



**NEW LONDON  
ARCHITECTURE**

# **Borough Strategies 2016**



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## Foreword

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**Peter Murray**, Chairman, New London Architecture

The Local Development Framework (LDF) Core Strategy sets out Councils' planning policy and conforms to wider regional and national policy guidance. It is the blueprint that boroughs use to set out their plans to improve their areas as places to live, play, learn and work. They must provide the right balance of development, infrastructure and services.

Core Strategies show where and how development should take place in a borough. This document brings together the content of exhibition panels on show at the NLA and provides a snapshot of current strategies; as the new London Plan by Sadiq Khan evolves then these local strategies will need to adapt.

## Introduction

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### Nick Jones, Head of Strategic Communications, GL Hearn

The different identities of London's 32 Boroughs (plus the City of London Corporation) are reflected in the varied strategies that each implements to support growth and development. These strategies aim to meet local needs, identifying key areas for regeneration in turn supporting the creation of local jobs and improving the quality of places, while also addressing pressing issues that concern the city as a whole, including housing delivery and transport capacity. This document illustrates the evolving local strategies, aspirations for the future and key objectives that each London borough seeks to implement.

An insight into the planning performance of each borough is central to understanding whether our current planning system is able to deliver change at the rate required, and GL Hearn's experience in the field provides vital information on this essential aspect of the development process.

Since 2012 GL Hearn has been analysing the output of the planning departments of the 32 London boroughs and the City of London through the Annual Planning Survey (APS) and Major Applications Research programme. The number of planning applications determined, their outcome, and the time it takes for them to be approved are of vital importance to the development industry. Our work with both the private and public sector has always focused on how both can work together to improve performance.

We are currently undertaking the research for the fifth year. Our report in 2015 concluded that the largest single risk in the planning system was the lack of resources and strongly recommended that this be addressed as a matter of urgency. London's boroughs are now seeking to attract investment in these uncertain times, much of which will require planning permission. A positive planning environment, including well-resourced planning departments, will play a crucial role in ensuring investment can be delivered.

#### Key findings from our 2015 report include:

- The volume of major planning applications determined fell 26% year-on-year, with 23 out of 33 Local Planning Authorities (LPAs) witnessing a decline. In contrast, three LPAs saw growth of more than 50%: Hillingdon, Lewisham and Richmond-upon-Thames. In the case of Hillingdon, this is the second consecutive annual increase of more than 50%, as it moves from being the 21<sup>st</sup> busiest Greater London LPA in 2012-13 to the 2<sup>nd</sup> busiest this year (trailing only City of Westminster).

*Note: To allow direct year-on-year comparisons, the study did not include the relatively recently formed London Legacy Development Corporation, which this year determined 11 major planning applications.*

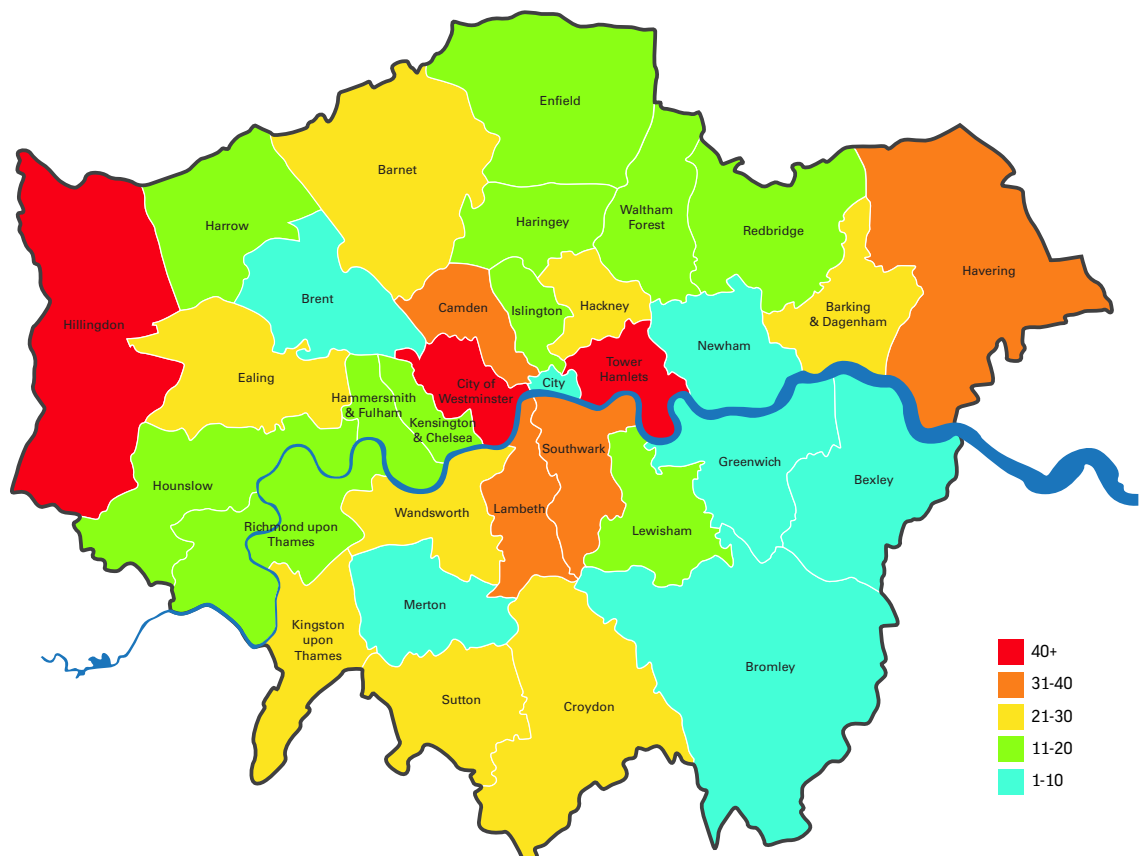
- Gaining planning approval in London this year was more difficult than in other UK cities such as Manchester and Bristol, with 84% of major planning applications granted during 2014-15, down 2% from last year. For the second year in a row, Bexley, City of London and Wandsworth all had 100% approval rates, and this year they were also joined by Hounslow. At the other end of the spectrum, three boroughs had approval rates of 60% or less.
- The average time taken from submission to determination of a major planning application has significantly increased this year up to 34 weeks (the first time since 2011-12 that submission to determination has taken over 30 weeks). In total, determination times have increased at 21 out of 33 LPAs. Meanwhile, the prize for the fastest LPA goes to Sutton, which determined 24 major planning applications in an average of just 13 weeks.

