selected Berkeley to lead the residential regeneration of Royal Arsenal.

The original planning permission was for 550 homes, the restoration of 10 listed buildings, and delivery of a 2.5 acre park. Partnership with the LDA unlocked further opportunities, resulting in the number of homes increasing to 1,249. The first new residents moved into Royal Arsenal in just one year, in 2000.

Royal Arsenal Riverside is one of Europe's largest brownfield regeneration sites and over time has experienced several evolving masterplans. It is now home to more than 8,000 people, the development has successfully retained its rich history through the restoration of 23 listed buildings. The scheme will deliver over 5,100 homes upon completion, alongside new public realm, a new park, commercial uses and a Crossrail (Elizabeth Line) station. At the heart of Royal Arsenal is one of the largest concentrations of Grade I and Grade II listed buildings converted for residential and commercial use in Britain.

This new urban district knits into its historic and urban context, providing new connections between the river and the town centre. From the initial Allies and Morrison masterplan, Berkeley has engaged a different architect for each phase of the development, enabling growth of different character areas throughout, across a site divided into quarters. New streets and routes, and the massing and form of new buildings, all pick up on the surrounding urban grain and scale of the old town, the river and grid left by the Royal Arsenal.

Woolwich itself is being revitalised as a civic centre, benefiting from transport infrastructure upgrades including the Docklands Light Railway and Elizabeth Line, with the redesign of General Gordon Square and Beresford Square and the new Woolwich Centre. The new Elizabeth Line station entrance opens out on to Dial Arch Square, a green space, flanked with historic buildings. In 2018 a bespoke wide crossing area enabling pedestrians and cyclists to safely cross the busy A206 and creating a stronger connection between the Royal Arsenal and town centre was completed. The redevelopment of Spray Street aims to create a

This is a project with a story that goes way back to the 1990s before the Mayor and LDA. Visiting the Woolwich Print Fare last year and seeing how the historic buildings of the Royal Arsenal have blended with the new homes showed how far this project has gone. But there is still a way to go and like many other parts of London, this is a place waiting for the Elizabeth Line to finally open and this may see further improvements, especially around Woolwich town centre itself.

Robert Gordon Clark

new landmark destination and gateway to Woolwich town centre, and a new leisure centre next to General Gordon Square will replace the existing Waterfront Leisure Centre.



Royal Arsenal Riverside successfully retained its rich history through the restoration of 23 listed buildings

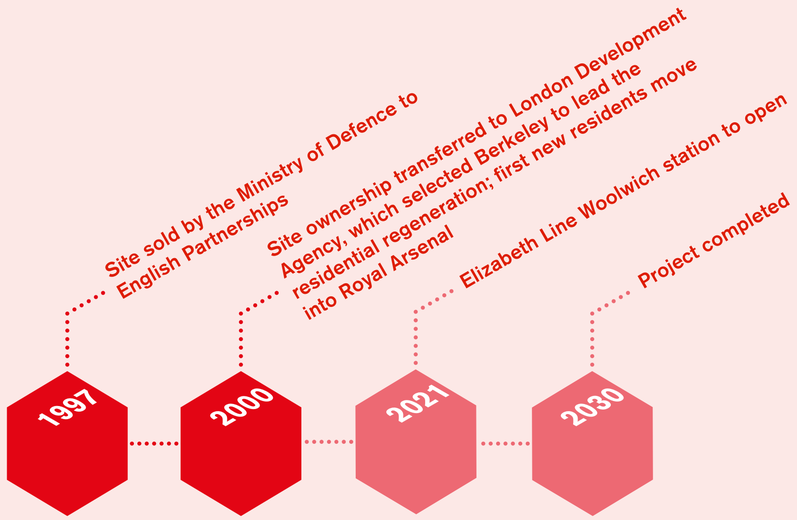
Key Facts

Borough: Greenwich
Opportunity Area: Woolwich (2004)
Indicative no. of new jobs: 2,500 (draft London Plan 2019)
Indicative no. of new homes: 5,000 (draft London Plan 2019)

- 5,100 mixed-tenure homes: 3,500 homes delivered to date
- 23 Grade II Listed buildings restored and repurposed
- Public space includes 1km Thames Path and 6.5 acres of parkland



Key Dates





The new urban district will provide new connections between the river and the town centre ©Berkeley

South

← The Changing Face of London

Bankside, Borough and London Bridge

← The Changing Face of London ← Area Index



Borough Market ©Adam Parker

In the early 2000s, the Jubilee Line, City Hall and Tate Modern radically altered the landscape of north Southwark, but in the past 15 years the area has been transformed by new London landmarks such as The Shard, the business hub of More London, and the major redevelopment of London Bridge station. Two of London's first Business Improvement Districts (BIDs), Better Bankside and Team London Bridge, were set up here in 2005 and 2006, demonstrating a new commercial focus. The area around London Bridge, one of the UK's fastest-growing transport hubs, is now being reshaped as a globally significant central London business district with centres of academic and health excellence, as well as a local and international cultural destination and town centre.

Historic parts of the area have evolved to keep pace with the new, including the centuries-old Borough Market. The replacement of the monolithic government offices of St Christopher's House by new buildings has opened up new north–south routes to the river. Modern London Bridge is a global business hub, transport interchange and local town centre with a vibrant social scene. Borough has a unique medical-cultural heritage, a larger residential population and a busy high street environment, while Bankside's regeneration was catalysed by Tate Modern and has a thriving creative and design community.

The areas are joined by the river and the Victorian railway viaduct — now the focus of the Low Line project to become London's new walking destination. There are still sizeable, important development sites to be realised along key corridors including Park Street, Blackfriars Road and St Thomas Street, as social regeneration also continues to be vital to Southwark's investment in the borough and to maximise the opportunity presented by the increase in public transport capacity (which has grown from 55 to 90 million passengers a year).

Arguably no single building since 2005 has changed the image and skyline of London more than the Shard. The planning inquiry into its impact on the heritage of London is still seen as a definitive moment between the traditionalists and the modernists and set a benchmark for the important role of computer visualization in assessing the impact of such buildings on the capital's skyline. The recent completion of London Bridge station paves the way for much further work to its south and west, but we must protect that gem which is Borough Market!

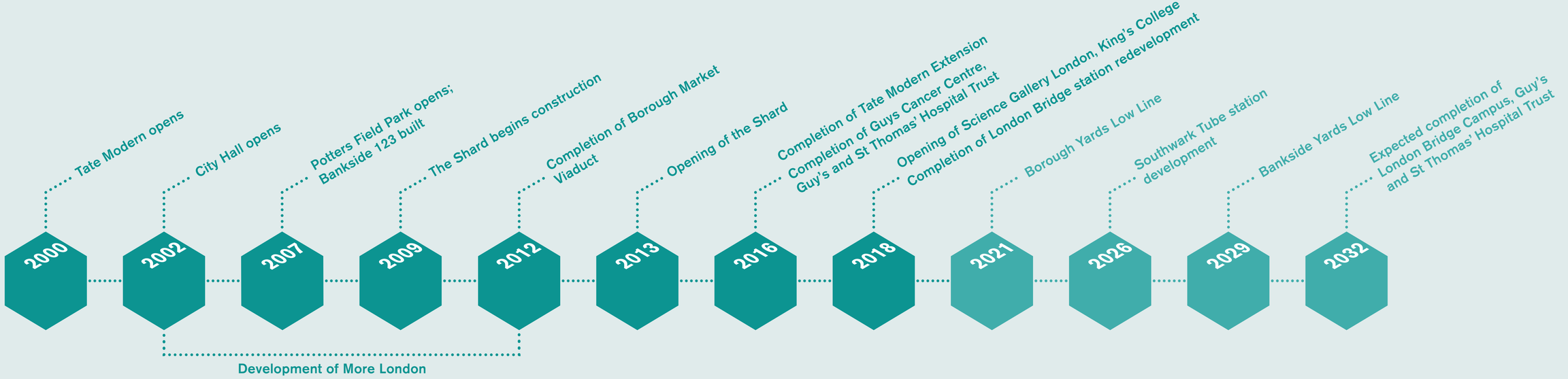
Robert Gordon Clark

Key Facts

Borough:	Southwark
Opportunity Area:	London Bridge/Bankside (2004)
Size:	155 hectares
Indicative no. of new jobs:	5,500 (draft London Plan 2019)
Indicative no. of new homes:	4,000 (draft London Plan 2019)
London Bridge Station:	55 million passengers a year (now 4th busiest station in the UK)



Key Dates





London Bridge, 2005 ©Jason Hawkes



London Bridge, 2020 ©Jason Hawkes



The area has been transformed by the major redevelopment of London Bridge station ©Grimshaw



Bankside's regeneration was catalysed by Tate Modern and its new additions ©Allies and Morrison



Bromley



The improved public realm around Market Square and Bromley Boulevard, designed by Studio Egret West

In the London Plan, Bromley town centre is identified as an Opportunity Area: a key outer London metropolitan centre with capacity for new residential and commercial development. In 2010 the borough adopted the Bromley Town Centre Area Action Plan, which set out a comprehensive framework to guide the delivery of housing, employment, leisure and associated community facilities, infrastructure and transport initiatives. A priority was to ensure high-quality, design-led new public spaces and buildings to support a thriving day and night-time economy in a popular shopping destination. An important catalyst was funding from two rounds of the Mayor's Outer London Fund, matched by the borough and by TfL, to upgrade shop fronts, especially for small traders, and for programmes of cultural and family events.

Outer London Fund investment also supported improvement of public space around Market Square and Bromley Boulevard, designed by Studio Egret West and completed in 2019. This includes redesigned shop fronts, new paving, planters, better drainage, more outside seating areas, Legible London way-finding signs and interactive town maps. The aim was to provide greater overall capacity for existing and new traders but also a 'high-street garden', with raised beds and places to sit and relax. Related to these improvements as was the redevelopment of St Mark's Square at the southern end of the town centre. This scheme, developed by U+I on the former site of the Westmoreland Road car park, includes a landscaped public square surrounded by a nine-screen multiplex cinema, cafés and restaurants, 200 homes and a 130-bed hotel.

Many residents of this outer south London borough still feel part of Kent and it has a ward — Darwin — which is larger in size than three of London's boroughs. So, it's no surprise that the housing targets are relatively modest and density levels remain low, especially as there are no Tube stations and residents have to rely on the less than reliable railway services.

The town centre has had something of a mini-resurgence with over 700 firms currently operating and an active BID (Your Bromley) and, as with other outer London boroughs, will Covid-19 lead to a further resurgence in commercial interests in the town centre?

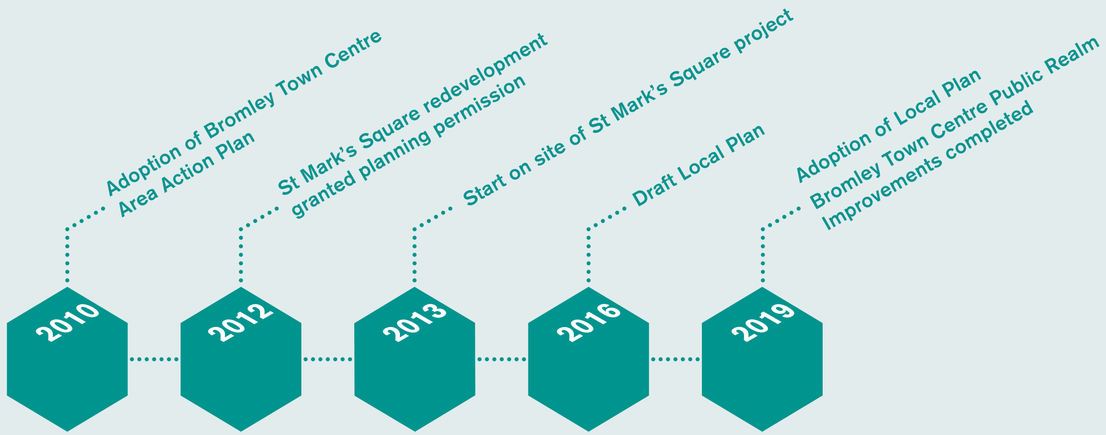
Robert Gordon Clark

Key Facts

Borough: Bromley
Opportunity Area: Bromley (2011)
Size: 69 hectares
Indicative no. of new jobs: 2,000 (draft London Plan 2019)
Indicative no. of new homes: 2,500 (draft London Plan 2019)



Key Dates





Clapham Junction

← The Changing Face of London ← Area Index



Winstanley & York Road regeneration project, by HTA Design for Winstanley & York Road Regeneration LLP ©HTA Design

Clapham Junction in south London is one of the UK and Europe's busiest rail stations, providing connections to Brighton, Gatwick Airport and South West mainline services, and a key London interchange. Over time it has become heavily congested, and the size of the station itself acts as a barrier in the neighbourhood. In 2018 Network Rail took over the management of the station from the South Western Railway, in anticipation of major redevelopment, with a range of options apparently being considered including oversite development and increasing capacity on platforms, as well as new shops and housing.

The draft London Plan (2019) recognises that the proposal for a Crossrail 2 station at Clapham Junction represents an opportunity to make more efficient use of land surrounding the station for residential and commercial development, including new offices as part of the designated major town centre, and to better integrate the station with the existing streets and surrounding residential areas. To date Crossrail 2 proposals include a new station entrance and ticket hall on Grant Road and an enhanced station entrance to St John's Hill. Joint working aims to ensure that these improvements would be coordinated with other station works by Network Rail and with Wandsworth Council's plans to develop the Winstanley Road and York Garden estates, due to be delivered in advance of Crossrail 2. In early 2020 the council approved proposals for the estate regeneration programme that will deliver 2,550 new homes, as well as a leisure and community centre, a library, a children's centre and nursery, and a new 2.49-hectare public park. The scheme is a joint venture between housebuilder Taylor Wimpey and the council, is led by HTA and also features elements designed by Henley Halebrown, Figure/Ground and LA Architects. Another key project already underway is the phased regeneration of the 1930s St John's Hill estate for Peabody by architects Hawkins\Brown and landscape architect Farrer Huxley. The project aims to double the number of homes, whilst increasing home sizes, as well as creating high quality retail, commercial, community and public space adjacent to Clapham Junction Station.

This is one of the key development opportunities heavily contingent on Crossrail 2. And right now, as this exhibition happens, delivery of this important transport project is by no means certain in the foreseeable future.

So it will be interesting to see what will happen to the station and any over-track development driven by Network Rail.

Meanwhile change around the station has moved on apace and continues to do so.

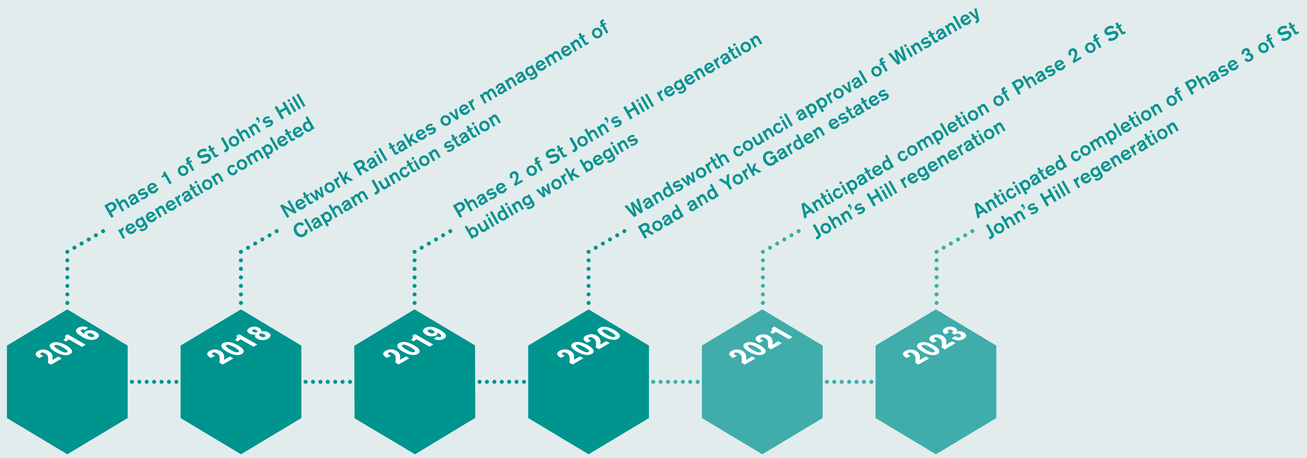
Robert Gordon Clark

Key Facts

Borough: Wandsworth
Opportunity Area: Clapham Junction (2017)
Indicative no. of new jobs: 2,500 (draft London Plan 2019)
Indicative no. of new homes: 2,500 (draft London Plan 2019)



Key Dates





Croydon

← The Changing Face of London ← Area Index



Saffron Square, the tallest building in Croydon, by Rolfe Judd for Berkeley, 2018 ©Hufton+Crow

Croydon is one of London's most populous boroughs and is home to outer London's major transport interchange. In the 1950s and 1960s the area underwent significant change and was redeveloped as a large-scale office and retail centre, but later declined, partly owing to the emergence of Canary Wharf. The aim of the Croydon Opportunity Area Planning Framework, adopted in 2013, is to put in place a flexible plan that will support the revitalisation of the area as a successful London metropolitan centre. The borough is now planning for at least 1,600 new homes a year and over 27,000 jobs over the next two decades. In 2016 the Mayor endorsed the creation of the Croydon Growth Zone: an area designated by the Secretary of State allowing the borough to retain 50 per cent of the growth in business rate income locally for a period of up to 16 years (with an option for an extension) to finance infrastructure investment required for redevelopment in the Croydon Opportunity Area. In the same year, Croydon Council established the development company Brick by Brick to accelerate delivery of new homes, with both private and affordable properties to buy and rent. Sites selected focus on old garage sites, car parks, vacant buildings, and infill sites on council estates, and have included redevelopment of the former council offices, Taberner House.

Development in the mid-2000s focused on the creation of an office and residential led mixed-use masterplan to speed the regeneration of Croydon town centre, with Ruskin Square aiming to provide contemporary office accommodation, which was in short supply in the area, and town centre living. Planning permission was secured in 2008, but this coincided with the financial crash. A revised permission was secured for a wider masterplan for East Croydon to assist with the delivery of improvements to East Croydon Station promoted by Network Rail, including the construction of a new bridge across the railway tracks providing pedestrian access and entrance to the station and a new entrance to East Croydon Station. Stanhope has introduced a variety of designers to work within the masterplan, and a programme of meanwhile uses has been promoted, most importantly Box Park Croydon (its second site in London). The regeneration of this 'front door' has helped attract further retail, office and residential investment into Croydon, including Westfield's proposed redevelopment of the Whitgift Centre (the future of which was uncertain in summer 2020), Abstract Investments' office development adjoining Ruskin Square and Berkeley Homes' Wellesley Road scheme, including one of the tallest residential towers in the UK. The diverse identity of the borough and its strong cultural asset has been a major driver of regeneration which makes Croydon unique compared to other metropolitan centres in South London. The refurbishment and upgrade by MICA Architects of the Fairfield Halls entertainment complex, originally opened in 1962 but relaunched in 2019 is one of the recent cultural project in the borough.

Dubbed, perhaps now infamously, in 2007 as the 'new Barcelona' by the late, much missed Will Alsop, it's been a challenging 13 years for this dynamic outer London borough which has, over the years, applied to become a separate city.

The retail heart has struggled, like many town centres in recent years, and the large-scale commercial buildings of the last century are outdated too.

But with great connectivity, superb links to Gatwick and a proactive borough its time is sure to come again and the signs of increasing commercial activity suggest it will.