## Introduction

Our work has been supported by, and brought us into close contact with, other organisations seeking to encourage partnership working. This has included our partner in the APS – the British Property Federation – and of course the NLA.

We have also always sought to ensure both sides of the story are heard so sensible conclusions can be reached and effective decisions made. Our APS seminars have variously included speakers from: London boroughs (including Lambeth, Haringey, Croydon and Camden); the GLA (including senior offices and the Deputy Mayor for Housing); and the Department for Communities and Local Government, including the Chief Planner for England.

Of course, as well as determining planning applications (and setting planning policy), London's boroughs have a vital role to play in encouraging investment and ensuring this investment benefits their local communities. When the constraints on the public purse started in 2010, many commentators warned that local government would cease to become an effective force. However, we have all seen that rather than fade, London boroughs – along with local authorities across the country – have responded by becoming more innovative and more entrepreneurial. This has resulted in a much more positive environment for investment. As the uncertainty surrounding the Brexit result and its impact on local government funding continues, it is clear that this approach will become even more important to London in the future.



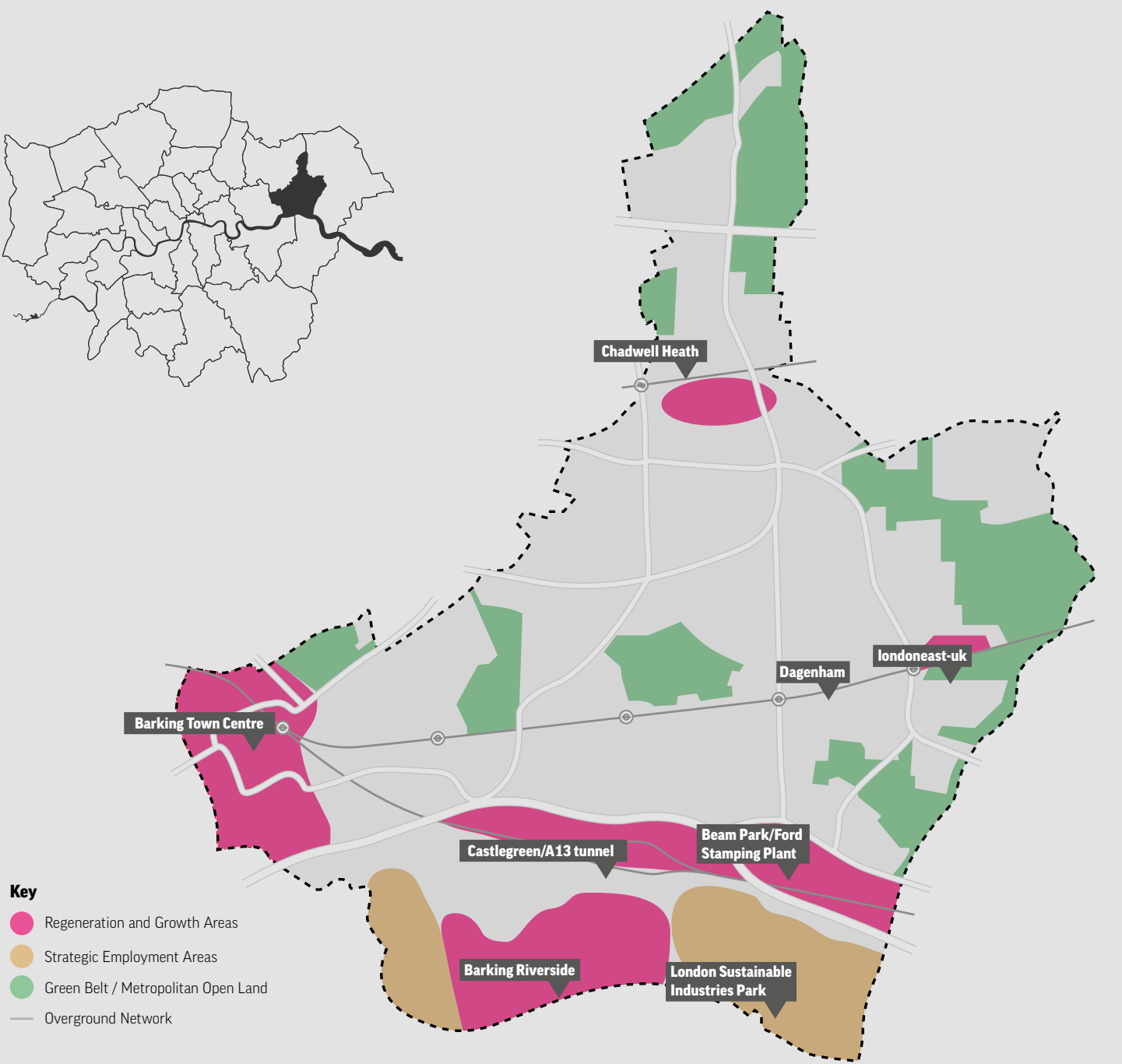
Number of major applications by borough 2015