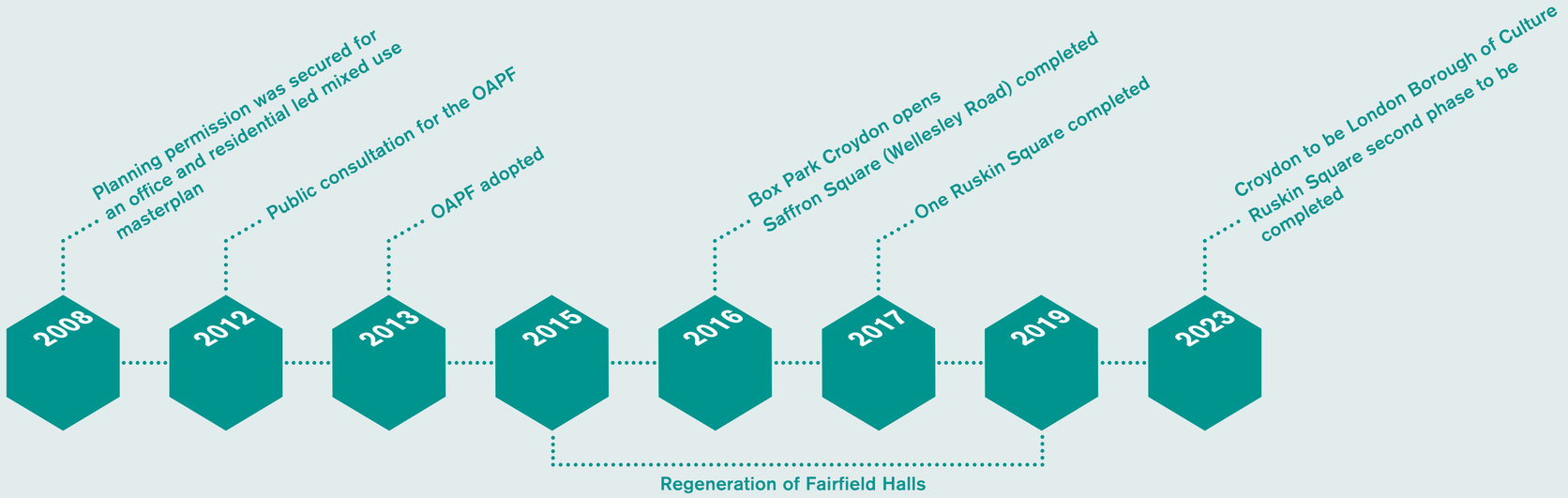
Robert Gordon Clark

Key Facts

Borough: Croydon
Opportunity Area: Croydon (2004)
Size: 194 hectares
Indicative no. of new jobs: 10,500 (draft London Plan 2019)
Indicative no. of new homes: 14,500 (draft London Plan 2019)



Key Dates





Croydon, 2018 ©Jason Hawkes



Elephant and Castle



Energy Hub, by Morris+Company for Lendlease, 2019 ©Jack Hobhouse

Heavy World War II bombing of the Elephant & Castle paved the way for postwar tabula rasa development prioritising the motorist, with high-density, slab-block estates and a major gyratory for south London replacing the historic terraced streets. The Elephant and Castle Shopping Centre was built in 1965, and the London College of Printing (now the London College of Communication) set up shop in a similarly functionalist building. Yet the area had always remained very well connected, with Northern and Bakerloo lines, a mainline railway station, and one of London's busiest bus interchanges.

Over the last twenty years, five different masterplans have attempted to make sense of this challenging site, and there have been widespread local concerns and debates about the various development proposals put forward, in particular about the need for more affordable housing, the provision of affordable retail units in an area where there is a highly diverse, well-established community of independent traders, and the value of the shopping centre not just commercially but also as a social hub.

Allies and Morrison's proposal, prioritising better walking routes and mixed-use development, received planning permission in 2018 and overall completion is due in the 2020s. The regeneration is delivering one of the largest new parks to be built in central London for decades along new housing and amenities.

The two major redevelopment projects in the area are Lendlease's Elephant Park and Delancey's new Town Centre. Elephant Park is a mixed-use scheme comprising 3,000 homes, a large park and around 50 shops and restaurants. The Town Centre development will create a further 979 new homes, as well as leisure, flexible retail units at street level (responding to the diverse retail of the current shopping centre), incubator spaces for LCC graduates, and a new campus for the London College of Communication, including a new 12-storey signature building over the Northern line entrance.

Transport improvements to date include removal of the two infamous roundabouts, filling in the subways, and introducing new crossings and cycle lanes. The Northern line tube station will be upgraded with a new entrance, improved ticket hall and a step-free interchange with the Bakerloo line. The important lost route between Walworth Road and the town centre will be opened up, as will better connections along the path of the Low Line, and improvements to parks and green links.

Being an Opportunity Area in the first London Plan could be seen as both a blessing and a curse.

Lendlease's journey with Elephant Park has certainly been long, challenging and at times incredibly demanding and this project, perhaps more than any in London, has tested the definition of the word 'regeneration'.

Now forecasting completion by 2025 there is some light at the end of the tunnel for everyone involved — politicians, campaigners, local residents and businesses.

Next step is Delancey's re-imagining of the old shopping centre.

Robert Gordon Clark

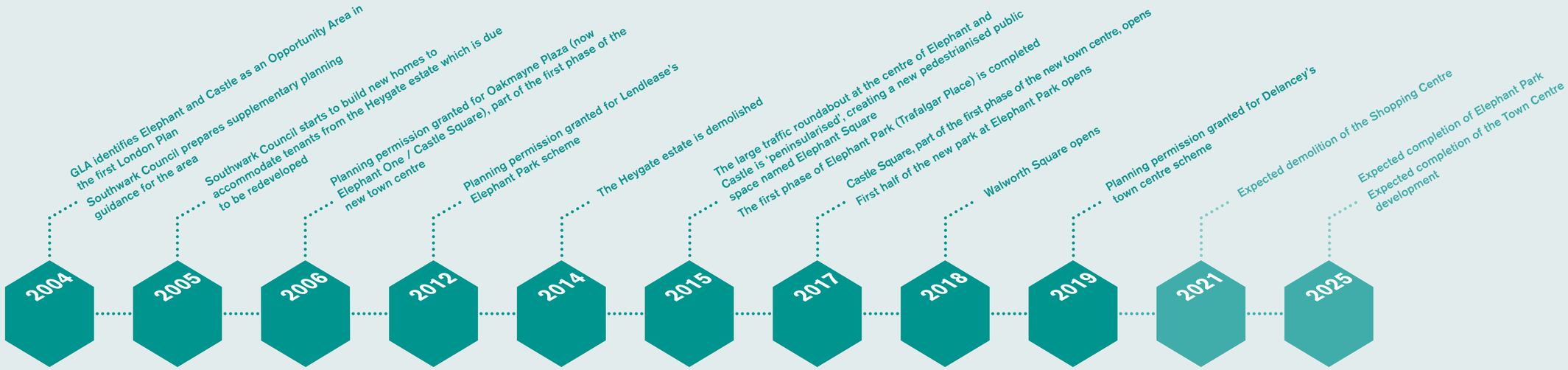
Key Facts

Borough: Southwark
Opportunity Area: Elephant and Castle (2004)
Indicative no. of new jobs: 10,000 new jobs
Indicative no. of new homes: 5,000 new and replacement homes, Minimum 1,650 affordable homes

- £140 million investment in transport improvements
- Over £240 million investment in education and culture
- £20 million leisure centre delivered
- 3 new public squares
- £6 million investment in improving local parks
- New 2-acre new park – the largest new green space in central London for 70 years
- 1,200 trees are being planted in the neighbourhood



Key Dates





Elephant & Castle, 2011 ©Jason Hawkes



Elephant & Castle, 2018 ©Jason Hawkes



The Town Centre development will create new homes, leisure and retail spaces and a new campus for the London College of Communication ©Hayes Davidson

Kingston, Wimbledon and Colliers Wood

← The Changing Face of London ← Area Index



People enjoying the west facing terraces overlooking the River Thames in Kingston

With growing populations, increased housing targets, and perhaps most significantly, the potential arrival of Crossrail 2 at stations across the boroughs of Merton and Kingston, southwest London's larger town centres have seen major investment in the last decade. In Kingston the borough has developed the Kingston Futures programme with partners to optimise the delivery of new homes, commercial and retail space, education and community facilities, public realm improvements and sustainable transport initiatives within Kingston town centre, and to acts as catalysts for further development and investment. Among the most high-profile projects is the Town House, designed by Grafton Architects as a flagship addition to Kingston University's Penrhyn Road campus and opened early in 2020.

As Kingston's population grows the transport network needs to evolve, and improvements have to be made now so it can safely carry an extra 1,500 new people every year, and accommodate 30 per cent more people by 2050. Reconfiguring roadways and constructing new cycleways and footways is the first significant step in widening travel options. The Go Cycle programme, a major infrastructure transformation project, is designed to upgrade Kingston's major highway routes to accommodate the latest cycling infrastructure, while improving the flow of road users, cyclists, and pedestrians, and delivering a safer, more accessible and joined-up network. Go Cycle is funded by Transport for London and the Mayor of London, as Kingston was one of the three London boroughs in 2014 that shared the investment from the pioneering 'Mini-Holland' transport fund.

In Merton the corridor of the Northern line, around Colliers Wood, South Wimbledon and Morden, is one key focus of opportunities for growth and regeneration, with the London Plan identifying the 'potential for redevelopment and reconfiguration of the edge-of and out-of-centre retail parks at Colliers Wood to contribute towards the establishment of an integrated town centre'. Wimbledon is the borough's largest town centre with plans to improve the streetscape, employment opportunities and greening via the Future Wimbledon programme. A 10–15 year regeneration of three major estates in the borough, including High Path at South Wimbledon (by Clarion Housing Group), is currently underway. Notable recent high-end housing developments include Wimbledon Hill Park, at the heart of which is a restored Grade II-listed hospital building. Another key development is Wimbledon Grounds, a mix of residential and commercial spaces alongside a purpose-built football stadium for AFC Wimbledon, at the club's original venue at Plough Lane.

Key Facts

Borough: Kingston, Merton

Opportunity Area: Kingston (2017); Wimbledon/South Wimbledon/Colliers Wood [formerly an Intensification Area] (2017)

Indicative no. of new jobs: Kingston: 5,000 (draft London Plan 2019), Wimbledon/South Wimbledon/Colliers Wood: 6,000 (draft London Plan 2019)

Indicative no. of new homes: Kingston: 9,000 (draft London Plan 2019), Wimbledon/South Wimbledon/Colliers Wood: 5,000 (draft London Plan 2019)

- £32 million investment in Go Cycle scheme in Kingston



Key Dates





The Go Cycle programme improved the flow of road users, cyclists and pedestrians



Wimbledon Hill Park, a restored Grade II-listed hospital building converted into housing

Old Kent Road

← The Changing Face of London ← Area Index



Malt Street, developed by Berkeley

Old Kent Road in Southwark has for centuries been an important thoroughfare between central London and Kent, and a key industrial district developed from the Victorian era with canals, railways and factories, which later gave way to trading estates, retail parks and postwar housing. However, the area is now at the beginning of an ambitious 20-year programme of redevelopment, driven primarily by the expansion of central London, and the potential construction of the Bakerloo Line Extension (BLE). It is the largest regeneration area in the borough of Southwark. It is clear from public engagement undertaken to date that whilst many parts of the Old Kent Road require significant change, there is great local pride in the surviving remnants of its past. The plan for regeneration requires the retention and integration of buildings that form an essential part of the area's industrial character.

The Old Kent Road has been a designated 'action area' since the Southwark Plan was adopted in 2007, and its designation as an Opportunity Area was confirmed in the 2015 revision of the London Plan; engagement with the community on the plans began in 2013 with the creation of an Old Kent Road Community Forum. In 2019 NLA was commissioned by Southwark Council to create the 'Museum of Us'—an exhibition and programme of events to launch the council's new community space at 231 Old Kent Road as a place for residents, businesses, community groups and others to share ideas and discuss proposals for the future of the neighbourhood.

The Bakerloo Line extension from Elephant and Castle to Lewisham—potentially with two stations along the Old Kent Road—is regarded as fundamental to the area's regeneration, as it would bring most of the Opportunity Area within a 10-minute walk of a tube station, enable the delivery of an additional 12,000 new homes and at least 10,000 new jobs, and support the creation of a revitalised town centre. A draft Area Action Plan was first published in 2016 and has since been revised and updated.

Since 2015 planning approval has been given for nearly 8,000 new homes in the area. These include the London Square development on the site of the old Crosse and Blackwell factory in the Rich Industrial Estate, creating 406 new homes, as well as new studios, workspace and a purpose-built gallery. The biggest scheme currently proposed, replacing older warehouse buildings, is Berkeley Homes' 5.9-acre Malt Street for more than 1,300 new mixed-tenure homes across 11 buildings up to 44 storeys in height, along with light industrial and affordable workspace, a linear park and public square.

The famous first stop on a Monopoly Board has definitely moved up a bit from being worth £60. A huge amount of focus has gone into the area by Southwark, but as with other parts of SE London a lot now hinges on the Bakerloo extension and the funding is not yet secured. If it comes, then the significant increase in homes and jobs look very likely as this will be an even more attractive location to live and work.

Robert Gordon Clark



Ruby Triangle, by Farrells for Avanton



Malt Street Regeneration includes more than 1,300 new homes, affordable workspace, a linear park and public square

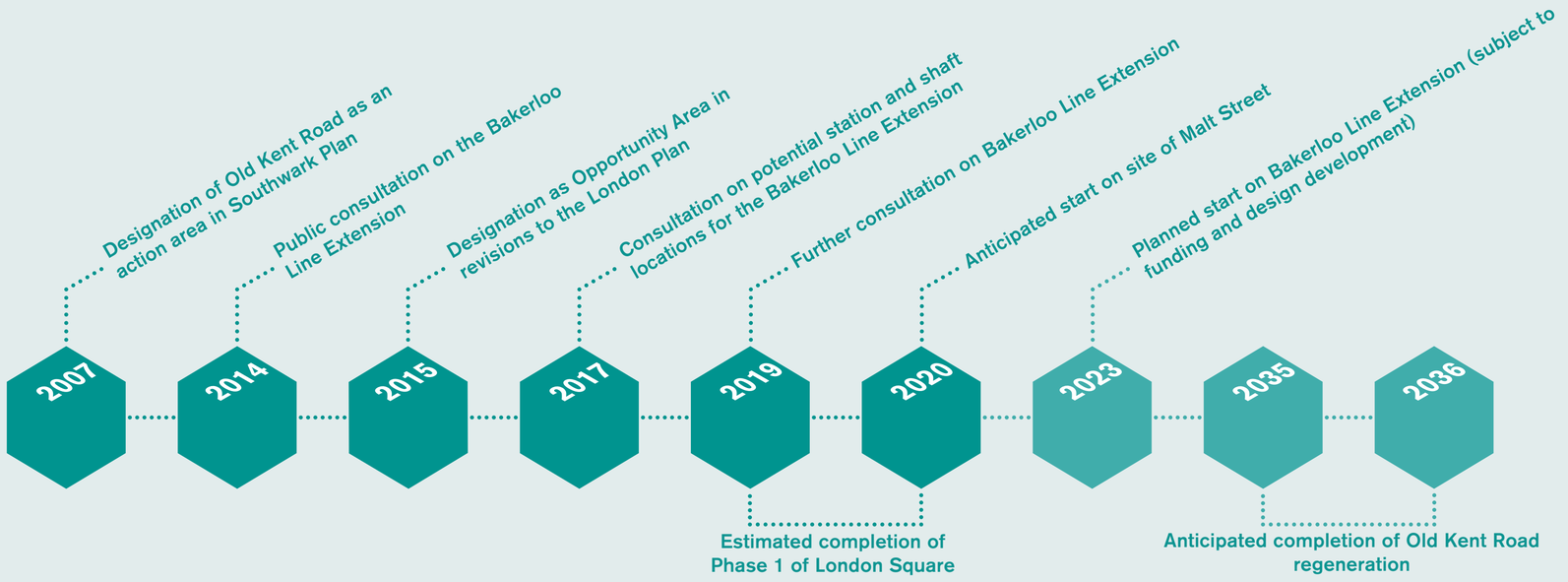
Key Facts

Borough: Southwark
Opportunity Area: Old Kent Road (2015)
Size: 114 hectares
Indicative no. of new jobs: 5,000 (draft London Plan 2019)
Indicative no. of new homes: 12,000 (draft London Plan 2019)

- Project value: £10.2 billion
- Project size: 2,820,000 sqm
- By 2035: 20,000 new homes (7,000 affordable); 10,000 new jobs; 2 new tube stations on the Bakerloo Line Extension; 1 new health centre; 1 major cultural attraction



Key Dates





Sutton



Oak Cancer Centre in Sutton by BDP ©BDP

Over the last decade, Sutton has become an important growth area in south London. Since 2009, the number of new business start-ups has almost doubled and Sutton has the highest one- and two-year business survival rates in outer south London. Launched in 2012, the London Borough of Sutton's Opportunity Sutton programme provides a focus for borough-wide economic development, including housing, retail and other spaces. Ambitious plans have been developed to realise the 'Sutton 2031' vision for growth, including a masterplan for Sutton Town Centre by Allies and Morrison, which sets out a wide array of recommendations and projects for new developments, public realm improvements and transport proposals to help strengthen Sutton's position as a leading outer London urban centre. More than 90 sites have been identified for development, 41 of which are located in the town centre. In 2014, strong public backing was given via a public consultation held by the boroughs of Sutton and Merton, supported by TfL, to a proposed extension of the London Trams network from Wimbledon to Sutton town centre, known as the Sutton Link. In February 2020 the preferred route, a tramway from Sutton to Colliers Wood, was announced by TfL.

Sutton is also home to one of the UK's most significant regeneration projects, the London Cancer Hub. This major project will involve a complete reimagining of the existing Sutton site at Belmont, due to complete in 2035; it is intended to offer more than 280,000 sqm of integrated life-science buildings including facilities for cancer research, diagnosis, treatment, education and commercial collaboration, and create 13,000 jobs. It will also provide a community facilities including school, restaurants, cafes and hotel accommodation. The aim is to create a global centre for cancer innovation providing state-of-the-art facilities for patients, clinicians and researchers.

Sutton, like Ilford in the north, is another new entry to this exhibition. 15 years ago the borough was seen very much as a dormitory suburb of the capital and inward investment a phrase not used there much.

Today the plans for the town centre, focused around health and research, present an exciting opportunity for growth and investment. However transport and accessibility remain key issues.

But, as with Ilford, if the growth is achieved we know that London is doing well. So another key bellwether place and project.

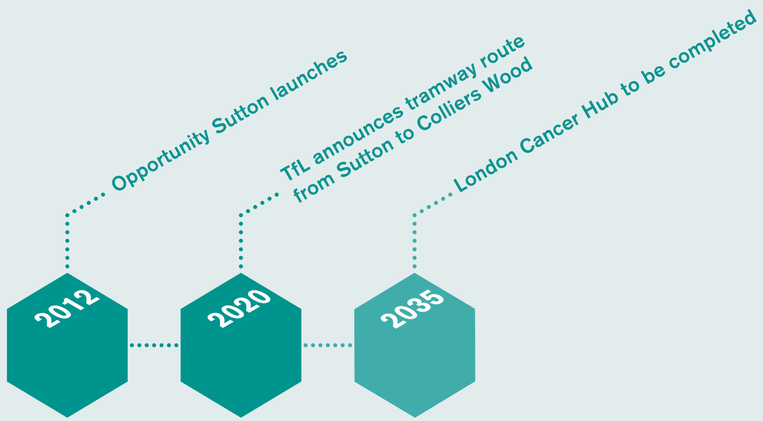
Robert Gordon Clark

Key Facts

Borough: Sutton
Opportunity Area: Sutton (2017)
Indicative no. of new jobs: 3,500 (draft London Plan 2019)



Key Dates



Vauxhall, Nine Elms and Battersea

← The Changing Face of London ← Area Index



Vauxhall's skyline to be transfromed by 2025

Vauxhall, Nine Elms and Battersea is by far the largest regeneration zone in central London, stretching across the boroughs of Wandsworth and Lambeth, and includes the last remaining industrial area on the South Bank of the Thames. It extends from Lambeth Bridge in the north, to Chelsea Bridge in the south, covering the Albert Embankment, Vauxhall and a large part of north Battersea. The long-anticipated redevelopment of Battersea Power Station, one of London's most famous historic riverside landmarks, is the focus of a much larger programme encompassing more than 40 other projects, with improved connectivity to be provided by the completion of the two new stations of the Northern Line Extension.