# BARKING & DAGENHAM

## CONTEXT

Barking and Dagenham has embarked on a twenty-year regeneration programme, the largest in the borough’s recent history, with growth is focused on seven key growth hubs – Barking Riverside, londoneast-uk, Barking Town Centre, London Sustainable Industries Park, Chadwell Heath, Castlegreen and the A13 tunnel, and Beam Park. The council is committed to applying the highest standards of design and sustainable development, while facilitating and accelerating delivery through innovative partnering arrangements and delivery methods, and is actively leading on a programme of new build and estate renewal.



**Population Forecast:**  
2014: 201,000  
2026: 239,008  
Houses built per annum (targeted):  
1,236

[www.lbbd.gov.uk](http://www.lbbd.gov.uk)

## CORE STRATEGY Adopted 2010, Local Plan review currently underway

### Housing

The Local Plan review focuses on planning for 35,000 new homes and 10,000 new jobs by 2030 in a way which benefits everyone and ensures no one is left behind in the pursuit of growth.

### Transport

Improvements are essential to unlock growth, particularly within London Riverside. Schemes include a London Overground extension from Barking to Barking Riverside, the tunnelling of the A13, East London River Crossings, and improvements to Barking Station.

### Economic and Commercial Development

The borough has potential for growth across six economic sectors including green tech, biotech, health and social care, and advanced manufacturing. The Local Plan seeks to equip remaining industrial areas to meet future needs and maximise employment densities.

### Town Centres

The Local Plan review will see the creation of three new district centres: at Chequers Corner – where a new heart for Dagenham will be created; at Merry Fiddlers; and at Barking Riverside.

## KEY DEVELOPMENT AREAS



Sheppard Robson's scheme at Barking Riverside

01

### 01 Barking Riverside

One of the largest development opportunities in London, Barking Riverside has outline planning for 10,800 homes on a site with two kilometres of River Thames frontage. Significant progress is being made with delivery of new housing and social infrastructure with very high design and environmental standards. A London Overground extension is proposed to be operational by 2021.

### 02 Barking Town Centre

With a London Housing Zone and an Artist Enterprise Zone, Barking Town Centre is set for significant change. Recent developments include: the six-storey Technical Skills Academy designed by Rick Mather Architects; a new public space by Patel Taylor named Short Blue Place; and East’s designs for East Street. The London Road/ North Street development by Bouygues UK provides a major supermarket, 100 apartments and underground parking, whilst the area around the River Roding is also progressing with a range of schemes in planning, under construction and in use, including the award-winning Granary building.