The redevelopment of the Grade II* listed Battersea Power Station finally began after many decades of aborted proposals, designs and masterplans, and several changes of ownership. The 42-acre landmark site is intended to be a new mixed-use neighbourhood and destination for London, with homes, offices, shops, cafés, events and entertainment venues and over 19 acres of public space. The planning application for the site masterplan designed by Rafael Viñoly was approved in 2011, and WilkinsonEyre appointed as architects for the refurbishment in 2013. The project is divided into eight phases, each designed by a range of world-renowned architects, and the first phase was Circus West Village, with bars, restaurants and leisure facilities. In 2020 the first line-up of UK and international brands set to open their doors inside the Power Station was announced. As well as 253 apartments, the Power Station will also be home to Apple's new London Campus. The Grade II* listed Coaling Jetty, where coal used to power the station was once deposited by boat, opened in 2019 and has hosted a variety of cultural events.

At the same time the Opportunity Area Planning Framework — launched at NLA by then Deputy Mayor Sir Simon Milton in 2009 — for the whole regeneration laid out an ambition for around 16,000 new homes and a range of 20,000–25,000 jobs, but the totals have risen as the planning applications have been submitted. A Development Infrastructure Funding Study was undertaken and informed the Section 106 tariff to fund the full range of infrastructure required to support new development. One of the earliest developments to be approved was Ballymore Group's Embassy Gardens, a residential and business development surrounding the new US Embassy building and with its much-publicised transparent 'sky pool' suspended 35 m off the ground between two blocks of flats. Other residential-led developments in the area, by Berkeley St James and St William, include Riverlight, close to Battersea Power Station; Albert Embankment — comprising Merano Residences, The Corniche and The Dumont — including a new piazza with restaurants and cafés, landscaped open space, office space and restored railway arches; and Prince of Wales Drive, Battersea, providing 955

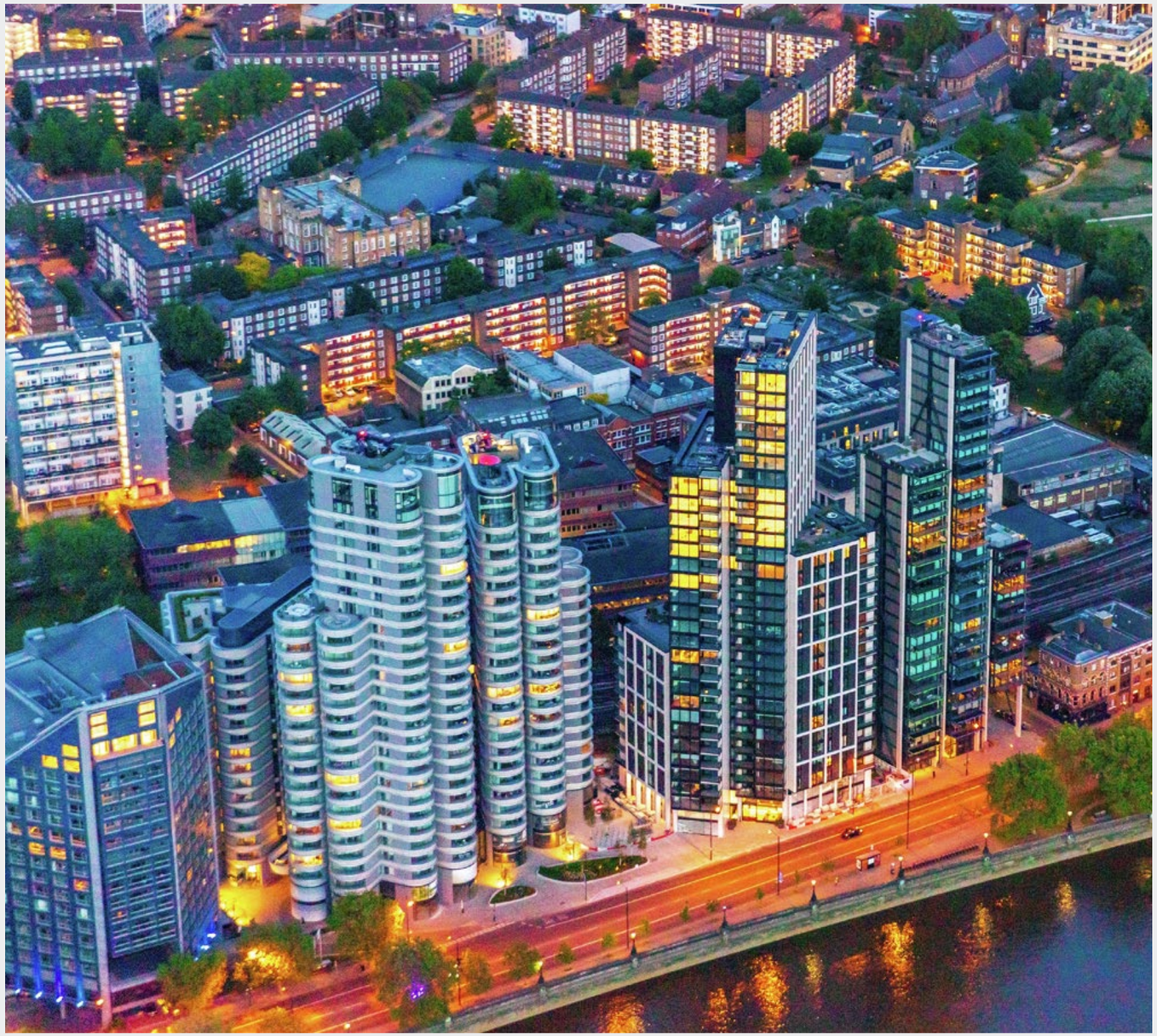
Back in 2005 the focus was all on Battersea at the exhibition. Today it is much more about the whole 'Nine Elms' area which straddles Lambeth and Wandsworth and collectively, at around 450 acres, is the largest area of regeneration in central London.

And that perhaps is its main challenge. Home to the fruit and veg market and Battersea Power Station it has a lot of history. Now it is also home to the US Embassy and a series of separate residential schemes all of considerable density, partly the result of having to fund the Northern Line extension. So the big question is whether, when it is all finished, does it really have a sense of place?

Robert Gordon Clark

mixed-tenure homes and opening up pedestrian routes to Battersea Park.

The development of high-quality public realm and access across the district and to the riverside has been a key priority for the regeneration. Nine Elms Park will be a continuous pedestrian and cycling green corridor extending west to east from Battersea Power Station to Vauxhall Cross, with a variety of open spaces and access to the Thames River Path branching off the route. The Park is being completed in stages as sites undergo redevelopment. Running parallel to the Nine Elms Park, a new stretch of the Thames River Path will run the full length of Nine Elms. The historic Vauxhall Cross is also being redesigned to provide a more attractive and pedestrian-friendly environment.



Albert Embankment, comprising Merano Residences, The Corniche and The Dumont

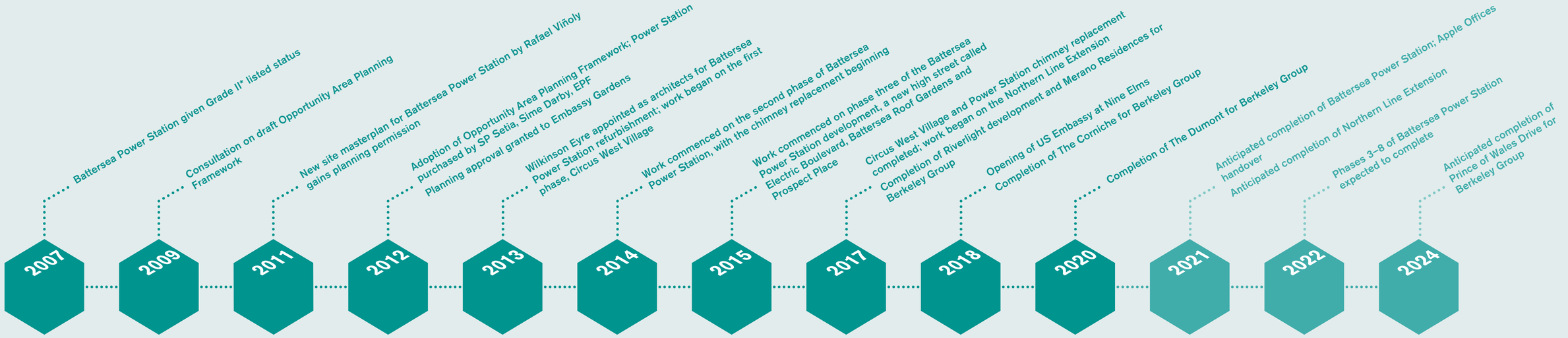
Key Facts

Borough: Lambeth, Wandsworth
Opportunity Area: Vauxhall Nine Elms Battersea (2004)
Size: 227 hectares
Indicative no. of new jobs: 18,500 (draft London Plan 2019)
Indicative no. of new homes: 18,500 (draft London Plan 2019)

- 50 acres of new public space
- More than 1.7 million sq ft of mixed-use development
- £15 billion total investment



Key Dates





Battersea Power Station, 2005 ©Jason Hawkes



Battersea Power Station, 2020 ©Jason Hawkes





Nine Elms Park will be a continuous green corridor connecting Vauxhall Cross with Battersea Power Station | The redevelopment of Battersea Power Station finally began after several decades of many aborted proposals ©Miller Hare



Battersea Power Station, Phases 3-8 expected to complete by 2022



Waterloo



Southbank Place, the redevelopment of the historic Shell building site, by Canary Wharf Group and Qatari Diar

Waterloo in Lambeth is part of the network of 'South Central' London Opportunity Areas, with London Bridge further east. Waterloo has multiple functions: as a major transport hub, with London's largest rail terminal; a central cultural, entertainment and economic district; and a knowledge quarter, home to a major hospital and university, as well as an expanding residential community. The area has built up with incremental development from the 18th to the 20th centuries, especially in terms of road and rail infrastructure and landmark administrative and cultural buildings — the former County Hall, the Royal Festival Hall and the National Theatre — but has suffered from poor public realm, accessibility, permeability and safety issues. Waterloo was identified as an Opportunity Area in the 2004 London Plan with an indicative estimate of growth to 2016 of 15,000 new jobs and 500 homes, with potential to enhance the South Bank and extend the cultural and entertainment offer, and for development in and around the station, in particular after the relocation of international rail services to St Pancras in 2007.

Public realm improvements have been significant in regeneration of the area. The renovation of Jubilee Gardens, adjacent to the London Eye, was completed in time for the Queen's Diamond Jubilee celebration and the Olympics in 2012. Around the same time, Atkins redesigned Lower Marsh, a narrow retail and market street, to support the on-street market activities by providing dedicated infrastructure and a better environment for pedestrians. The reworking of the Waterloo roundabout seeks to end its life as a 'gyratory' and create a public space, widened footways, relocated crossings, an improved bus station and segregated cycle lanes. As part of the ongoing redevelopment of Waterloo Station, a network of street tunnels beneath the railway platforms has been transformed into Leake Street Arches, a new destination populated by local independent businesses and start-ups, while retaining its status as an important location for local street art. One high-profile project that emerged but failed in this period was the Garden Bridge, a proposal for a 370m pedestrian route — combining a bridge with open space and a 'green promenade' or elevated urban park — across the Thames linking the South Bank to the commercial areas adjacent to Temple Underground Station.

The cultural scene has been revitalised in this period with the renovation of the Young Vic and major restoration of the Southbank Centre and Southbank Undercroft, and this, along with good transport links and a key central location, has attracted an increasing number of professional services, media and tech firms to the area. Southbank Place is a significant mixed-use residential and commercial waterfront redevelopment of the historic Shell building site; this is the first time since the 1951 Festival of Britain that the site has been accessible to the public. It is a joint venture between Canary Wharf Group and Qatari Diar Real Estate with

The battle over the Garden Bridge has dominated much debate about this area in recent years. But step out of Waterloo station and you see change all around you. Some is large scale, like Southbank Place, whilst some is more low key such as the arrival of Ballet Rambert in Coin Street, the Leake Street arches and improvements to the public realm along the river.

The next big change will be to finally see Elizabeth House replaced, dramatically improving the front door to this grand old station, whilst the station itself has plans for a huge redevelopment, to cope with increased passenger numbers and deliver further residential and commercial space.

Robert Gordon Clark

buildings by Squire and Partners, KPF, Grid Architects, Stanton Williams and Patel Taylor. Alongside this, a key transformation project is the replacement of the 1960s Elizabeth House adjacent to Waterloo station with a new commercial-led development designed by AHMM for HB Reavis, along with new public space; this was due to start on site in 2020. The area's identity as a medical cluster has also been reinforced by the planned redevelopment by Stanhope of a 5.5 acre site opposite St Thomas' Hospital. Royal Street offers the potential to provide an innovation cluster of companies, academic researchers and clinicians creating a new commercial neighbourhood in central London.



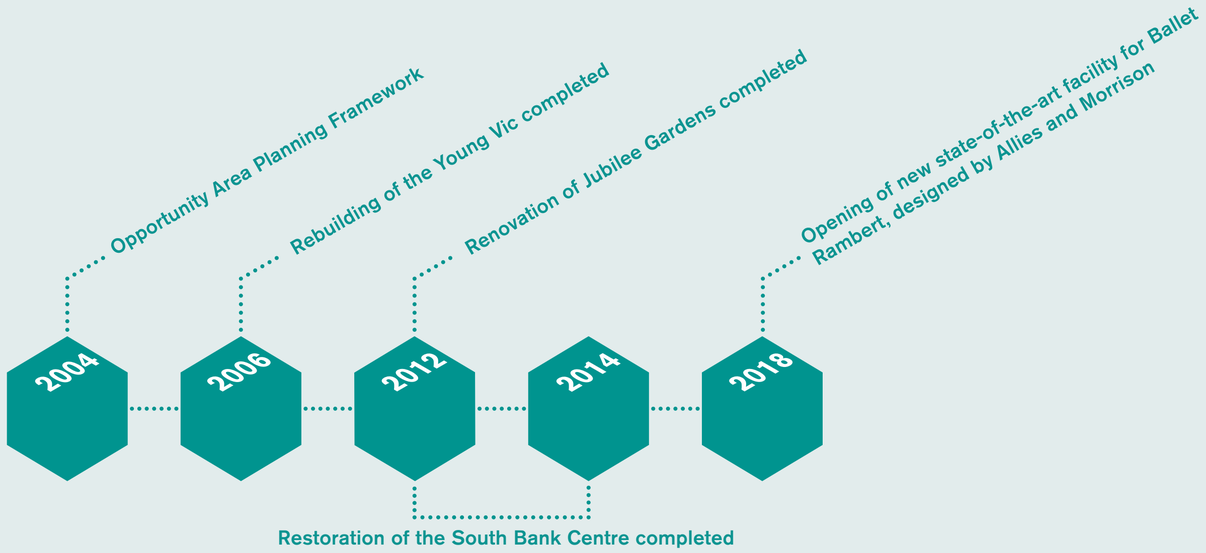
Waterloo, 2019 ©Jason Hawkes

Key Facts

Borough: Lambeth
Opportunity Area: Waterloo (2004)
Size: 78 hectares
Indicative no. of new jobs: 6,000 (draft London Plan 2019)
Indicative no. of new homes: 1,500 (draft London Plan 2019)



Key Dates





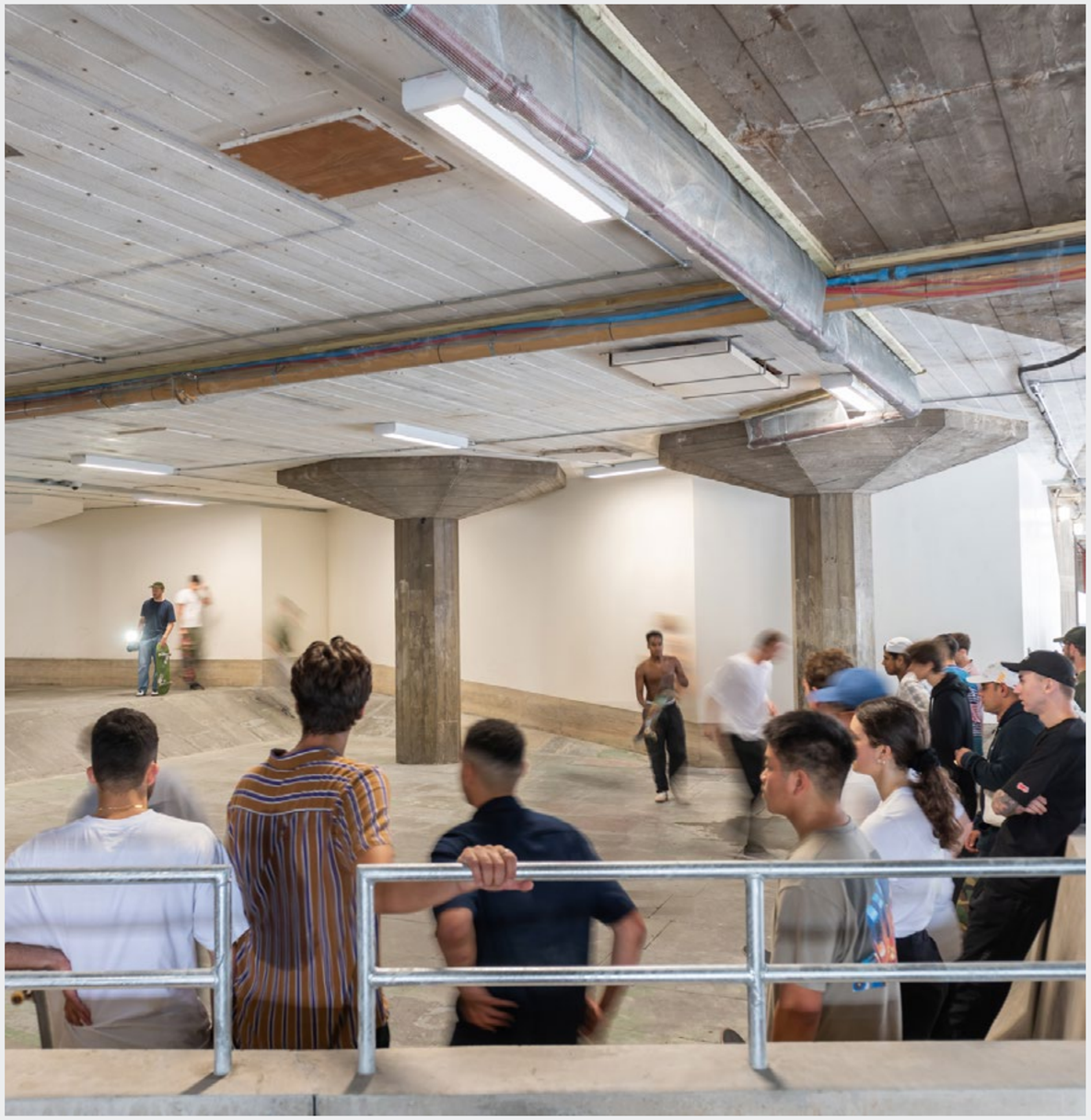
Waterloo, 2005 ©Jason Hawkes



Waterloo, 2020 ©Jason Hawkes



The proposed redevelopment of the 1960s Elizabeth House adjacent to Waterloo station ©Forbes Massie



The cultural scene has been revitalised with the restoration of the Southbank Centre and its undercroft ©Paul Carstairs

West

← The Changing Face of London



Chelsea Barracks



Chelsea Barracks, 2020 ©Jack Hobhouse

Grosvenor Waterside is a residential development on the north side of Chelsea Bridge. It was completed in 2011 on a derelict industrial site adjacent to the historic Grosvenor Canal, the last canal in London to operate commercially (until 1995). The development includes eight residential buildings, along with commercial and leisure facilities, originally for developer St James and designed by various leading firms including Make Architects and Allies and Morrison. These were built around the restored dock basin, with the lock and the swing bridge forming a focal point.

This period has also seen the high-profile major redevelopment on the neighbouring site of the former Chelsea Barracks. In 2007 the Ministry of Defence sold the site to a consortium as surplus to requirements, and a proposal for redevelopment including apartments, a hotel, and community hall and sports centre was originally commissioned from Rogers Stirk Harbour + Partners. Although submitted to Westminster City Council for planning in 2008, the scheme was criticised by the Prince of Wales and later withdrawn.