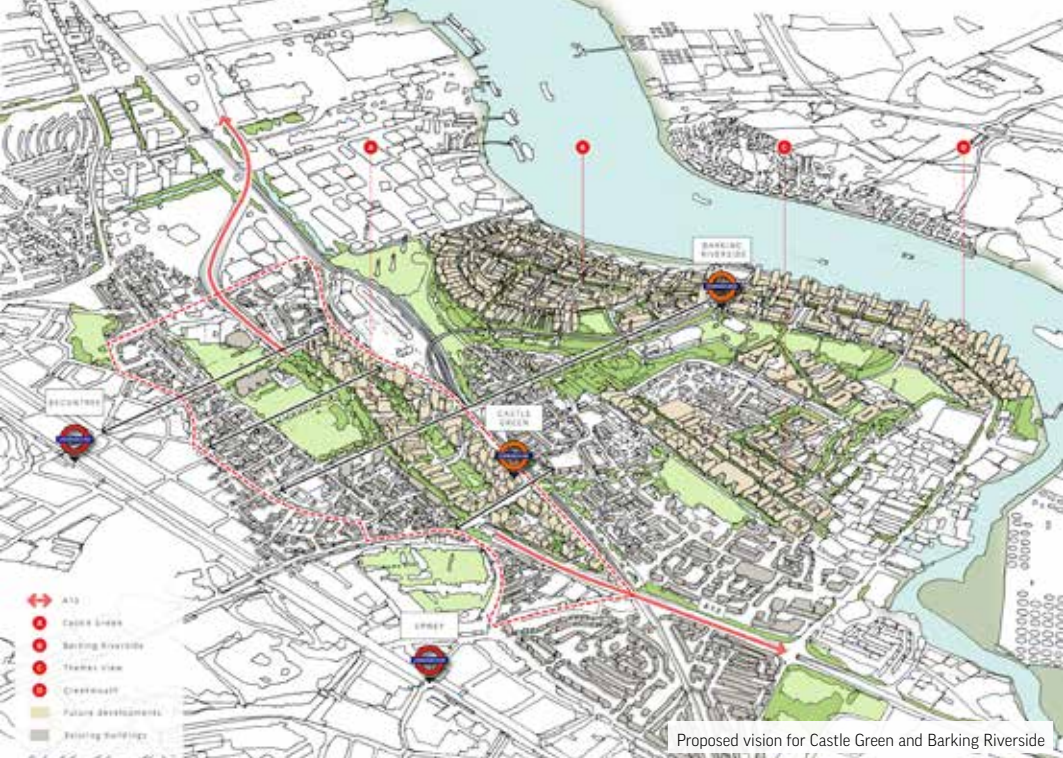


Short Blue Place viewed from the Technical Skills Academy

02

### 03 Castle Green

The Council, in partnership with Transport for London, is advancing plans to tunnel the A13 between Lodge Avenue and Gale Street. Acknowledged in the 2016 HMT budget, TfL are now conducting a detailed business case for the scheme. The Riverside Tunnel's potential benefits include: unlocking land for 6,000 new homes within Barking Riverside alongside the new Overground station, removing the significant barrier of the A13 to bring together the communities north and south of the road, improving traffic flow along the A13 and reducing air pollution, transforming the perception of the area and stimulating growth along the A13 corridor.