In 2009 Squire & Partners, Dixon Jones and landscape designer Kim Wilkie were selected to masterplan the site. A key priority from the beginning of the project was to improve access, as the site had been closed to the public for more than 150 years and presented a significant barrier in the local area. This masterplan dedicated 40 per cent of the site to seven garden squares, opening up public green space, views and walkways through the development and inspired by the layout of London's historic Great Estates. New community uses in addition to the residential accommodation include a sports centre and doctor's surgery. The first three phases of the project completed in September 2019, with a trio of apartment buildings designed by Squire & Partners, 12 townhouses designed by PDP London, a restaurant designed by Ben Pentreath and landscaping by Gustafson Porter + Bowman. Subsequent phases are currently under construction.

Grosvenor Waterside is one of the projects from the 2005 exhibition that is now done and dusted with 900 homes delivered.

Meanwhile Chelsea Barracks was one of the most high-profile schemes in the noughties in London. And was made more so by the intervention of a certain well-known letter writer, who contributed to a change in architects, approach and design. Despite that, the revised scheme was also contentious for some local residents. But progress since 2015 has been steady.

Robert Gordon Clark

Key Facts

Borough: Westminster

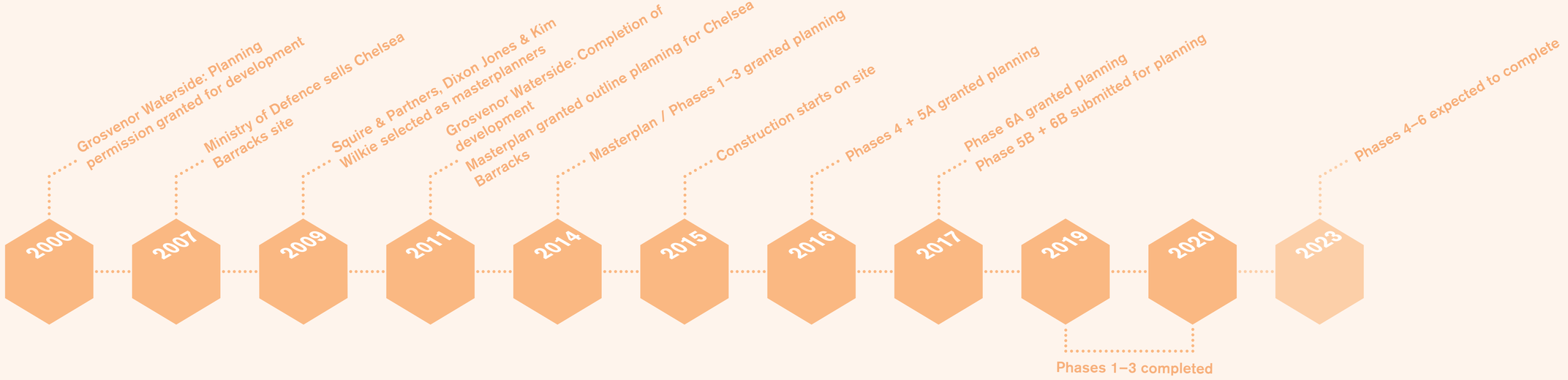
Size: Chelsea Barracks: 12.8-acre site

Indicative no. of new jobs: Chelsea Barracks: Up to 275 jobs estimated to be created

Indicative no. of new homes: Grosvenor Waterside: 900 apartments
Chelsea Barracks: 448 new homes



Key Dates







Chelsea Barracks, by Squire and Partners and Dixon Jones for Qatari Diar, 2019 ©Jack Hobhouse



The masterplan dedicated 40 per cent of the site to seven garden squares, opening up public green space, views and walkways through the development

Chelsea Waterfront



Chelsea Waterfront, masterplanned by Farrells for Hutchison Property Group

Located on Lots Road, on the boundary of the boroughs of Kensington and Chelsea and Hammersmith and Fulham, Chelsea Waterfront is a high-end residential-led, mixed-use development on the only major riverside site of its size on the north bank of the river, west of Canary Wharf. It includes the refurbishment of the decommissioned 1904 Lots Road Power Station, which used to provide electricity for the London Underground. Masterplanned and designed by Farrells, the scheme, when complete, will comprise ten buildings, including two towers either side of Chelsea Creek, along with low-rise apartments and landscaped gardens, three bridges over the creek, and 400m of waterfront accessible to the public. Formation Architects is responsible for the conversion of the former power station into a 12-storey development consisting of 260 luxury apartments with restaurants, cafés and shops. The opening in 2009 of a new Overground station nearby at Imperial Wharf has helped to improve connectivity in this part of London, which has traditionally lacked adequate public transport links. It also helped to stimulate the emergence of the ‘Chelsea Design Quarter’, recognising the range of shops, showrooms and galleries specialising in interior design, furnishing and antiques in the area.

The masterplan for the redevelopment by Hutchison Whampoa was begun as far back as 1996. The proposals were the subject of a public inquiry but the then Deputy Prime Minister John Prescott granted it consent in 2006. The project was then delayed by the 2008–9 financial crisis and preparatory work for the Thames Tideway Tunnel but broke ground in 2013.

Key Facts

Borough: Hammersmith and Fulham, Kensington and Chelsea

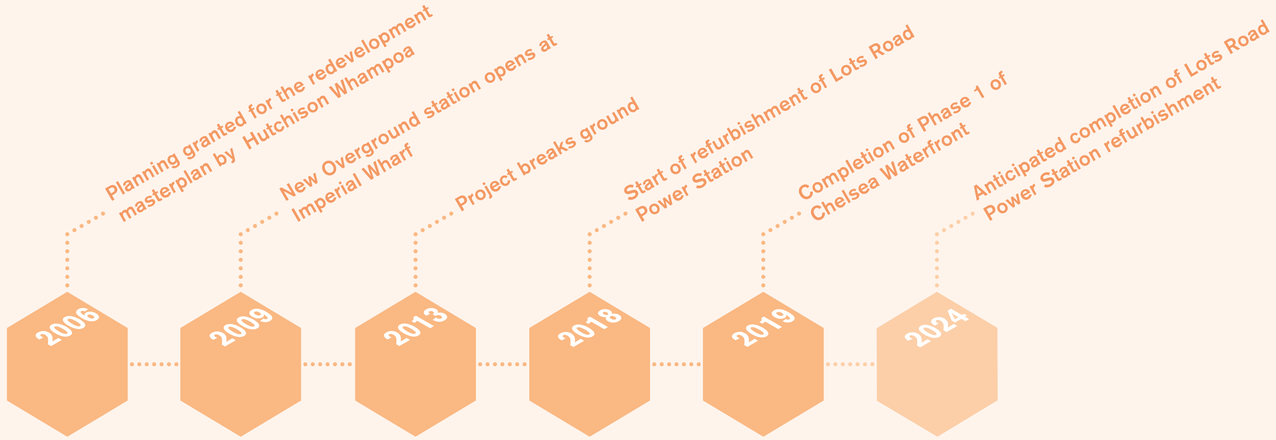
Size: 4.6 hectares

Indicative no. of new homes: 706 homes in Phase 1

- Two towers of 37 and 25 storeys



Key Dates





Chelsea Waterfront, 2015 ©Jason Hawkes



Chelsea Waterfront, 2020 ©Jason Hawkes



Earls Court and West Kensington

← The Changing Face of London ← Area Index



Earls Court, 2018 ©Jason Hawkes

The previous proposed regeneration of Earls Court was one of the most complex and contentious projects in central London over the past decade. The 28-hectare site was once home to the now-demolished historic Earls Court Exhibition Centres, which had been major international events and exhibition venues throughout the 20th century. With increasing competition from larger, more up-to-date venues such as ExCeL at the Royal Docks, the Earls Court site was sold in 2008 and Farrells commissioned to design a masterplan to build four new 'urban villages'. Providing 7,500 new homes and a high street, it was intended to replace the two exhibition centres, the Lillie Bridge Rail Depot and the West Kensington and Gibbs Green Housing Estates.

The plans were approved in outline in 2013 by the two local authorities, the London Borough of Hammersmith and Fulham and the Royal Borough of Kensington and Chelsea, despite significant local opposition, especially as regards the number and relative affordability of the homes proposed. Demolition work began in 2014, but although a revised scheme was put forward the project stalled.

In December 2019 Delancey (on behalf of its client fund and the Dutch pension fund manager APG) acquired a joint venture interest in the site with TfL from the previous owners, Capco. The first decision taken was to hand back the West Kensington and Gibbs Green housing estates, originally forming part of the previous owner's masterplan, to Hammersmith and Fulham Council.

As of 2020, Delancey is establishing a new business, 'The Earls Court Development Company' ('ECDC'), which will be based in Earls Court and charged with all aspects of delivery of the project. The Earls Court Development Company's ambition is to seek a new masterplan for the site that stitches the Earls Court back into its local area. In late June 2020 it was announced that Studio Egret West and Hawkins\Brown were appointed as principal masterplan architects, following a six-month international competition.

Since 2005 more has been written about the regeneration of Earl's Court than perhaps any other part of London and along with Elephant & Castle they have probably generated the most debate about the role of 'regeneration' in the lives of Londoners.

Back in 2005 no one anticipated the demolition of Earls Court 1 and 2, yet today Delancey (who bought out CapCo in November 2019) have the massive responsibility of taking forward new plans for the 42 acres of cleared land.

Robert Gordon Clark

Key Facts

Borough: Hammersmith and Fulham, Kensington and Chelsea

Opportunity Area: Earls Court/West Kensington (2011)

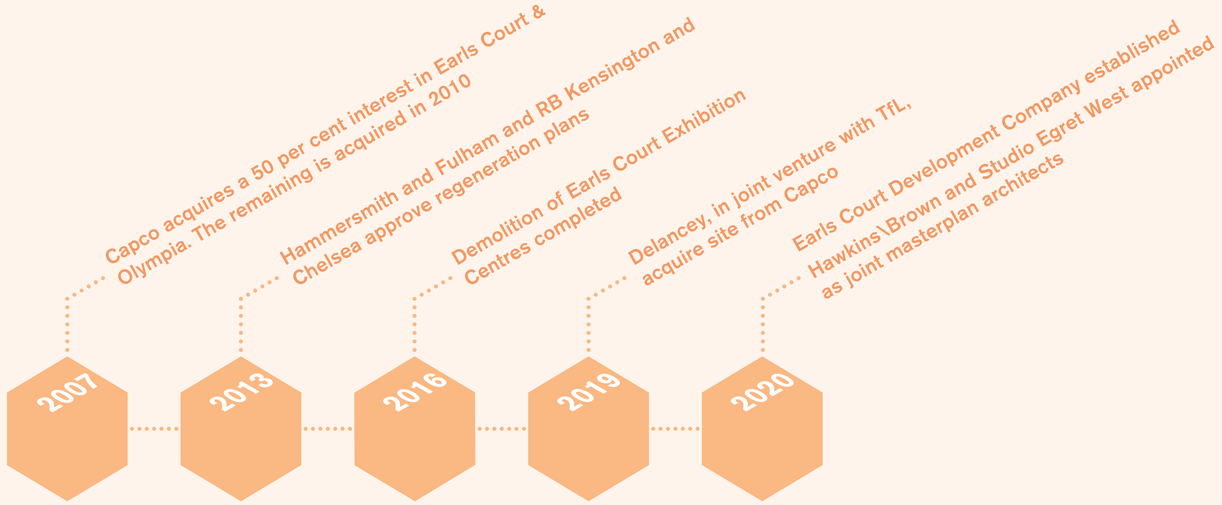
Indicative no. of new jobs: 5,000 (draft London Plan 2019)

Indicative no. of new homes: 6,500 (draft London Plan 2019)

- 25 acres of land that formally housed the Earls Court Exhibition centres



Key Dates





Earls Court, 2011 ©Jason Hawkes



Earls Court, 2019 ©Jason Hawkes

40

Great West Corridor



Chiswick Park developed by Stanhope

The Great West Corridor is an Opportunity Area with an illustrious history as the centre of cutting-edge manufacturing technologies, especially along the ‘Golden Mile’ of the Great West Road, constructed in 1925–30. After World War II, companies moved further afield and it became better known as a polluted thoroughfare leading to the A4 and M4. From the late 1990s Stanhope began the development of Chiswick Park in Gunnersbury as a major new business park, with the first phase delivered in 2000 and the last completed in 2015. The 2005 NLA exhibition featured Chiswick Park and then reported that Phase 2 of the park, masterplanned by Richard Rogers Partnership (as the practice was then known) was underway. In 2017, Hounslow Council produced a 15-year plan to transform this strategic western gateway and adjacent areas, increase accessibility through sustainable transport measures, and build on the area’s business strengths especially in emerging digital and media sectors.

At the southern end of the Great West Corridor, a second wave of redevelopment began in earnest in 2018 as Ballymore’s ‘Brentford Project’ broke ground. The new Brentford Community Stadium was on the verge of completion when lockdown was announced in March 2020. With well over a dozen redevelopment projects now in the planning phase, approved, or already breaking ground, Brentford has been dubbed the largest regeneration since Canary Wharf.

Playing on the historic reference to the ‘Golden Mile’, if planning is approved, the Fourth Mile project will commence in 2021/22 with completion in 2024/25, turning Chiswick Roundabout into a mixed-use development housing 15–25 tech companies, apartments, retail and leisure, including a five-star hotel.

If you were to give an award for the most innovative outer London business park development since 2005 we think most would vote for Chiswick Park. At the time it started, many in the property industry thought it was high risk. Chiswick, a place for business? But they have been proven wrong.

Meanwhile another aspect of the changing face of London — new football stadia — has seen Brentford FC move from dear old Griffin Park to their new stadium later this year. They are the fourth club to complete a transformation since 2005 after Arsenal, West Ham and Spurs.

Robert Gordon Clark

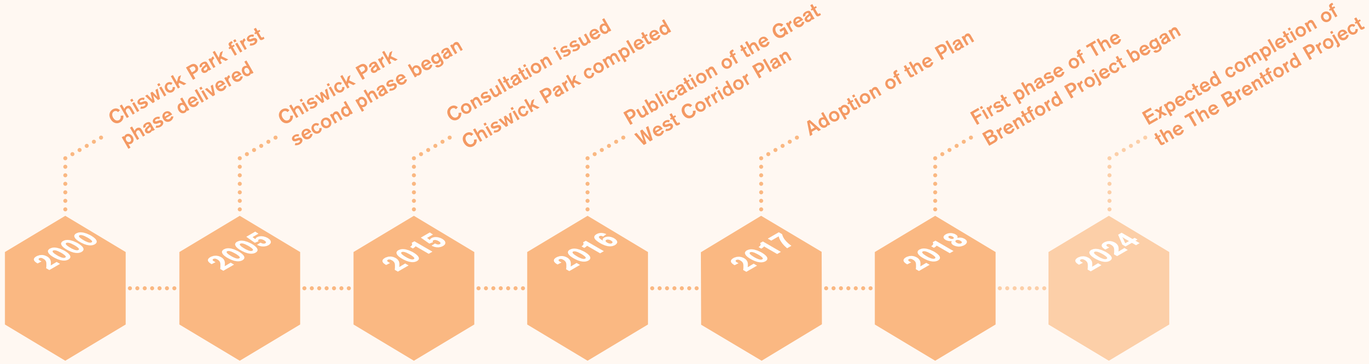
Key Facts

Borough: Hounslow
Opportunity Area: Great West Corridor (2017)
Indicative no. of new jobs: 14,000 (draft London Plan 2019)
Indicative no. of new homes: 7,500 (draft London Plan 2019)

- 200 businesses located within the area
- 17,250-seat Brentford Community Stadium, together with over 1,000 homes, planned at Lionel Road in the east of the Golden Mile
- Creative Enterprise Zone, with 46 per cent of London's television and broadcasting activities and 68 per cent of Hounslow's creative employment



Key Dates





Chiswick Park in Gunnersbury is a major new business park completed in 2015

Harrow and Wealdstone



Harrow Square, by SOM for Hyde New Build & Barratt London, 2019 ©Dave Burk

Harrow Council is leading a regeneration programme that will transform Harrow and Wealdstone town centres and bring forward new housing, jobs and social infrastructure on a large scale. As with many town centres, the high public transport accessibility and range of amenities available within the Opportunity Area have identified it as a place for more intensive mixed-use development, supported by walking, cycling and public transport. This area encompasses the two town centres, the Station Road corridor linking them, strategic industrial land and open spaces and most of the borough's major brownfield sites. These include: the former Kodak factory site; the Civic Centre site; the Leisure Centre site; Harrow on the Hill station and neighbouring development sites; and major town centre sites at Lyon Road and Gayton Road.

Since 2009, a number of strategic sites have been delivered or have secured approval. These include: Bradstowe House (177 residential units and commercial/leisure) and Neptune Point (146 residential units and retail/commercial space), both in Harrow town centre; Anmer Lodge (120 homes and supermarket); Royal National Orthopaedic Hospital (347 homes and hospital redevelopment); and a number of smaller housing and commercial schemes in Wealdstone. Harrow town centre has also benefited from investment from the Council, GLA and private sector retailers, with improvements including the redesign of St Ann's Road with better accessibility, removal of clutter and space for entertainment and events. This has been enhanced by a new urban park and performance space in Lowlands.

Among the most significant projects are the redevelopment of the Kodak factory and Colart factory sites. The first phase of the former, Eastman Village, contains 460 mid-rise apartments and houses plus the central section of a new linear park; when complete the whole site will provide 2,000 new homes in addition to offices, restaurants, cafés and shops. Gort Scott's competition-winning scheme (2016) for a new civic quarter for Harrow Council in Wealdstone town centre proposes an ensemble of buildings comprising a number of public and private functions and focuses on connections with the existing townscape and nearby Byron Park.

Harrow is not known as a major borough for employment, and Kodak was for decades just about its largest employer. The regeneration of the old Kodak factory site has therefore been the most high profile project here and it has taken some time to get going, but is now underway.

Alongside this is lower level, but still important regeneration in the town centre. Like many other outer London towns in this exhibition it will be fascinating to see how Harrow develops in the years ahead.

Robert Gordon Clark

Key Facts

Borough: Harrow
Opportunity Area: Harrow and Wealdstone (2011)
Size: 177 Acres
Indicative no. of new jobs: 1,000 (draft London Plan 2019)
Indicative no. of new homes: 5,000 (draft London Plan 2019)

- 70,000 sqm of new floor space for retail, commercial, leisure, community, business and industrial development



Key Dates



Hayes, West Drayton and Southall



The Old Vinyl Factory, by Studio Egret West for U+I

Like many outer London centres, Hayes, West Drayton and Southall are undergoing significant development in anticipation of major new transport infrastructure, in this case three new stations on the Elizabeth Line, and have been designated by the Mayor as Housing Zones and/or Opportunity Areas. This part of west London is traditionally largely industrial in character and, along with the selective retention of industrial uses, historic buildings and spaces are being put to new employment uses in an area with a burgeoning number of SMEs in the tech and logistics sectors and creative industries. A key development in this regard is the Old Vinyl Factory at Hayes. This is a 17-acre site of the former EMI/ HMV record company headquarters close to the new station, and is being developed by U+I into, among other elements, 600 homes, extensive office, retail and leisure space, and the UK's first full-service incubator space for manufacturing entrepreneurs.

Alongside this since 2011 the London Borough of Hillingdon has invested in improvements to Hayes town centre, along with other town centres in the borough, including improved traffic management measures, better public realm, and grants to small businesses for upgrading shop fronts, as part of the Mayor's Outer London Fund. At West Drayton Hillingdon Council has worked in partnership with Crossrail as part of wider public realm improvements to complement the new West Drayton station extension.

Covering an area of 520 hectares, Southall, in the borough of Ealing, is one of the biggest Opportunity Areas in west London with significant industrial employment, well-used town centres and a diverse community with especially strong links to South Asia. A major project is Southall Waterside, a long-term regeneration by Berkeley West Thames of the former Gas Works over 88 acres, creating 3,750 new homes, community buildings and other facilities, and 13 acres of parkland. Another is Quayside Quarter, by Galliard, with plans for 2,000 homes and a film studios.