Proposed vision for Castle Green and Barking Riverside

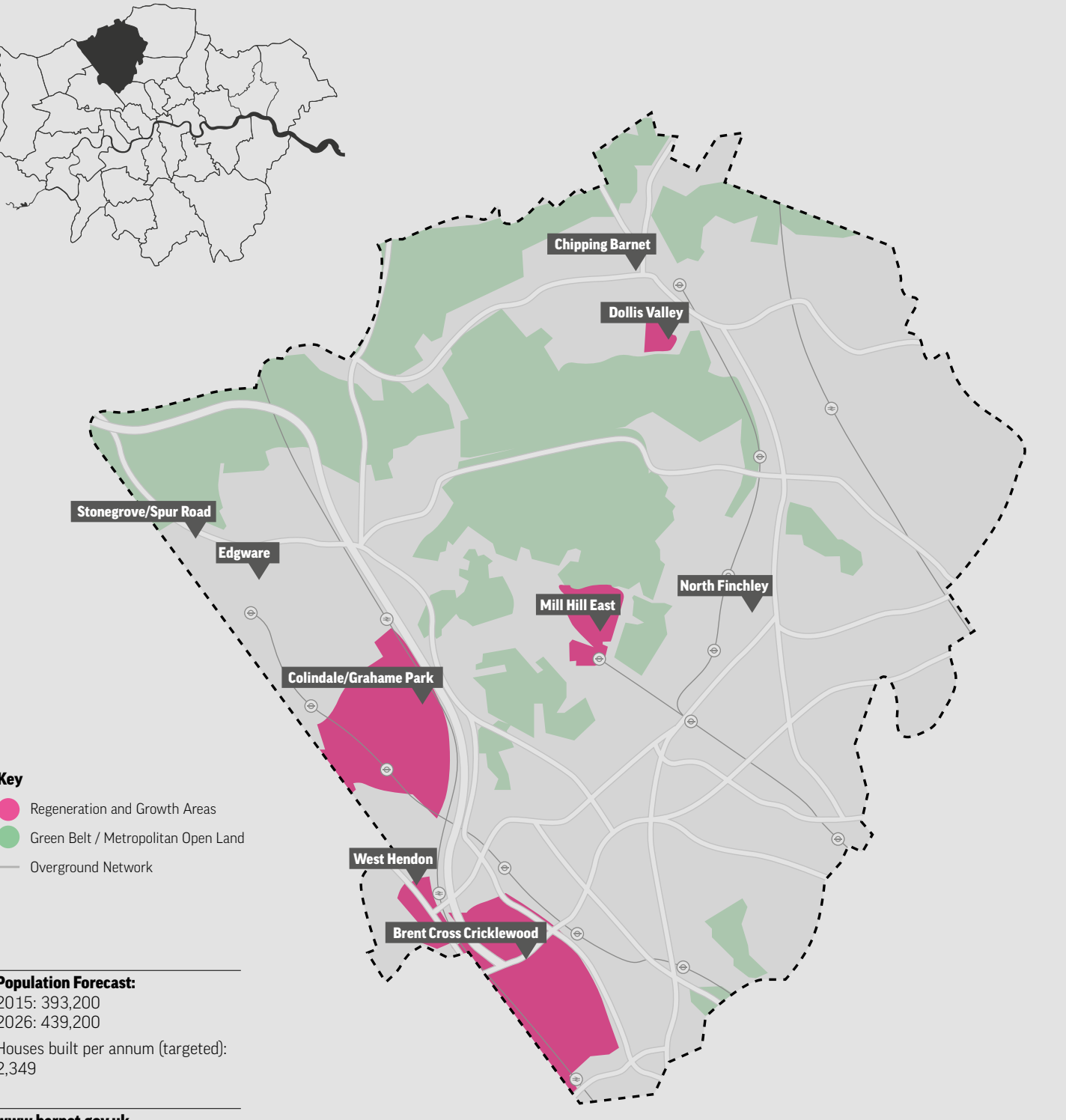
03



# BARNET

## CONTEXT

London’s most populous borough with a population of 393,200, Barnet is well served by direct transport links into the City and the West End. Almost one third of the borough is green space, making the borough an attractive location for young families and new development. Regeneration is managed by Regional Enterprise (Re), a joint venture between Barnet Council and Capita, which brings together substantial expertise for managing the borough’s growth and development of some of London’s largest regeneration sites, including Colindale and Brent Cross Cricklewood.



## CORE STRATEGY Adopted September 2012

### Housing

Re is overseeing the delivery of an estimated 27,000 new homes by 2030. 30% of these homes will be affordable in the form of social rent, affordable rent, shared ownership, and share equity. In 2015, 463 private, 72 affordable, and 76 social rent homes were delivered.

### Transport

Good public transport and links to London’s largest road network will allow all users to choose convenient and reliable transport that is most economically and environmentally efficient – including a comprehensive approach to tackling the school run.

### Economic and Commercial Development

The council seeks to equip residents to access the 21,000 jobs created in major growth areas, such as The Retail Job Shop – a virtual Job Shop that engages employers to offer retail, hospitality, management and customer service vacancies to local people.

### Town Centres

Through a range of schemes across the borough, the council is supporting the continued vitality and viability of 20 town centres, focusing commercial investment in priority centres of Chipping Barnet, Edgware, Finchley Church End, and North Finchley.

### Public Realm

North Finchley and Cricklewood town centres improvement works have completed with funding from the Outer London Fund, alongside ongoing discussions for the revitalisation of Colindale, and Barnet’s Draft Parks and Open Spaces Strategy nearing completion.

### Health and Wellbeing

A number of the council’s core policies directly correlate with health benefits – from promoting active travel and outdoor gyms, to improving air and noise quality, to ensuring a provision of housing choice that addresses the lifetime needs of residents.

## KEY DEVELOPMENT AREAS



01

01

### West Hendon

Located between a section of the A5 Edgware Road known as the Broadway and the Welsh Harp Reservoir, the £500m regeneration of the West Hendon estate aims to create a new integrated community. Replacing the existing homes on the estate with a new mixed-tenure housing development of 2,194 homes, of which 25 per cent will be affordable, the scheme will give a net gain of 1,553 homes over a 17-year period. The project also includes improved transport links and the creation of a commercial hub. By 2017, construction will have started on blocks F1-F6.

02

### Brent Cross Cricklewood

This flagship £4.5 billion scheme aims to create a vibrant new town centre, including 7,500 new homes, 27,000 new jobs and significant investment in community infrastructure, aided by transport improvements including a new Thameslink railway station funded by a £97m GLA and HM Treasury loan. Development partners Hammerson and Standard Life Investments will transform Brent Cross Shopping Centre, delivering £250 million of major infrastructure and transport improvements to the local area, as well as new parks and green spaces. In 2015, the council announced Argent Related as the selected partner to develop 350 acres of land to the south of the North Circular Road (A406).

03

### Colindale

Home of the RAF museum, this is also one of the largest growth and regeneration areas in Barnet, and will deliver the single largest housing and affordable housing contribution to the borough over the next 10-15 years. Some 5,000 homes have already been granted planning permission, are underway or completed, with over 1,000 new potential jobs created through a range of mixed-use development schemes. The regeneration of the Grahame Park estate seeks to create a mixed-tenure neighbourhood, delivering 3,104 new homes – with 533 homes completed by March 2016. The re-location of Barnet College is due to complete by September 2016.

04

### Mill Hill East

Redeveloping 40 hectares of brownfield land, this former military site will enable the creation of 2,174 new high-quality apartments and houses in Millbrook Park, based in a landscaped parkland setting that offers residents far-reaching views across north London. The Former Officers’ Mess building has been sensitively refurbished and converted to apartments by Linden Homes. In 2015, both the Central and Panoramic Parks were completed, with a further 203 new homes expected to be delivered by summer 2017.



02



03



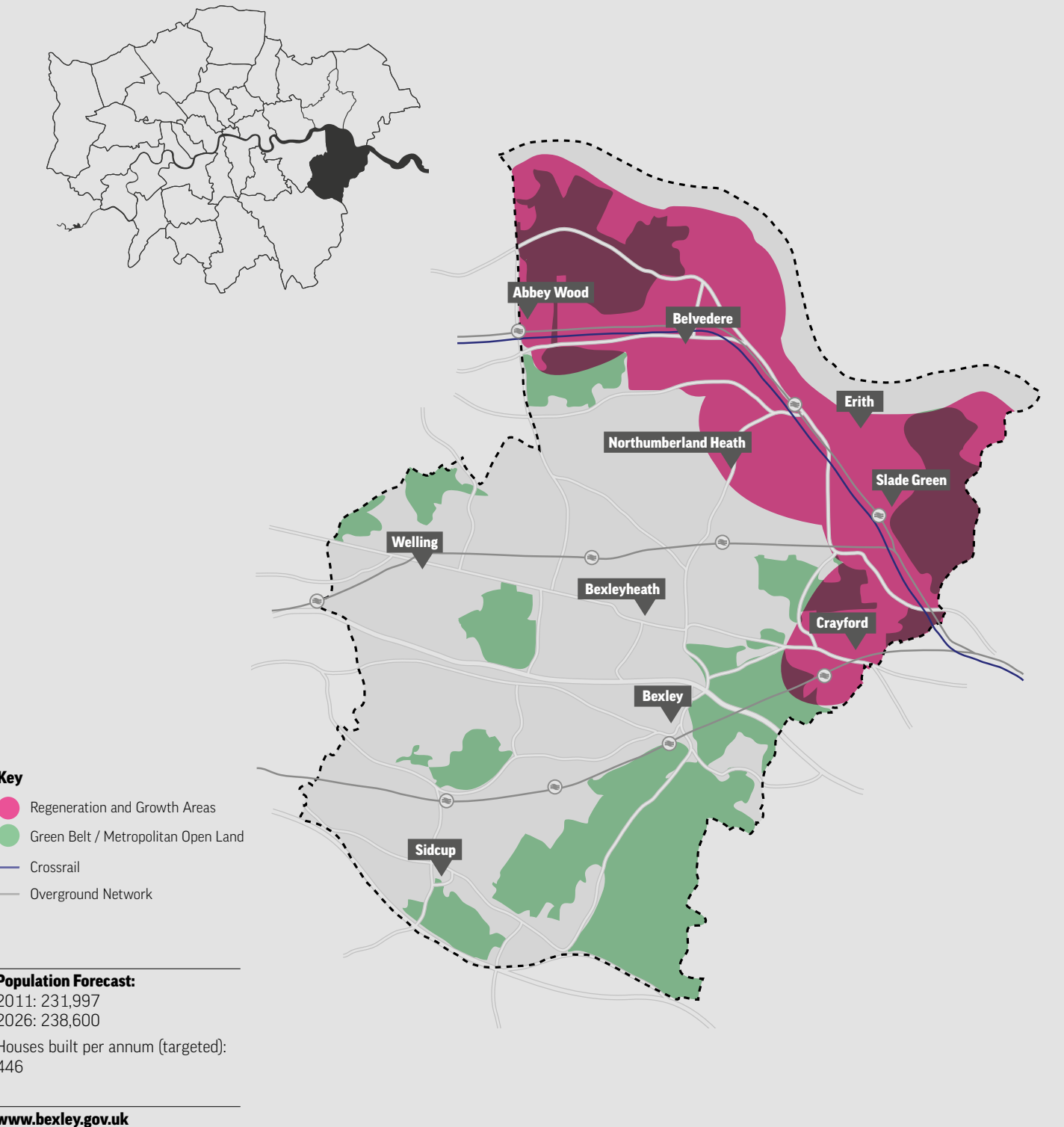
04



# BEXLEY

## CONTEXT

Located at the border between London and Kent, in the heart of the Thames Gateway, Bexley's family-friendly, suburban character is rooted in its large amount of inter-war housing and significant areas of designated open space. Two designated London Plan Opportunity Areas provide large opportunities and are key drivers behind future growth opportunities. Recent evidence has shown that there is potential for significant housing and employment growth, particularly in the north of the borough. However the borough's existing infrastructure, in particular transport infrastructure, will require significant investment to unlock this potential.