Over the last 15 years a lot of the rhetoric has been about East London, but parts of West London, such as Hayes, West Drayton and Southall have merited attention given the levels of deprivation, unemployment and amount of unused brownfield land.

So progress across these three areas, which straddle Hillingdon and Ealing councils, is important. When the Elizabeth Line finally opens it will be interesting to see how rapidly things then move especially at schemes like Southall Waterside and Quayside Quarter.

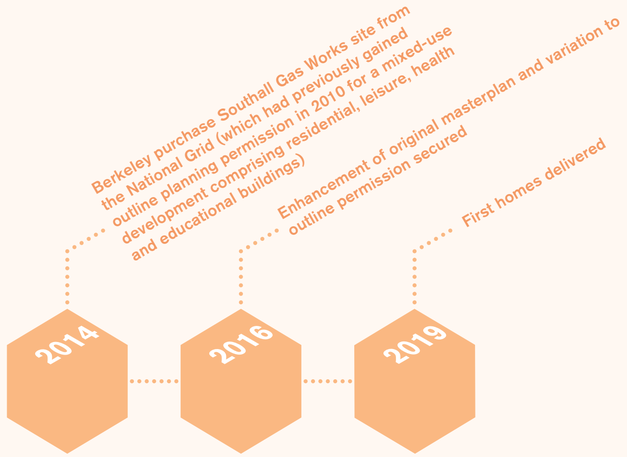
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Key Facts

Borough:	Hillingdon	Southall Waterside
Opportunity Area:	Hayes (2017); Southall (2004)	⬢ 3,750 mixed-tenure homes
Indicative no. of new jobs:	Hayes: 1,000 (draft London Plan 2019) 3,000 (draft London Plan 2019)	⬢ 42 acres of public open space including two parks ⬢ 1km landscaped canal frontage
Indicative no. of new homes:	4,000 (draft London Plan 2019) 9,000 (draft London Plan 2019)	⬢ Creation of 21,000 full-time equivalent (FTE) jobs, and a further 600 permanent roles



Key Dates







A long-term regeneration by Berkeley West Thames of the former Gas Works creating 3,750 new homes



The Old Vinyl Factory is being developed by U+I into 600 homes, extensive office, retail and leisure space



Heathrow



Heathrow, 2011 ©Jason Hawkes

The worldwide COVID-19 outbreak and the shutdown of air travel has brought a hiatus, although perhaps temporary, to the fierce debate surrounding proposed plans to expand Heathrow Airport, the UK's and one of the world's busiest, with (until 2020) about 80 million passengers annually. The need for a third runway in particular has long been the subject of controversy; supporters argue that expansion is vital for strengthening international trade links and for London and the UK's competitive status for commerce and investment, while those against have contended that it would exacerbate already unacceptable noise and pollution levels and harm to the environment. Plans have been approved and then halted several times over the years; in February 2020 the Court of Appeal ruled that the government's decision to allow latest plan for expansion to go ahead — with expected completion of the third runway in 2028/9 and upgrade work until 2050 — was unlawful, and the expansion was paused in March. Permission to appeal against this block was granted by the UK Supreme Court in May 2020. In 2008 the then Mayor of London, Boris Johnson, revived the idea of an airport located in the Thames Estuary, to be built on an artificial island, with proposals unveiled in 2013; alongside this, ideas were put forward to demolish Heathrow Airport and transform the site into a major new 'garden city'. In 2014 the UK Airports Commission did not recommend further analysis of the Estuary airport project, and the scheme was widely criticised as impractical and unrealistic.

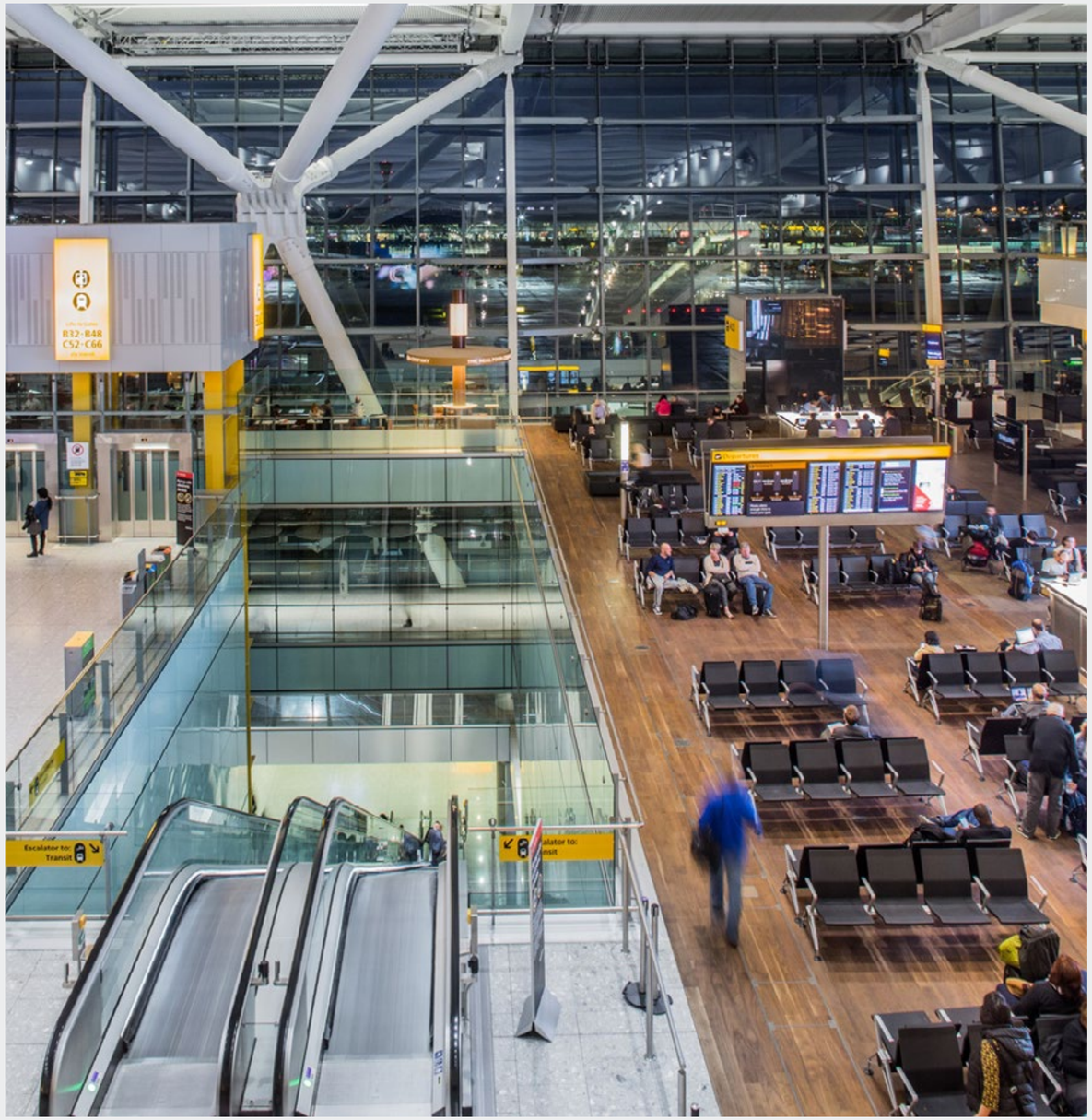
The latest version of the London Plan (2019) retains Heathrow as an Opportunity Area, recognising that, with such a key element of national infrastructure, even without expansion it already offers opportunities to support wider employment and economic development, as well as new housing and environmental improvements, in particular to reinforce objectives for the spatial growth of west London. However, it is clear that the current Mayor will oppose any expansion of Heathrow Airport unless it can be shown that there is no additional noise or air quality harm, the benefits would be fairly shared with affected communities, and that sufficient surface access capacity would be provided by the Government and/or the airport authority. The Plan states that 'the Mayor will therefore review and clarify the area's potential contribution to London's growth when expansion proposals and their spatial and environmental implications are clearer'.

Back in 2005 the focus at the first exhibition was on the creation of Terminal 5, which opened in 2008.

But the longest running issue in London is, without doubt, whether to allow Heathrow to expand with a third runway. Flagged as long ago as the World City report of 1991, and 15 years on from the first exhibition, the debate is still raging.

Whether you are for or against the third runway, what is undeniable is the massive economic importance of a successful airport to the local economies of Hillingdon, Ealing and especially Hounslow. The long term regeneration of Hounslow and Feltham town centres rest, to some degree, on this issue.

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Heathrow Terminal 5, by Rogers Stirk Harbour + Partners for Heathrow Airports, completed in 2008



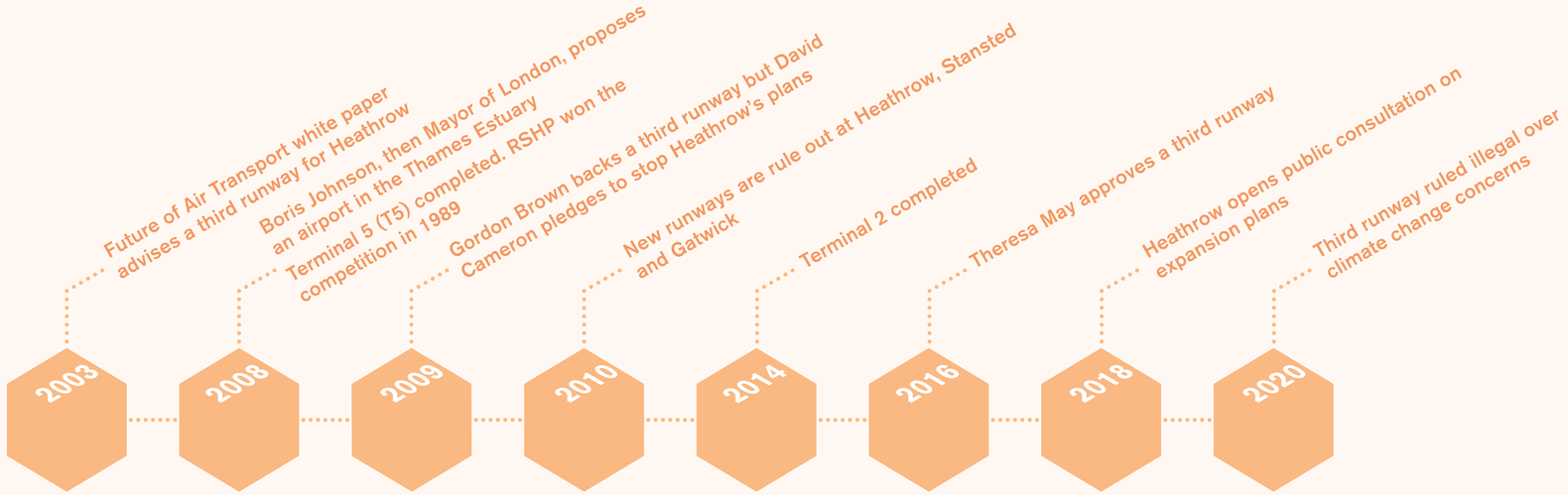
Heathrow Terminal 2, by Luis Vidal + Architects for Heathrow Airport, 2014 ©Redshift Photography

Key Facts

Borough: Hillingdon
Opportunity Area: Heathrow (2004)
Indicative no. of new jobs: 11,000 (draft London Plan 2019)
Indicative no. of new homes: 13,000 (draft London Plan 2019)



Key Dates





Kensal Canalside



Grand Union Canal at Kensal Green

Kensal Canalside lies at the very north of the Royal Borough of Kensington and Chelsea, and is currently home to a large superstore, 16 homes, a community office building, an outdoor water activity centre, two disused gasholders and vacant land. Owned by eight different landowners, it is an allocated Opportunity Area and the council is drafting a Supplementary Planning Document (SPD) to guide the future development on the site. It is expected that the site will be built out within the next 5–10 years. Ballymore is in joint venture with Sainsburys to develop a 7.2 ha canal-side site, where it is believed there is potential for 2,300 units and 25,000 sqm commercial space.

With so much of Kensington & Chelsea covered by conservation areas and dotted with listed buildings, this is a site that has long been seen by the Council as ripe for regeneration.

Back in the 2000s a campaign was waged, unsuccessfully, to get a Crossrail station built here which would have massively enhanced the area's transport accessibility. Even so, the proposals for this area are significant, particularly for this borough which needs to deliver additional homes, especially affordable.



Kensal Canalside to be developed by Ballymore and Sainsbury

Key Facts

Borough: Kensington and Chelsea

Opportunity Area: Kensal Canalside (2011)

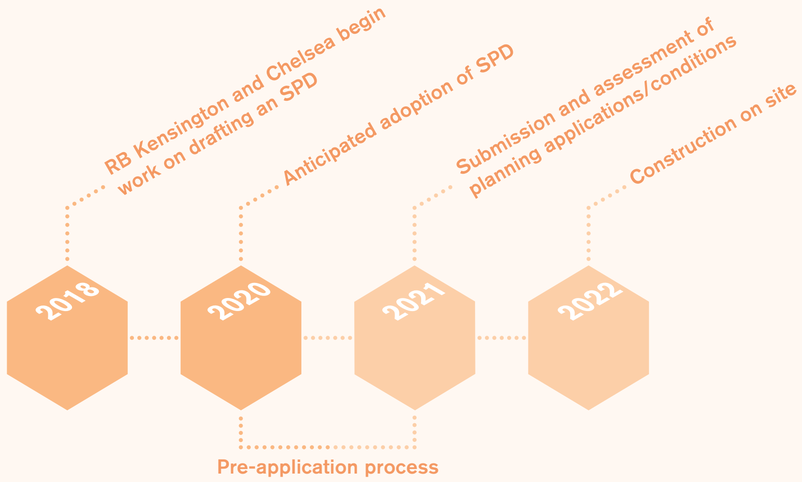
Indicative no. of new jobs: 2000 new jobs on site – with a strong presence of affordable creative workspace

Indicative no. of new homes: Minimum 3500 new homes (at least 7 years of the borough's new home delivery target), with 35 per cent affordable; current plans for about 4200 homes

- New bridge link for pedestrians and cyclists over the mainline railway
- New links to parks and improved Grand Union Canal towpath



Key Dates



45

Old Oak and Park Royal



Old Oak Common aerial photograph

Old Oak Common and Park Royal is the major growth area and new centre for west London, located around the planned new High Speed 2 interchange at Old Oak Common. The project is being driven forward by the Old Oak and Park Royal Development Corporation (OPDC) — one of just two statutory Mayoral development corporations, alongside the LLDC in east London.

It has the potential to bring transformational regeneration to west London on a similar scale to that which the 2012 Games brought to east London. Located on the edge of Zone 2, it extends over 650 hectares and spans the boroughs of Brent, Ealing and Hammersmith and Fulham. It is a diverse area, rich in industrial and railway heritage, that is home to 4,000 residents, 2,000 businesses and 43,000 employees alongside Wormwood Scrubs common and a 6km stretch of the Grand Union Canal.

The new £1bn Old Oak Common Station will be the only interchange between HS2, the Elizabeth Line and Great Western Main Line and will serve over 250,000 passengers a day making it the most connected new regeneration area anywhere in the UK, and a powerful economic driver for growth and regeneration. This future superhub will also be joined by two new London Overground stations. These excellent transport links will substantially alter and shape the urban geography of west London: a visioning document produced in 2011 by Farrells for Hammersmith and Fulham Council was the first detailed study of the potential of the area, with the 'super hub' interchange becoming a powerful economic driver for growth and regeneration. Huge mixed-use development is planned around the new interchange with a new town centre created as a result of infrastructure investment.

These opportunities are recognised in the London Plan, where Old Oak and Park Royal has the highest targets of any of London's Opportunity Areas, seeking to deliver a minimum of 25,500 homes and 65,000 jobs. To drive forward development and secure benefits for local communities and London, Old Oak and Park Royal Development Corporation (OPDC) was established in April 2015 as London's second Mayoral Development Corporation; it is the Local Planning Authority and regeneration agency for the site. The Old Oak masterplan will provide the detail for delivery of an exemplar development and is being produced by an AECOM-led team, including Weston Williamson, Asif Khan, East and Maccreanor Lavington. Early developments are currently underway, with around 5,000 new and homes either on site or with planning consent and a number of local regeneration programmes to support local communities and businesses.

The area's unique character is a critical ingredient in starting to develop and enhance Old Oak's identity as a new part of London and will be a vital consideration

It is now over five years since the second MDC in London was launched by former Mayor, Boris Johnson. The vision of the OPDC for this important part of West London, to bring forward change at a scale that might mirror Stratford, Kings Cross or Canary Wharf, is sound, if ambitious. Progress has been modest as debates over transport infrastructure, planning and funding have continued. So the OPDC is currently finalising a local plan that can support its new development strategy.

Meanwhile in Park Royal the objective remains to intensify industrial uses, whilst development in the North Acton area has moved at a pace.

It will be fascinating to see how the opening of the HS2 station will change the area, as many more people become aware of the place — and investors see opportunities too.

Robert Gordon Clark

in masterplan development. An early initiative is the Great Place Scheme, supported by funding from the Heritage Lottery Fund, Historic England and Arts Council England. This three year community-focused programme of activities and events began in 2018 and is intended to uncover, connect and showcase the culture, creativity and heritage of Park Royal to help shape the future of Old Oak.

One of the first regeneration sites is the mixed-use Oaklands development, located close to the planned Elizabeth Line and HS2 terminal. Signaling the beginning of the wider transformation of the land south of the Grand Union Canal in North Acton via a new link road, Oaklands will provide over 600 new homes, 40 per cent of which will be affordable; this will be a combination of social and affordable rent and shared ownership. Work started on site in 2017.



Old Oak Common Station by WilkinsonEyre for High Speed Two (HS2) ©WilkinsonEyre

Key Facts

Borough: Brent, Ealing, Hammersmith and Fulham

Opportunity Area: Old Oak/Park Royal (2015)

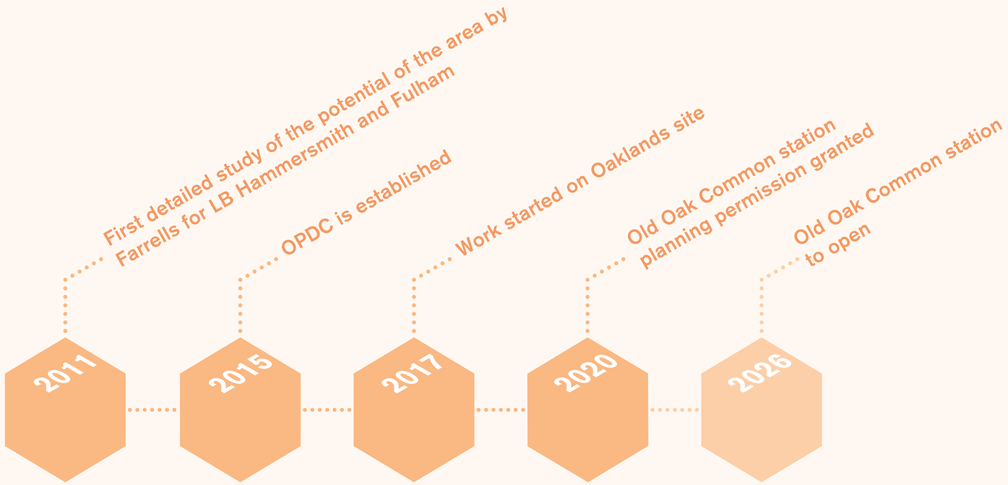
Size: 650 hectares

Indicative no. of new jobs: 65,000 (draft London Plan 2019)

Indicative no. of new homes: 25,500 (draft London Plan 2019)



Key Dates





The new Old Oak Common Station will be the only interchange between HS2, the Elizabeth Line and Great Western Main Line ©Wilkinson Eyre



Paddington



Paddington Central, developed by British Land, 2018

The Paddington Opportunity Area, centred on Paddington Station and the Grand Union Canal Basin, now constitutes the largest development area within the City of Westminster. It contains many mixed-use developments completed in the last 15 years, while other sites are being developed or are under construction. A key part of the revitalisation of the area has been the transformation of Brunel's iconic 19th-century station for the arrival of Crossrail, including the opening up in 2012 of the north side of the station with a new concourse and Hammersmith & City line station next to the canal basin at Paddington Waterside.