## CORE STRATEGY Adopted February 2012

- Housing**

Bexley will seek to meet its housing targets by ensuring that higher density developments are located in and around town centres and other accessible locations with supporting infrastructure, whilst maximising the potential of the Thames Gateway and Opportunity Areas.
- Economic Development**

Employment growth will be focused within town centres, in particular Bexleyheath and Belvedere, with the council committed to the managed release of surplus designated industrial land, as well as improving the appearance of employment locations.
- Transport**

In order to reach, or even surpass, its future growth proposals, the borough is very dependent on transport improvements, with requirements including a river crossing at Belvedere and Crossrail extension to Gravesend.
- Tall Buildings**

The eastern end of Bexleyheath town centre has been identified as the best opportunity for locating tall buildings, with aspirations for an exemplary design to add to the skyline.
- Commercial Development**

The council seeks to promote a diversity of complementary town centre uses to maintain their vitality and viability, with public realm enhancements secured through the use of town centre investment programmes.

## KEY DEVELOPMENT AREAS

**01 Thamesmead and Abbey Wood**

Thamesmead and Abbey Wood were the focus of large-scale planned development in the late 1960s and early 1970s, and many parts of them are now in need of renewal. They are part of the Thamesmead and Abbey Wood Opportunity Area, designated in the London Plan, and is already subject to major improvements, including Crossrail coming to Abbey Wood in 2018, which will help transform the area's current low public transport accessibility. There is also potential for huge investment in the future in Thamesmead by new landowner Peabody. The Mayor of London formally designated Abbey Wood and South Thamesmead with Housing Zone status in 2015 – giving the areas access to funding to help deliver 1,300 new homes over the next 10 years, as well as significant improvements to social and physical infrastructure.



**02 Erith**

Erith town centre lies on the River Thames and is the main retail and service centre for the north of the borough, and is a primary focus for the Council's growth plans. As part of the Bexley Riverside Opportunity Area, there are a number of opportunities for growth and regeneration – of which many will be delivered through the Erith Regeneration Programme. The programme seeks to provide the opportunity to create a new, coherent riverside community with a vibrant and active town centre. Recent developments include the new Bexley College facility and the development of the former Swimming Baths site, due to begin construction shortly.

**03 Belvedere**

Belvedere is situated in the north of the borough, also forming part of the London Plan designated Bexley Riverside Opportunity Area. It is seen as a key area for future growth and regeneration with potential for up to 11,000 new homes over the next 15 years, subject to appropriate infrastructure being provided. The Belvedere Industrial Area is one of London's largest employment areas with many traditional industries, a large riverside frontage and significant potential for new development.





# BRENT

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With a population increase of nearly 20 per cent over the last decade, the council's priority is providing enough good quality, affordable housing. Growth is focussed on the two Housing Zones in Wembley and Alperton, and concentrated around the regeneration area of Old Oak Common which is set to benefit significantly as the interchange of HS2 and Crossrail – impacting Brent specifically around Harlesden and Willesden. The council are also modernising transport throughout the borough, with an increasing provision for electric cars, whilst Wembley will see the introduction of a number of tall buildings over the next decade as part of the regeneration plans. A council-funded building programme – the first for three decades – is underway, delivering council-owned family homes built on former garage sites.

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**Population Forecast:**

2014: 322,800

2026: 353,444

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[www.brent.gov.uk](http://www.brent.gov.uk)

# BROMLEY

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Although the borough includes a large portion of green belt land, and the highest concentration of farmland in London (30 per cent), Bromley is seeing significant investment in its built environment. Two Business Improvement Districts (BIDs) have now been formed, with the new Bromley BID joining Orpington BID, which will help steer the success of their locations. The recent £5.5m public realm improvements to Bromley North Village are due to be further enhanced by proposals to pedestrianise the High Street by Studio Egret West. In Bromley South Central, a £90m mixed-use scheme by Cathedral Group will see the existing 600-space car park replaced with a high-quality, mixed-use leisure development, including multiplex cinema, restaurants, a hotel and residential properties. Elsewhere, the ongoing works to rejuvenate Crystal Palace Park as a metropolitan park, heritage asset, cultural, leisure, educational and recreational resource are progressing.