In 2005 Phase 1 of Paddington Central, an 11-acre, mixed-use neighbourhood next to the station, had been completed and construction was underway on new offices in Phase 2. Since acquiring Paddington Central in 2013, British Land has made a major investment into the transformation of the campus including the development of 4 Kingdom Street and boosting the retail and leisure offering, attracting leading global businesses across technology, telecoms and pharmaceutical industries.

The public realm has also been upgraded with new green spaces, cycle routes, outdoor seating and a digital art installation. 5 Kingdom Street, a proposed office building along with community, leisure and cultural facilities, and a public garden, represents the final piece of the Paddington Central masterplan. This building provides an opportunity to link Paddington to Royal Oak and Maida Vale to the north by introducing a new and improved pedestrian route and making the campus more accessible.

In 2019 Derwent London's Brunel Building was completed. The Fletcher Priest-designed scheme is a 15-storey, 237,700 sq ft office building with a distinctive external diagrid structure, which helps to support the building over the two Bakerloo line tunnels running directly under the site. The project opens up new public access to Paddington Basin and is sited at a prime location adjacent to the station where the Elizabeth Line interchange will join the existing main line and Underground links.

Sellar's Paddington Square development represents a major transformation of the station area. Designed by Renzo Piano, the 14-storey building will incorporate prime office space, retail and dining space and a rooftop restaurant, alongside a new 1.35 acre public square. The development will also deliver much needed investment into transport infrastructure that will provide a new Bakerloo Line ticket hall and in Paddington Station. It is expected to complete in 2022.

Progress since 2005 has been significant at Paddington, a gateway location so visible as you drive into London on the A40. British Land's decision to invest there nearly a decade ago is testament to progress.

Once the Elizabeth Line finally opens, then it will become an even more attractive location for offices. But there still remain challenges especially on the south side of the basin, with the interface between St Mary's Hospital, Imperial College and the other landowners along Praed Street.

Robert Gordon Clark



British Land’s Paddington Central provides new and improved green spaces and pedestrian routes



Derwent’s Brunel Building opens up new public access to Paddington Basin

Key Facts

Borough: City of Westminster
Opportunity Area: Paddington (2004)
Indicative no. of new jobs: 13,000 (draft London Plan 2019)
Indicative no. of new homes: 1,000 (draft London Plan 2019)

Paddington

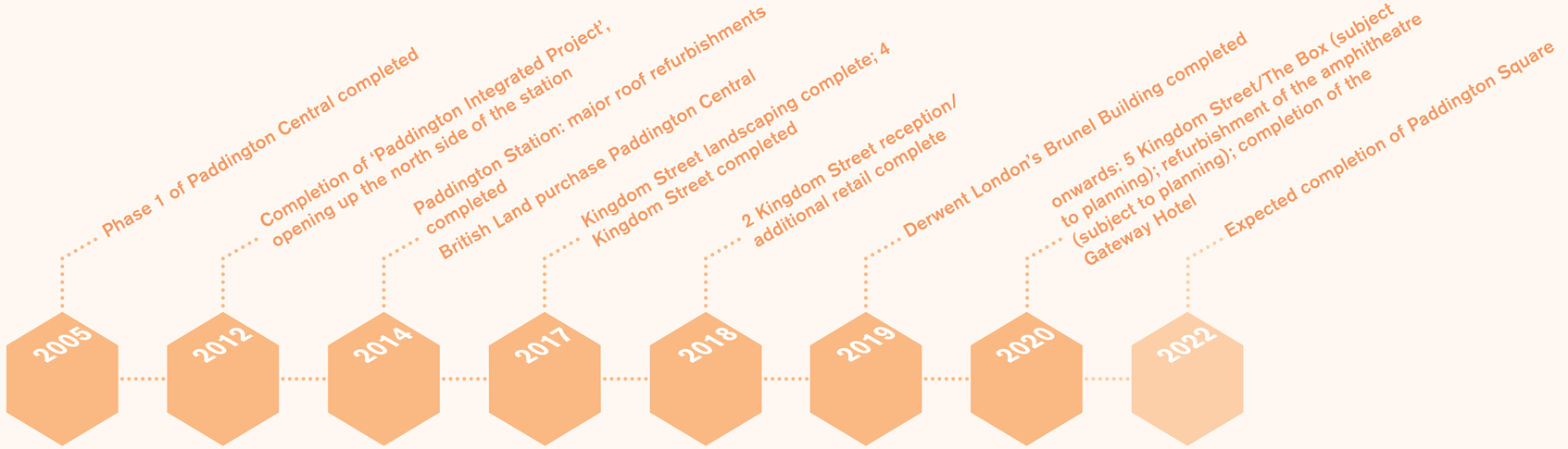
- 1.2m sq ft commercial space under construction or consented
- 1,200 residential units complete by 2020

Paddington Central

- 210,000 sq ft office delivered at 4 Kingdom Street
- 375,000 sq ft of new offices proposed at 5 Kingdom Street and 83,000 sq ft of space in the Crossrail Box (a former Crossrail works site located below Kingdom Street)
- £10 million spent on landscaping, adding green walls, seating, improved walkways and improved planting
- 14 new food and beverage/leisure operators added across campus with 251,000 sq ft to come
- Canalside footfall increased by 41 per cent between 2017 and 2018



Key Dates





Paddington, 2005 ©Jason Hawkes



Paddington, 2020 ©Jason Hawkes

47

Victoria



The Zig Zag Building, by Lynch Architects for Land Securities, 2015 ©David Grandorge ©David Grandorge

Victoria is one of the most visited parts of London, and has one of the capital's major transport hubs, but until the early 2000s much of its office space was outdated and the public realm unattractive. But — partly as a result of expiry of leases and decentralisation of public sector staff moving out of Whitehall department offices, providing new opportunities for private-sector development — the area in and around Victoria Street has seen a major transformation since 2005, with new and refurbished projects seeking to support the creation of a place that mixes business, retail and residential, with better public realm and access. Victorian and post-World War II architecture has been progressively replaced with contemporary development, mainly ground-floor retail and modern flexible office space, together with new upper-storey residential. Each development has added generally modest improved places for pedestrians.

A key early project at the heart of the area was the completion of the office/retail development Cardinal Place, by EPR Architects, in 2006. This was part of a long-term investment in the area by Land Securities, the major landowner in the area, with subsequent projects including Wellington House, a mixed-use retail/residential building; 62 Buckingham Gate, a landmark prism-like structure for office and retail; 123 Victoria Street, a 227,230 sq ft development of repositioned office space and shops; and the Zig Zag Building, a 14-storey office building. The most significant recent major development has, however, been Nova, comprising three buildings over 897,000 sq ft occupying the island site opposite Victoria Station and including office space, high-end apartments and restaurants and bars; the original scheme had shopping space on the ground and first floors but was changed to restaurants in response to local demand, the presence of Cardinal Place opposite, and the transformational plan for the wider area. Nearby at Eccleston Yards, a derelict car park has been transformed by Grosvenor into a new courtyard and passageways, surrounded by buildings for creative businesses. In 2016 the Metropolitan Police force moved out of its famous 1960s headquarters building, to be replaced by a new development, The Broadway, providing residential, office and retail uses with new public space.

In the wider Victoria area Westminster City Council is taking the lead on the first phase of the regeneration of the 1930s Ebury Bridge Estate, with plans for 756 low-carbon new homes, more than half being affordable, and new squares, green spaces, shops and community facilities. This is part of the Council's revised City Plan, which between 2019 and 2040 seeks to deliver at least 1,000 new homes, 4,000 new jobs, improved integration of public transport modes, and enhanced walking and cycling routes. As part of this work, the Council is working in partnership with Victoria Business Improvement District, Network Rail,

The 2.5 hectare Landsec Nova scheme has transformed the area to the north of Victoria station beyond all recognition, creating new offices and retail that competes with the City and Canary Wharf. Meanwhile to the west and south, Grosvenor have continued to invest in and maintain Belgravia with more modest but nevertheless significant interventions like Eccleston Yard.

Westminster City Council, TfL, the GLA, Victoria BID and Network Rail have developed 'Future Victoria' a concept masterplan for the area that seeks to radically improve the public realm.

But the biggest challenge was there in 2005 and still remains — what to do about Victoria Coach Station? There have been many studies and some serious attempts to move it from its 90 year home. Will it happen in the next 15?

Robert Gordon Clark

the GLA, TfL, landowners and the local community to develop a new masterplan for the area around and behind Victoria Station.



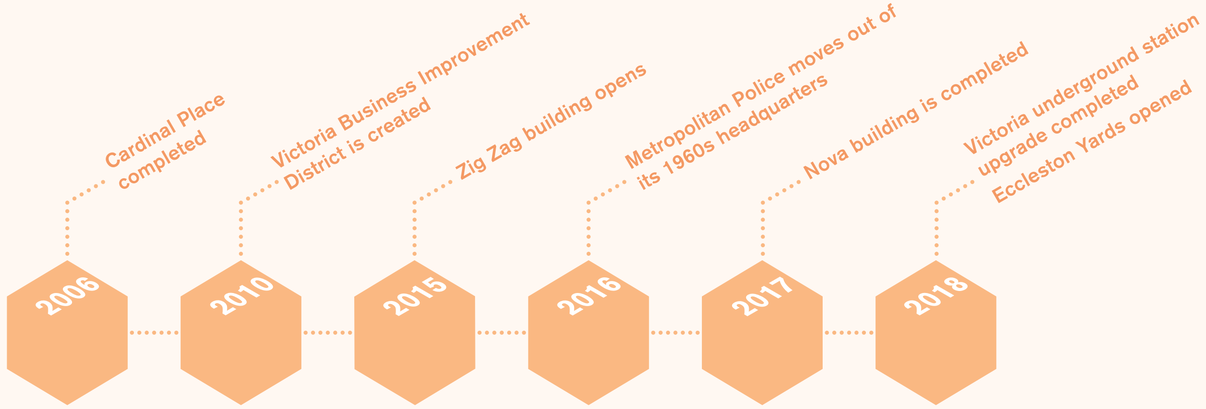
City of Westminster plans the regeneration of the 1930s Ebury Bridge Estate between 2019 and 2040

Key Facts

Borough: Westminster
Opportunity Area: Victoria (2011)
Indicative no. of new jobs: 4,000 (draft London Plan 2019)
Indicative no. of new homes: 1,000 (draft London Plan 2019)



Key Dates





Victoria, 2005 ©Jason Hawkes



Victoria, 2020 ©Jason Hawkes





The Nova Building comprises three mixed-use buildings opposite Victoria Station, 2018 ©Jason Hawkes | Eccleston Yards, a derelict car park transformed into a courtyard for creative businesses ©Matt Chisnall



Wembley



The Olympic Way in Wembley Park links the underground station and the stadium

Confirmation of the decision and funding to redevelop the old Wembley Stadium at the turn of the millennium was the catalyst for a transformational vision for the area surrounding the new stadium. This was the start of turning it from predominantly low-quality townscape dominated by surface car parking, old industrial buildings and out of town retailing into a higher-density mixed use neighbourhood supporting the stadium as a world-class venue. The redevelopment of the stadium with its iconic arch resulted in major transport infrastructure improvements, substantially improving accessibility.

Brent Council's vision focused on creating a new commercial 'high street' spine running between Wembley town centre from Wembley Central Station along the High Road, with a generous pedestrian route around the new stadium. The Council's original vision was as a world-class visitor destination, with a national convention centre a key element of that offer. Although the convention centre was not built, the new Stadium, renewed Wembley Arena and the major retail/leisure scheme of the London Designer Outlet and Boxpark Wembley are significant attractions.

Quintain purchased the land around the Stadium in 2002 and subsequently other areas, enabling a wider comprehensive approach for planning and delivery. In 2004 the borough of Brent granted outline planning permission for a major mixed-use regeneration scheme covering 42 acres of land surrounding the new Wembley Stadium. Masterplanned by Richard Rogers Partnership, the scheme focused on three substantial new public spaces for London, linked by a new boulevard the length and width of Regent Street.

Since work began in 2005, 85-acre Wembley Park has seen significant investment by Quintain and when complete, in 2027, it will be the largest single site of build to rent housing in the UK. Although Quintain is the largest landowner, there has and will continue to be significant delivery by developers along Wembley High Road, east of Olympic Way and the Stadium, and around Wembley Park station. Since 2008 approximately 3,500 homes, 3,000 student bed spaces, five hotels, a new Brent Civic Centre, 10,000 sqm of other offices, 60,000 sqm of retail/leisure and new public spaces have been created. The completion of the Wembley Growth Plans by 2030 will include a new College of North West London and University of Football Business campuses, and additional homes, student accommodation, retail, commercial and industrial uses.

Wembley Park has arguably seen more change than just about any other project featured. It continues to be led by Quintain, working with Brent Council, and the pace has been impressive. Following the new stadium opening in 2007 came the London Designer Outlet, which provides a strong retail offer, and the new Civic Centre.

Quintain's decision to focus the residential exclusively on Build to Rent has also seen a significant acceleration in the pace of building, which in the last two years has seen more homes under construction than any other site in London. A key moment of global attention was supposed to be Euro 2020, but the delay to 2021 will at least enable grand new steps for the stadium to replace the current pedway.

Robert Gordon Clark

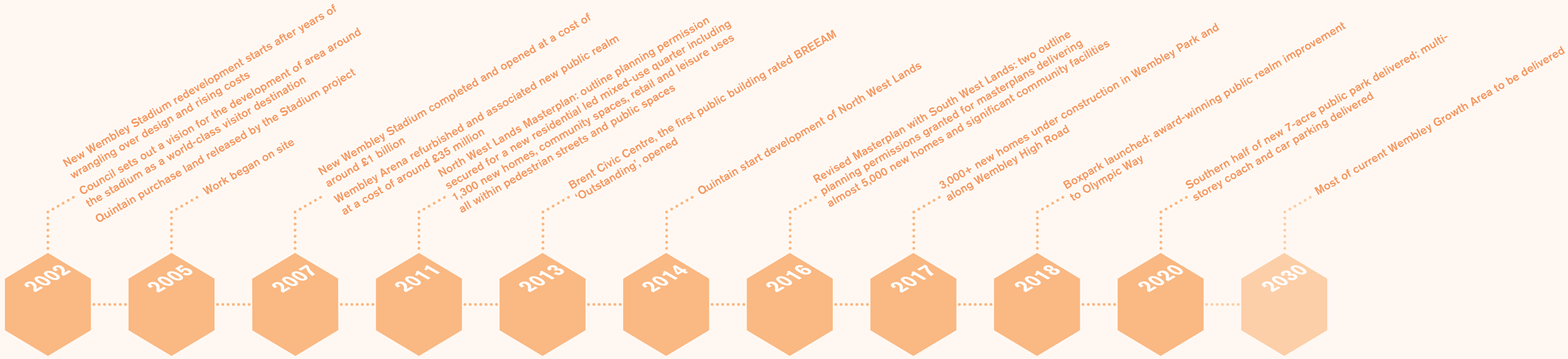
Key Facts

Borough: Brent
Opportunity Area: Wembley (2004)
Indicative no. of new jobs: 13,500 (draft London Plan 2019)
Indicative no. of new homes: 14,000 (draft London Plan 2019)

- Over 3,500 homes at Wembley Park created by Quintain in 2020, with 8,400 upon completion in 2027 (30 per cent affordable tenures)
- About 2,000 jobs created at Wembley Park by 2020; about 9,000 expected by 2027
- 25 per cent publicly accessible open space at Wembley Park by 2027, including a 7-acre park
- Over £2 billion investment by Quintain between 2005 and 2020
- 2 million visitors to Wembley Stadium per year; at 90,000 capacity, still the largest covered seated stadium in the world
- Over 1 million visitors to the 12,500 capacity SSE Wembley Arena per year
- Over 7 million visitors to the London Designer Outlet per year



Key Dates





Wembley, 2007 ©Jason Hawkes



Wembley, 2020 ©Jason Hawkes



Besides the renewed Wembley Arena, the London Designer Outlet and Boxpark Wembley are significant attractions ©BDP



The completion of the Wembley Growth Plans by 2030 will include a new College of North West London and University of Football Business campuses ©Quintain



West End



Oxford Circus with its distinctive diagonal crossing completed in 2009 ©Jason Hawkes

Westminster Council describes the West End as ‘a showcase for London on the international stage’, with its iconic shopping and leisure districts and some of the capital’s globally recognised attractions and public spaces, as well as offices. It has also provided one of the largest and most diverse concentrations of jobs anywhere in the UK, with economic activity generating more gross value added (GVA) to the UK than the City of London. The high concentration of listed buildings and heritage assets contribute to a unique high-quality setting. Before restrictions imposed in relation to COVID-19, activity was forecast to increase with the introduction of the Elizabeth Line projected to bring further 1.5 million people within 45 minutes reach of central London.

The Crown Estate has significant ownership in the West End, namely Regent Street and around 50 per cent of St James’s. While the 2km of street frontage has remained with its recognisable Grade II-listed facades, since 2002 investment into Regent Street has, through development behind the facades, created high-quality commercial, retail and visitor facilities alongside the delivery of significantly improved public realm. The newly developed St James’s Market, delivered by The Crown Estate in partnership with Oxford Properties and launched in 2016, transformed an underutilized area into a new destination. Located between Regent Street, St James’s and Haymarket, it combines 210,000 sq ft of new, modern office accommodation, with flagship retail and restaurant space, all set within over half an acre of revitalised public space. The second phase is due to be completed by 2024.

Regent Street, Oxford Circus and Oxford Street, Piccadilly, Piccadilly Circus and Haymarket form major historic vehicle arteries and junctions, linking and dividing the various parts of the West End. Throughout this period public realm and traffic management improvements have been a key priority to sustain the area’s ongoing vitality, with a series of projects resulting from partnerships between the City of Westminster, Transport for London, principal landowners such as The Crown Estate, Business Improvement Districts — in particular the New West End Company (NWEC) — and others. They demonstrate that a better balance of the space and needs between pedestrians, cyclists and essential traffic can also achieve greater safety, efficiency of space, and quality and character of place. Interventions on these scales have been completed at Oxford Circus — with its distinctive diagonal crossing completed in 2009 — and in Regent Street, and with the restoration of two-way traffic operations at Piccadilly Circus/Piccadilly, St James’s Street and Pall Mall/Waterloo Place in 2011. The long-running issue of the potential pedestrianisation of Oxford Street — seen as one of the current Mayor’s flagship policies — was brought to a head in 2018 with Westminster City Council’s rejection of plans to make part of the street traffic-free.

Back in 2005 the West End focus was all about Regents Street. Since then the debate has widened and now embraces parts of Camden as well as Westminster, driven in no small part by the Elizabeth Line stations at Bond Street and Tottenham Court Road.

But, a bit like the never ending discussion around Heathrow, the future of Oxford Street has remained an issue of contention most notably between WCC and the current Mayor of London and TfL.

And now the impact of CV-19 is massive and dramatic so one of the biggest debates in 2021 and beyond will be what the future of the West End will be — a debate the NLA will be at the heart of in the coming months.

Robert Gordon Clark

The West End Project is Camden Council's scheme to deliver improvements to the areas around Tottenham Court Road, Gower Street, Bloomsbury Street, Princes Circus and St Giles. The project was approved in 2015 and Camden Council has been working in partnership with Transport for London, Crossrail: The Elizabeth Line Project, City of Westminster Council, BeeMidtown, The Fitzrovia Partnership and London First. Major changes include Tottenham Court Road and Gower Street/Bloomsbury Street becoming two-way to traffic, reducing congestion and air pollution, speeding up bus routes, making it safer for cyclists as well as new and regenerated public and green spaces. The project seeks to provide safer, greener and more attractive streets for residents and visitors, helping to attract, sustain and boost local businesses. This includes wider pavements with new high quality materials, the removal of street clutter and new pedestrian crossings. Holborn (see Midtown) and Tottenham Court Road are also important Local Plan Growth areas at the heart of central London.

With new Crossrail Stations at Tottenham Court Road and Farringdon, collectively these areas are expected to contribute a minimum of 700 homes and 7,000 jobs by 2031. Completed developments in and around Tottenham Court Road include Derwent London's 80 Charlotte Street, comprising offices, retail and residential, and 1 and 2 Stephen Street and Tottenham Court Walk. The latter offers a new shopping, leisure and dining destination at the southern end of Tottenham Court Road and helps to extend the West End's shopping district eastwards.

Key Facts

Borough: Camden, City of Westminster

Opportunity Area: Tottenham Court Road (2004)

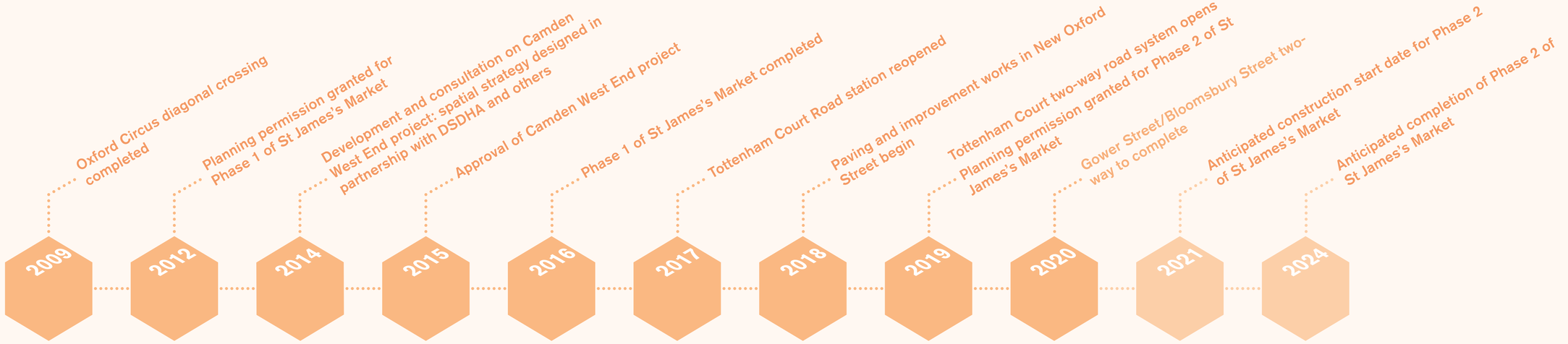
Size: St James's Market: 210,000 sq ft of office space, 50,000 sq ft of retail and restaurant space; revitalisation of ¾ acre of public space and creating a new pedestrian square

Indicative no. of new jobs: 6,000 (draft London Plan 2019)

Indicative no. of new homes: 300 (draft London Plan 2019)



Key Dates





Regent Street's revitalised commercial, retail and visitor facilities ©Philip Vile



St James's Market transformed an underutilized area into a new destination



White City

← The Changing Face of London ← Area Index



White City Place developed by Stanhope and Mitsui Fudosan

In the early 2000s White City was characterised by low-rise industrial buildings providing low density employment. Its accessibility by public transport and potential for densification had been identified by the GLA, and the opening of the Westfield London shopping centre on a brownfield site (once the location of the 1908 Franco-British Exhibition) in 2008 was a key factor in the overall regeneration. The White City Regeneration Area sits within the London Borough of Hammersmith and Fulham and covers 110 hectares, including Shepherds Bush Town Centre and Queens Park Rangers Football Club. New development is focused on sites to the east of Wood Lane and north of the shopping centre, but including both BBC Television Centre and Media Village to the west. The aim is to create 5,000 new homes and 10,000 new jobs, with a focus on creative industries and innovation in bio-medical research.

By the early 2000s the BBC had decided to relocate departments, with much of its Media Village and the 1950s Grade II-listed Television Centre (TVC) becoming surplus to requirements. Stanhope (with partners MFUK and AimCo) acquired BBC Television Centre (TVC) in 2012 and Media Village in 2015, the two projects comprising more than 30 acres in total. The redevelopment of these sites sought to create a new employment hub, new homes, a vibrant ground floor mix of uses and improved public realm, attracting a range of creative, technology and Life Science occupiers, as well as new office accommodation and refurbished TV studios for the BBC. To the east, White City Living by St James is a residential-led mixed-use scheme, eventually comprising over 1800 homes across 5 phases and set amongst eight acres of landscape, which includes a public park.

White City campus is Imperial College London's major new 23-acre campus in west London, and is home to multidisciplinary research facilities, innovation spaces for global businesses, new start-ups and fast-growth technology companies, and new commercial and postgraduate accommodation.

The College is an anchor institution for the extensive science and tech-based local regeneration. Future planned developments include a new School of Public Health (to open in 2023); headquartered here will be J-IDEA, the world's most advanced institute for disease and emergency analytics.

A bit like with Earl's Court, this is an area which has lost its most famous anchor, in this case the BBC TV Centre which has now been transformed into Stanhope's residential-led development but kept the same name.

The last 15 years has also seen the arrival of the first Westfield in London, a significant increase in homes through Berkeley's White City Living scheme and more recently a major investment and expansion by Imperial College. Plan for a move for Queens Park Rangers Football Club to the old Linford Christie Athletics Stadium also appear to be gathering momentum and support. So progress has generally been good. What TfL do with White City station is worth watching.

Robert Gordon Clark





Stanhope's Television Centre and White City Place create a new employment hub, with expanded retail, new homes and improved public realm ©John Sturrock | The opening of the Westfield shopping centre in 2008 was a key factor in the overall regeneration

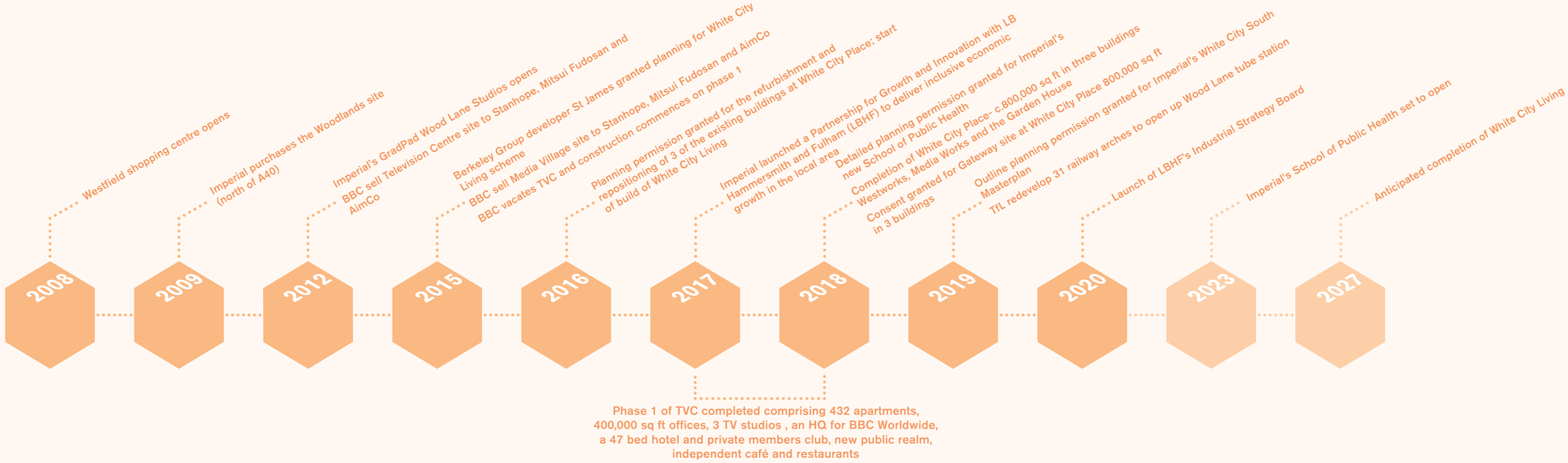
Key Facts

Borough: Hammersmith and Fulham
Opportunity Area: White City (2004)
Indicative no. of new jobs: 2,000 (draft London Plan 2019)
Indicative no. of new homes: 7,000 (draft London Plan 2019)

- White City Living: 1,845 mixed tenure homes: circa 100 homes delivered to date; 50 per cent public space;
- White City Place: c.1m sqft of existing buildings, approx. 90 per cent let since completion in 2017; 7,000 jobs
- TVC: currently has c.800 residents and a working population of c 5,000 (Phase 1); Phase 2 will comprise c.500 residential units, 20 town houses and affordable housing
- Imperial campus: over 75 active companies, ranging from start-ups, to scale-ups through to medium and large corporations, based here; by end 2020, approximately 3,000 scientists, clinicians and engineers will be on the campus.



Key Dates





White City, 2011 ©Jason Hawkes



White City, 2019 ©Jason Hawkes

The View from 2020

‘ … to our great joy, the town fills apace, and shops begin to be open again. Pray God continue the plague’s decrease.’ [37]

Samuel Pepys, diary, 31 December 1665

From a distance of more than three centuries, Pepys reminds us — as he himself would have known — that London has weathered many global and national crises over the centuries, including recurrent pandemics and destruction by war and civil unrest. The first major global pandemic of the 21st century has, alongside a high death toll, brought a social and economic activity to a halt over a period of several months, with lockdowns in cities all around the world in a bid to suppress the infection rates of a contagious, new and deadly disease with, as yet, no known effective treatment or vaccine. Debate continues to rage about the effective balance to be struck between protecting public health and avoiding catastrophic damage to the economy, and, as consequence, society.

While efforts are directed to finding a vaccine for COVID-19 — with researchers at London institutions such as University College London (UCL) among those at the forefront — the uncertain outcome means, as Tony Travers stated in a NLA online seminar in April 2020, that the core question remains: ‘Will everything get back to normal or is it changed forever?’[38] Perhaps, he said, it is ‘somewhere in between’. Much depends on finding a vaccine and, for the foreseeable future, the extent to which ‘social distancing’ continues to affect everyday life in order to reduce COVID-19 transmission in the population. There is, however, widespread agreement that the current conditions are likely to see an acceleration of trends and other factors that have been influencing the changing shape of London for some time, and that now may be the time to seize the opportunities to make positive change permanent. Some of these are discussed below.

Climate crisis

Even with the impact of COVID-19 and Brexit, this remains the key long-term, structural challenge for London as it does for other world cities. Just before the March 2020 lockdown in the UK, an NLA roundtable agreed that there were two huge problems for London to deal with in the future: the environment — the speed of climate change — and social polarisation, which should be seen as an opportunity to rethink how we plan, design and build the city. In particular, the drastic reduction in road and air traffic brought by the lockdown has been a stark and tangible

reminder of how London's poor air quality can be dramatically improved in a short space of time. In mid-April new evidence published by the Mayor showed that in just one month of lockdown central London roadside locations saw a fall in daily average levels of the harmful gas nitrogen dioxide of about 40 per cent, in addition to the reductions delivered by the implementation by the Mayor of the Ultra Low Emissions Zone in 2019.[39] Two future policy milestones also provide added impetus to directing efforts towards creating a cleaner and greener city: a ban on the sale of new petrol, diesel or hybrid cars in the UK from 2035, and — as the overarching objective — the commitment in 2019 by the UK government to bring all greenhouse gas emissions to net zero (100 per cent reduction) by 2050, compared with the previous target of an at least 80 per cent reduction. 'Building stock needs to be upgraded', says Jerome Frost, and 'now is a prime moment to do it.'

Active travel, green space, and health and wellbeing

For most office-based workers, 'the teleworking phenomenon, predicted for two decades, has at last become a reality — but only because enough of us have the connectivity and digital tools to do our jobs effectively'.[40] The overnight switch to necessary homeworking for many, powered by technology, led to an unprecedented reduction in the number of commuters; and even with services returning back to full operation, TfL advised in May 2020 that the then national requirement to maintain social distancing meant that only 13–15 per cent of the normal number of passengers could be carried on the Tube and bus networks (with compulsory wearing of face coverings later introduced on public transport and also in shops). There has been an even more urgent emphasis, therefore, on active travel, especially as daily exercise was permitted during even the most stringent lockdown conditions. TfL has been developing and instituting temporary measures to enable people to walk and cycle while observing social distancing.[41] As Heather Cheesbrough, Director of Planning and Strategic Transport, London Borough of Croydon, suggests, continuing to promote walking and cycling is a 'huge opportunity for boroughs' to help make the switch to sustainable travel patterns more permanent, and to 'take the motor car out' where possible.

With the shutdown of all but the most essential activities — with outdoor exercise being permitted — the pandemic again drew attention to the value of London's public spaces, and especially its green spaces, in not only bringing environmental benefits but also social ones, in supporting people's mental and physical health and wellbeing. In 2013 the responsibility for public health was transferred to local authorities, and in the last decade and much more research has been undertaken that shows that where people have access to green space there are better health outcomes

and income-related inequality in health is less pronounced.[42] Building on the successes of the past 15 years in creating a stronger, more integrated green infrastructure is now therefore regarded as one of the top priorities in the post-COVID world, especially as it is also a fundamental part of the drive towards meeting the net-zero targets. As John Bushell, Principal, Kohn Pedersen Fox Associates, explains, the importance of having ‘nature closer to where you live and work’ will make the urban greening agenda imperative.



London Wall Place in the City of London features extensive greening, including green walls and green roofs



Walthamstow Wetlands ©Penny Dixie

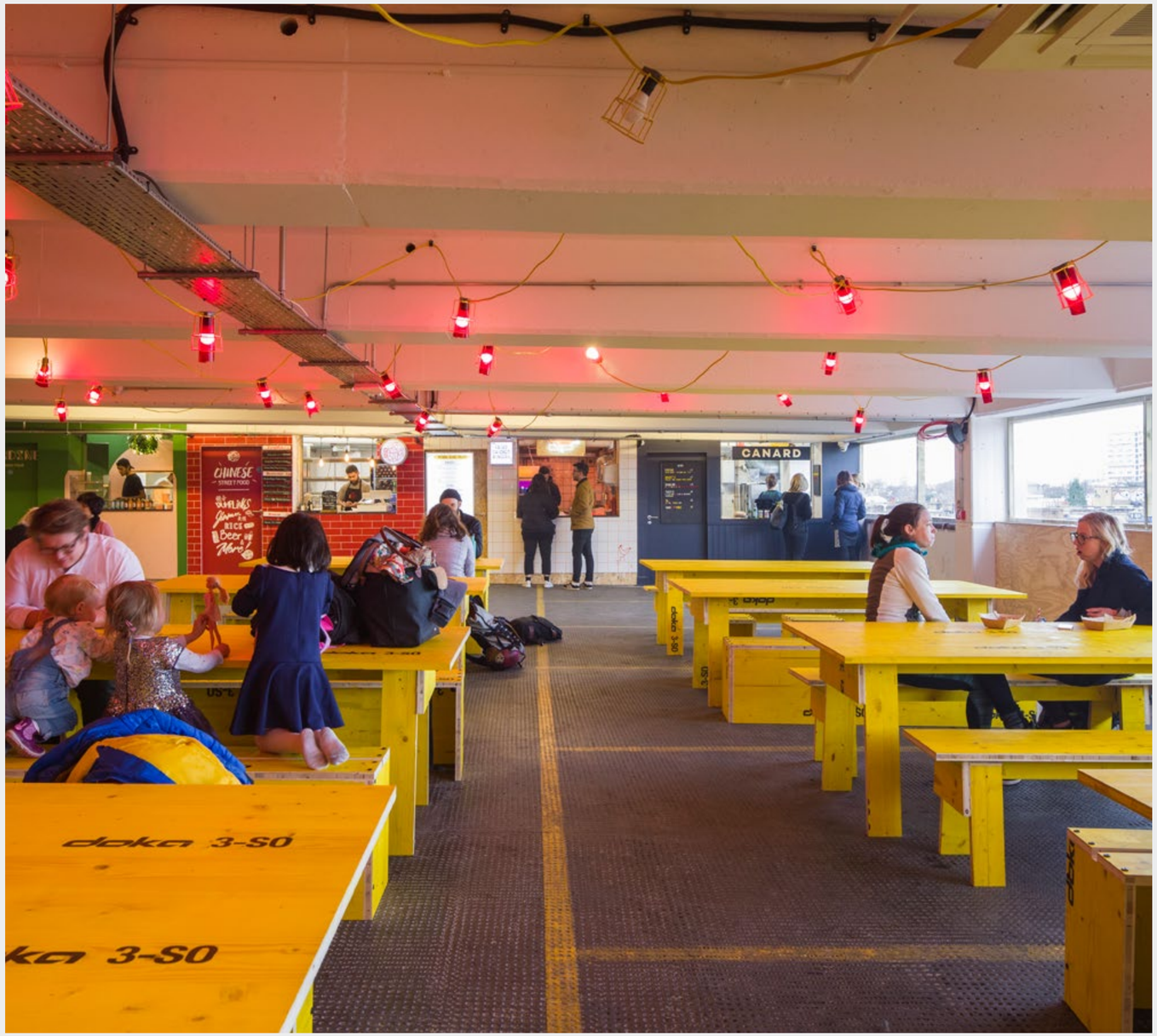
Futureproofing, adaptation and reuse, and flexibility

As noted above, structural shifts in working patterns and disruptive technologies have already meant that more innovative mixed-use building typologies that combine adequate space for working and living are overdue. We are now in the 'biggest working from home experiment in history', observed Digby Flower, Chairman UK & Ireland, at Cushman & Wakefield at the NLA State of the Market seminar (April 2020), with radical changes needed to workspace design, maintenance and management regimes needed if people are to return to the office. Jes Staley, Chief Executive of Barclays, has been widely quoted as saying 'The notion of putting 7,000 people in a building may be a thing of the past', but the pandemic has also served to underline the inequalities in the provision of homes with enough amenity space and services — including digital connectivity — to allow people to work productively at home. Flexibility is an 'overused word but it's unprecedented how relevant it is now', remarks Emma Cariaga, Joint Head of Canada Water Development, British Land, with even greater innovations and capabilities needed in 'flipping' the use of buildings and places rapidly to build resilience; the built environment industry also has a role to play, she argues, in building more affordable housing to make a fairer and better society. Fred Manson, Associate Director, Heatherwick Studio, also points out that London has to reuse and reconfigure what it already has: 'we have assets we need to use in different ways — a building type like the [modern] warehouse never looked at before now is crucial for mixed-use flexible building'.

'Jes Staley, Chief Executive of Barclays, has been widely quoted as saying 'The notion of putting 7,000 people in a building may be a thing of the past'

Cautious attitudes among property investors may also play a significant role in driving a further shift to repurposing and optimising the use of assets. They 'will be discriminatory about the type of building that has a future — a long-term future', suggests Yolande Barnes. Social distancing, however, also means that relatively new concepts such as co-working and co-living, based on the use of shared spaces, have now been challenged and — if public transport use remains at low levels — this may stimulate, some suggest, even more radical ideas based on new vertical, as well as horizontal, layouts of buildings, with top floors dedicated to drone deliveries and air transport (for

those who can afford it), with lower floors providing facilities for walkers, cyclists and electric scooters. But there is also recognition that remote working is not the perfect solution: offices and other workspaces provide the essential spaces to bring people together for social interaction and also the collaboration that drives innovation in a knowledge-based economy. Equally importantly, public transport depends on high levels of commuters and passengers for vital income, while agglomeration of people and businesses is essential to a functioning economic ecosystem. In July 2020 media reports estimated a potential loss in central London of 50,000 jobs in retail, tourism and hospitality and loss of revenue of about £5 billion, reflecting increasing concern about the prolonged impact of very low numbers of commuters and tourists.[43] Part of the government's response to the crisis was to announce in June 2020 the bringing forward of £5 billion of capital investment projects, and a taskforce called 'Project Speed', involving a proposed radical reform of the planning system, including a new system of zoning.



Peckham Levels is a meanwhile project that transformed an old car park into a community space

Local centres

Confinement to the home and immediate surroundings during the period of lockdown has, says Deirdra Armsby, highlighted 'the value of the local — people's appreciation of their neighbourhoods' in terms of amenities, spaces and overall quality. The question arises of whether, with continued social distancing and depending on how comfortable people feel about travelling further afield to busier areas, there will be a new 'localism' that will change the shape of London and reinvigorate town centres, perhaps also reflecting a shift of focus away from the large-scale landmark projects that transformed the city towards neighbourhoods. This has reinvigorated the ongoing discussion around the idea of London as a polycentric city and its relationship with the wider South East, already reflected, for example, in the establishment in early March 2020 of a Suburban Taskforce to investigate key issues and opportunities facing suburban areas, initially in London's outer boroughs, by the All-Party Parliamentary Group (APPG) for London's Planning and Built Environment.[44]

'We've experienced an expansion — an 'inhalation' — and we are now seeing an 'exhalation' as we've failed to see that towns and cities outside London, such as Margate, are now attracting creative professionals and others priced out of London', says Yolande Barnes. Continuing to 'urbanise the suburbs' by spreading uses across the city in a more sustainable, even pattern of growth may be the answer, as could similarly a 'rethink of work and life and the weekend/weekday routines' for many people that would see staggered working and travelling patterns to make more efficient use of transport and infrastructure, suggests Colin Wilson.

'Heather Cheesbrough remarks that the shift to the polycentric city may, in time, be a generational one, with 'the city centre opening up for young people' and people with need for more space or cautious about socialising in busy places moving out'

Heather Cheesbrough remarks that the shift to the polycentric city may, in time, be a generational one, with 'the city centre opening up for young people' and people with need for more space or cautious about socialising in busy places moving out. Such a shift

would also underscore the importance of repurposing the high street in London's towns: 'what we do know is that the high street will never return to where it was' in terms of traditional retail, comments Debbie Jackson. This again provides added impetus to the idea that high street uses must be rethought — with shops perhaps transformed into more flexible workspace and community hubs — if traditional retail continues to decline. Concerns about the 'boom and bust' of big-hitting disruptors, seen in the dramatic overvaluation of WeWork reported in 2019, may, alongside this, open up more opportunities for smaller, independent coworking operators in the outer boroughs. This could move us some way towards the '15-minute city model', suggests Lisa Fairmaner, Head of the London Plan and Growth Strategies, GLA, with 'far more centres and people using the city more locally', which, in the best-case scenario, might also help to address growing polarisation between inner and outer London and between neighbourhoods.

A move towards greater polycentricity also raises another key question: how can we sustain the economics of agglomeration in the centre that have made London so economically and culturally successful and competitive internationally? As Alexander Jan, Chief Economist at Arup, explained in April, 'we would normally expect central London to be resilient to shocks — but density and public transport now look like an Achilles heel depending on the policy of social distancing to be employed and attitudes will be key to understanding the medium-term impact … central London real estate will see a difficult period'. This applies not only to traditional economic sectors but also London's position as a leading creative capital, providing one in six jobs and generating about £47 billion each year for the London economy.[45] Deregulation including the relaxation of trading hours is one option already being explored, while Oliver Smith, Head of St James's, The Crown Estate, suggests that 'wellbeing has a new meaning in this context', with more amenities and experiences recognising the permanent structural changes happening to retail and the high street and creating a more dynamic streetscape that will entice people to return to central London. In a similar way, the spotlight that the pandemic has shone on these structural changes in civic life and leisure might just provide the incentive for government to rethink planning use and investment asset classes as part of planning reform, and for investors to look at different drivers of value and rental models.



Balham town centre regeneration ©Simon Kennedy

London 2035 Checklist

London faces many severe challenges, both economic and social, in the coming months and years. But the current crisis also offers a chance to reboot London, to show the world how a global city can reinvent itself in a way that is more sustainable and socially inclusive. Building on the successes and transformations of the last 15 years, London has the opportunity to reposition itself even more positively in the future.



Healthy

A city that prioritises health and wellbeing



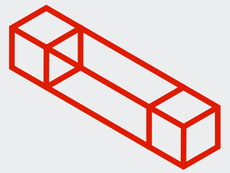
Zero Carbon

A greener city that responds urgently to the climate emergency



Equitable

A city of stronger, inclusive and more equal communities



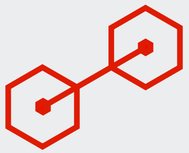
Flexible

Buildings to meet changing needs and support the circular economy, with time-based use of streets



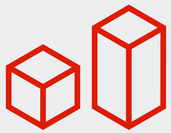
Polycentric

15-minute mixed-use neighbourhoods with convenient public transport links to a strong centre



Responsive

A city where people can organise their time and space to suit their changing needs



Leading

A leading global city and business centre



Affordable

An affordable housing-led recovery



Hospitable

More diverse and thriving high streets and town centres



Active

A city that walks and cycles, with better air quality

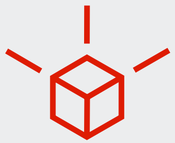
Meanwhile

More meanwhile uses are encouraged



Viable

An open and growing city



Smart

A city that manages and regulates technology and big data effectively



Public

A greater role for the public sector in driving regeneration and housing delivery



Knowledge-based

Research, tech, bio-med and creative sectors drive the city's economy

Further Reading

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ATKINS

Member of the SNC-Lavalin Group

Since 1938, when our founder worked on Battersea Power Station, Atkins has been at the heart of London. Our award-winning London-based team leads innovative projects that improve the built environment and help to keep the city moving both physically and economically. From transforming derelict industrial land and historical landmarks to improving vital transport links, the breadth and depth of our technical expertise has touched almost every element of London's infrastructure and built environment.

Over the past fifteen years, since the founding of the NLA ,we have worked on projects across the capital including the Olympic Park, Trafalgar Square, Oxford Circus, cycling routes in Kingston and public realm security improvements across Whitehall. We have delivered areas of social housing, integrated environmentally sensitive flood defences in Hampstead Heath, supported the delivery of Crossrail and produced design guidance for several London Boroughs.

We continue to be committed to the delivery of good quality design that improves people's lives across our dynamic and evolving capital.

Euston Tower
286 Euston Road
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atkinsglobal.com
020 7121 2000

GL Hearn
Part of Capita plc

From complex planning challenges to consumer-driven upheaval in the retail sector. From corporate pressures to public sector constraints, GL Hearn is delivering results through dynamic solutions that align property portfolios with wider business priorities.

GL Hearn is a market-leading UK real estate consultancy, providing successful planning, development and occupier advisory outcomes for both public and private sector clients. GL Hearn provide commercially driven advice through all stages of the asset life cycle, specialising in a variety of sectors including retail, residential, mixed-use development, commercial office space, healthcare, education, defence and infrastructure.

Working with a wide range of public and private sector clients, GL Hearn enhance land and property holdings, working on some of the most complex real estate projects in the UK, making difficult development happen and reducing property occupation costs.

GL Hearn offer a wide range of specialist professional services from environmental, infrastructure and town and country planning, business rates advice, valuation and lease advisory, through to development including compulsory purchase and land assembly, private sector development management, agency and consultancy expertise.

Our head office in London, and network of regional offices which include Manchester, Glasgow, Cheltenham and Southampton, are home to over 250 specialist consultants and client advisors.

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LONDON COMMUNICATIONS AGENCY

London Communications Agency is a specialist communications consultancy focusing on London and London issues.

We handle public relations and public affairs for organisations delivering some of the most complex and high profile projects in the UK and have worked in every one of London's 33 boroughs. We have a unique combination of communications expertise and specialist knowledge of the capital covering sectors such as development, regeneration, the environment, health, education, policing and transport.

We put great effort into understanding our clients' objectives and building communications programmes, targeted at defined audiences which deliver results. We use a full range of communications tools to deliver the objectives, from strategic counsel to stakeholder auditing, media relations to mailouts, public affairs to public

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Argent Related brings together an extraordinary blend of complementary skills, access to global capital and unrivalled technical and delivery experience. Argent Related generates superior returns for all stakeholders by developing for the long-term. Argent, the respected developer with a track record in creating exemplar new pieces of UK cities including King's Cross, joined forces in March 2015 with Related, the most prominent privately-owned real estate firm in the United States responsible for Hudson Yards.

The company has a £5bn+ development pipeline in London which includes the delivery of two major regeneration schemes featuring over 7,900 homes, over 3 million sq ft of office space, 50 acres of parks and playfields, as well as retail, leisure, student accommodation and schools, both highly accessible from new and improved public transport connections. It is currently working in a joint venture with Barnet Council on London's 180-acre Brent Cross South site, with the London Borough of Haringey for the Tottenham Hale redevelopment and is progressing other opportunities in London including a build-to-rent development in King's Cross.

Argent Related's mission is to be the greatest city builders in the world. This means developing for the long term — astutely, sustainably and with a sense of social purpose. Argent Related is delivering the places, homes, workspace and public space that our UK cities and town centres need.

Argent Related
4 Stable Street
Kings Cross
London N1C 4AB

argentrelated.co.uk
020 3664 0200

The Berkeley Group builds homes and neighbourhoods across London, Birmingham, and the South of England. It is made up of six autonomous companies: Berkeley, St Edward, St George, St James, St Joseph and St William.

We revive underused land, creating welcoming, sustainable and nature-rich places where communities thrive and where people of all ages and backgrounds enjoy a great quality of life.

We specialise in long-term brownfield regeneration, focusing on challenging and complex sites that are beyond the scope of conventional homebuilders. We are highly collaborative, working with councils and communities to create a shared vision and to unlock a mix of social, environmental, economic and commercial value that benefits all of our stakeholders.

Our passion for quality and design underpins everything we do. All Berkeley homes are created with care, expertise and relentless attention to detail.

Berkeley House
19 Portsmouth Road
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berkeleygroup.co.uk
Tel: 01932 868 555

British Land

British Land's portfolio of high quality UK commercial property is focused on London Offices and Retail around the UK. We own or manage a portfolio valued at £14.8bn (British Land share: £11.2bn) making us one of Europe's largest listed real estate investment companies.

Our strategy is to provide places which meet the needs of our customers and respond to changing lifestyles - Places People Prefer. We do this by creating great environments both inside and outside our buildings and use our scale and placemaking skills to enhance and enliven them. This expands their appeal to a broader range of occupiers, creating enduring demand and driving sustainable, long term performance.

Our Offices portfolio comprises three office-led campuses in central London as well as high quality standalone buildings and accounts for 60% of our portfolio. Our Retail portfolio is focused on retail parks and shopping centres, and accounts for 35% of our portfolio. Increasingly our focus is on providing a mix of uses and this is most evident at Canada Water, our 53 acre redevelopment opportunity where we have plans to create a new neighbourhood for London.

Sustainability is embedded throughout our business. Our places, which are designed to meet high sustainability standards, become part of local communities, provide opportunities for skills development and employment and promote wellbeing. In 2016 British Land received the Queen's Award for Enterprise: Sustainable Development, the UK's highest accolade for business success for economic, social and environmental achievements over a period of five years.

York House
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CANARY WHARF
GROUP PLC

Canary Wharf, one of the greatest ever feats of civic engineering and instantly recognisable across the inner London skyline.

Canary Wharf Group, a fully integrated private real estate company, has overseen the largest urban regeneration project in Europe, turning a once derelict Docklands into 97 acres of the world's most sought-after office, retail and leisure space.

For the last three decades Canary Wharf has been a thriving centre of business and culture that has shifted London's centre of gravity east and set new standards for urban spaces.

Canary Wharf's new district Wood Wharf will provide over 3,500 new homes as well as exciting new office and retail space. This new neighbourhood will have everything a thriving community needs, from a new local primary school to its own doctor's surgery.

Surrounded by water there will be parks, boardwalks and gardens bringing a further nine acres of open spaces to the Canary Wharf estate.

Creating a sustainable environment for the future is key. Canary Wharf Group has purchased 100% renewable electricity for Canary Wharf since 2012 and zero waste to landfill from the managed Estate since 2009.

Canary Wharf is a place to work, live and visit. To find out more go to www.canarywharf.com

One Canada Square
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Its responsibilities extend far beyond the City boundaries in that it also provides a host of additional facilities for the benefit of the nation. These range from open spaces such as Epping Forest and Hampstead Heath to the famous Barbican Arts Centre.

Not only is the City the oldest, most historic part of London, it is the world's leading international financial and business centre with the unusual ratio of 33 times more workers than residents. Planning in the City of London involves creating the opportunities for its long-term expansion, with office-based employment in the financial, professional and business sectors projected to increase in the next decade. Such growth will be complemented by the attractions such as the new Museum of London in Smithfield which will form part of the vibrant Culture Mile, and significant improvements in the streets and public realm to make more space for people to move around and spend time in the City. Such changes are being supported by the draft City Plan 2036 which is due to be adopted next year.

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THE CROWN ESTATE

The Crown Estate is a unique business with a distinct heritage and a portfolio unlike any other, which includes some of central London's best places to work, shop and spend time, retail and leisure destinations across the country, a substantial rural portfolio, and offshore wind.

In London, we are the largest landowner in the core West End, with a portfolio that includes all of Regent Street and around half of St James's, totalling circa 9.9m sq ft.

Over the last decade, we've been investing £1.5bn to deliver an ambitious plan to transform our portfolio, building upon the outstanding heritage of our destinations and deliver modern, connected spaces that are designed around the needs of the people who use them.

Our investment programme continues to drive change in central London and bring people to the city, with the development of new office and retail accommodation and public spaces, and the sensitive rejuvenation of heritage buildings.

1 St James's Market
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thecrownestate.co.uk
020 7851 5000

DERWENT LONDON

Derwent London is the largest London-focused real estate investment trust.

Our experienced team has a long track record of creating value throughout the property cycle by regenerating our buildings via development or refurbishment, effective asset management and capital recycling. We typically acquire central London properties off-market with low capital values and modest rents in improving locations, most of which are either in the West End or the Tech Belt. We capitalise on the unique qualities of each of our properties—taking a fresh approach to the regeneration of every building with a focus on anticipating tenant requirements and an emphasis on design.

Landmark schemes in our portfolio include 80 Charlotte Street W1, Brunel Building W2, White Collar Factory EC1, Angel Building EC1, 1-2 Stephen Street W1, Horseferry House SW1 and Tea Building E1.

As part of our commitment to lead the industry in mitigating climate change, in October 2019, Derwent London became the first UK REIT to sign a Green Revolving Credit Facility. At the same time, we also launched our Green Finance Framework and signed the Better Buildings Partnership's climate change commitment. In February 2020, the Group committed to becoming Net Zero Carbon by 2030, bringing forward the date two decades earlier than the UK target and our Net Zero Pathway launched in August.

In 2013 the Company launched a voluntary Community Fund and has to date supported over 100 community projects in the West End and the Tech Belt.

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DELANCEY

Delancey is a specialist real estate investment, development, and advisory company whose activities encompass retail, residential, logistics and commercial real estate across London and the UK. Collaborating on a wide range of assets, partners and clients, Delancey is recognised for its innovative and diverse approach to creating long term value from real estate. Delancey also advises clients on appropriate capital structures, financing and provides asset management and development services. Delancey has a diverse portfolio of retail, residential, office and corporate assets across London and the UK, including the Alpha Plus schools group and the Elephant & Castle Shopping Centre in Southwark.

Delancey is also a pioneer in the private rented sector and has spent much of the last few years bringing the legacy of the London 2012 Olympics to life; it is delivering over 3,000 homes for rent at the multi-award winning neighbourhood East Village, the former London 2012 Athletes Village in Newham. More recently, the joint venture acquisition of the Earls Court development site was completed in Dec 2019. This iconic landmark, which sits within the boroughs of Kensington & Chelsea and Hammersmith & Fulham and comprises London's largest cleared Zone 1 development site. Delancey will lead the regeneration of this critically important London location, which has the potential to be a world class scheme, showcasing the best in sustainable, community focussed and environmentally enhanced design.

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Peabody

Peabody owns and manages over 66,000 homes across London and the South East. Our mission is to help people make the most of their lives. We prioritise building genuinely affordable homes and aim to create great places that benefit our residents and the wider community.

As well as bricks and mortar, we provide a wide range of community programmes in our neighbourhoods, including help with employment and training, health and wellbeing projects, family support programmes and a dedicated care and support service.

We aim to design, build and maintain homes and neighbourhoods that people are proud to live in. We invest for the long term to make sure our developments foster wellbeing not just through high-quality homes, but also well planned neighbourhoods with links to amenities and community facilities.

In Thamesmead, south east London, we are working with the local community, the London Borough of Bexley, Royal Borough of Greenwich and Greater London Authority, on a major regeneration programme. We are enabling Thamesmead to fulfil its potential as London's new town with 20,000 additional homes for London, a unique cultural and commercial offer and thousands of new jobs.

We'll be using our experience and expertise as place-makers, patient investors and stewards to make a lasting contribution to the cultural, physical, social and environmental wellbeing of Thamesmead, for the community today as well as future generations.

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peabody.org.uk
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Out of public reach for over 150 years, Chelsea Barracks is situated on a 12.8-acre site in the heart of one of London's most historic residential districts. Today, the land is being transformed into one of the world's most desirable addresses. The new development will be an entirely new and prestigious neighbourhood in London, that connects seamlessly with the surrounding streets of Belgravia. Developed by Qatari Diar Europe, Chelsea Barracks will comprise a rare collection of apartments, penthouses, mews and townhouses as well as an unparalleled array of amenities including restaurants, shops, sports facilities and a state-of-the-art health club and spa.

From the project's inception in 2007, the responsibility of reintroducing 12.8 acres into the existing fabric of Belgravia has been emphatically realised. Chelsea Barracks was always destined to be more than a collection of homes; before the first stone was in place, it was eminently clear that all involved were striving to create a vibrant new community for residents and Londoners too. This vision required care and dedication. It called for public spaces as sublime and considered as the residences they enshroud, for gardens that inspire and exhilarate. Chelsea Barracks will incorporate five acres of beautifully landscaped public green space, through the provision of seven traditional garden squares.

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QUINTAIN

Quintain is the developer behind Wembley Park, one of London's most exciting new neighbourhoods.

Established in 1992, Quintain acquired its interest in Wembley Park in 2002. To date, the 85-acre development has seen over £2bn invested and 3,500 residents and welcomed over 16.4 million visitors last year. The site currently comprises The SSE Arena, Wembley which Quintain refurbished and reopened in 2006; Boxpark Wembley; London Designer Outlet, which includes 70 high street outlet stores, restaurants, bars, coffee shops and a nine screen Cineworld cinema; a 361 room 4 star Hilton Hotel, Premier Inn Hotel, Troubadour Wembley Park Theatre and over 3,000 new homes. Brent Civic Centre was built in 2012 and Wembley Stadium, owned by the FA Group, is a close neighbour.

In 2016, Quintain launched its lifestyle-focused rental operator business which offers an all-inclusive rental package to those seeking an easier way to rent in the capital.

Between now and 2027, Quintain will develop around 1 million square feet of office and workspace and a further 5,000 homes, across a broad range of tenures, which will make a significant contribution to meeting Brent and London's housing need. Wembley Park already benefits from wide boulevards and attractive public spaces — new parks and public realm will bring the total area of open spaces to around 42 acres.

Quintain is also one of the largest residential developers in Ireland, with over 9,000 homes in the pipeline across 460 acres of prime development land.

180 Great Portland Street,
London W1W 5QZ

quintain.co.uk
020 3219 2200

STANHOPE

Stanhope PLC are trusted partners creating sustainable buildings and urban places. The company is known for the quality of its research, for driving excellent design and for innovative responses to occupier requirements. Stanhope has over 35 years' experience working in partnership with communities, landowners, investors and occupiers and has delivered projects in excess of £27bn. Recent projects include White City Place and Television Centre, which have created over 4m sq ft contributing to the regeneration of White City including c.950 new homes, workspace, a hotel, studio space and leisure facilities. Other recent schemes include Bloomberg London, Angel Court and Tate Modern 2. Stanhope has been selected as preferred partner to develop the British Library extension creating new gallery, learning and event spaces enabled by 700,000 sq ft of commercial accommodation for knowledge quarter organisations. Stanhope has also been selected as Development Partners for Guy's and St Thomas' Charity to bring forward a development on a 5.5 acre site opposite St Thomas' Hospital and close to Waterloo Station.

100 New Oxford Street,
London, WC1A 1HB

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020 7170 1700

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New London Architecture (NLA) is the independent centre for London's built environment, where professionals, politicians and the public can meet, learn and have a voice on the future shape of London. Our activity involves research, events, exhibitions and workshops that bring together our broad network to discuss and action issues affecting London's built environment.

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