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**Population Forecast:**

2012: 318,300

2026: 330,598

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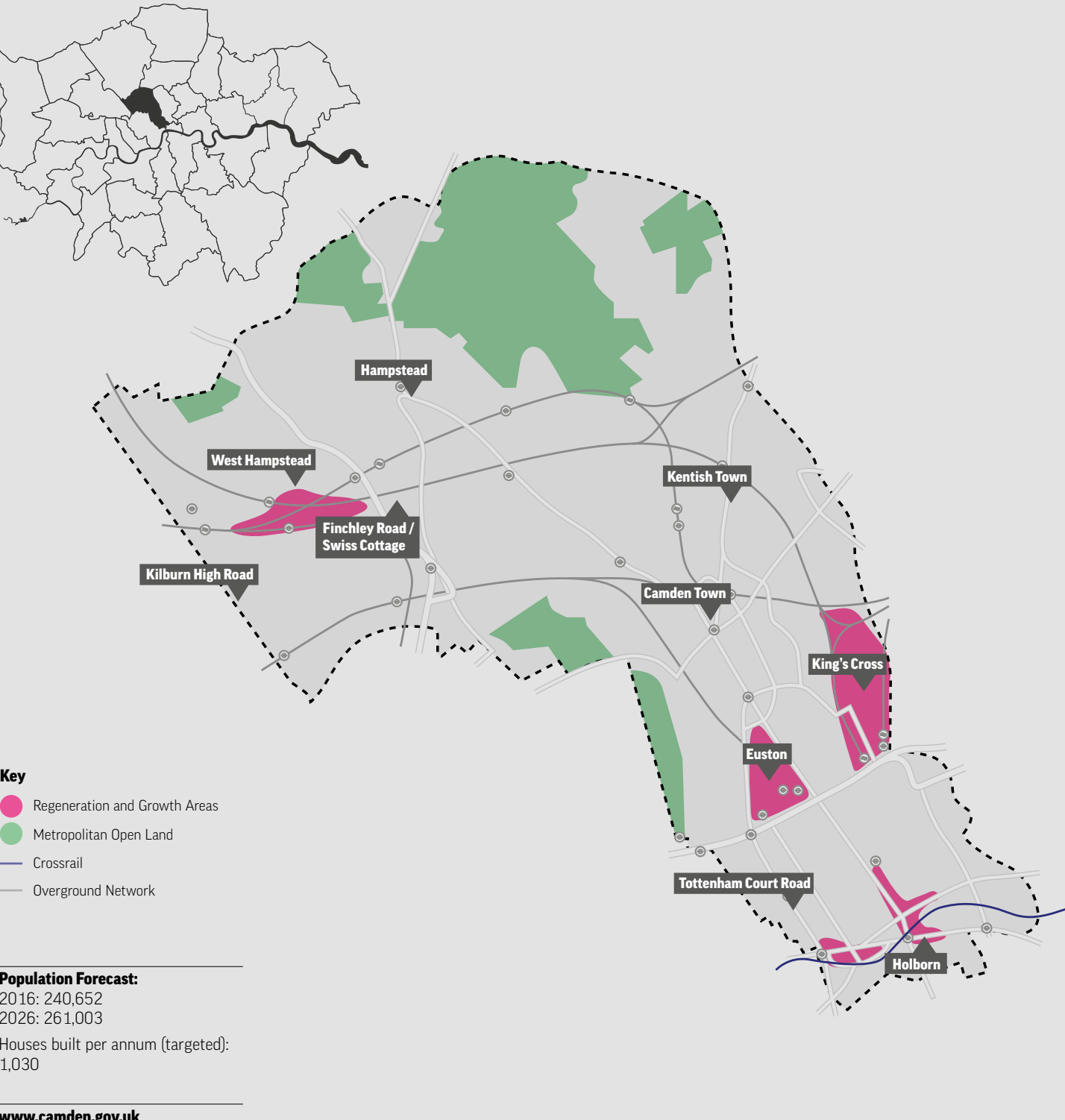
[www.bromley.gov.uk](http://www.bromley.gov.uk)



# CAMDEN

## CONTEXT

Concentrating development in areas identified in the London Plan as Opportunity Areas (King’s Cross, Euston and Tottenham Court Road) and Areas for Intensification (Holborn and West Hampstead Interchange), Camden’s key priorities include planning for and trying to manage the significant impact of High Speed Two at Euston, the delivery of the 67-acre King’s Cross Central, and the council’s own Community Investment Programme. Improvements to streets and spaces continue with plans to radically improve the public realm at Tottenham Court Road, St Giles Circus, Princess Circus and Gower Street as part of the ‘West End Project’.



## CORE STRATEGY Local Plan with revised policies and guidance planned for adoption in early 2017

### Housing

Housing is the key priority for land use, particularly affordable housing, with an aspiration to give everyone the chance to live in a decent home at an affordable price in a community they want to live in.

### Economy

As London’s third largest employment centre and the eighth largest in the UK, Camden aims to strengthen its economy while reducing inequalities within the borough. It plans for over 500,000 sqm of new office floorspace primarily in King’s Cross and Euston.

### Sustainability

Policies seek to ensure growth takes place in a sustainable and attractive way, promoting and protecting quality of life, with high levels of amenity and the highest feasible environmental standards.

### Promoting Camden’s Centres

Camden benefits from a wide variety of town and neighbourhood centres, with retail growth focused at King’s Cross and St Pancras, and further provision envisaged at Euston, Camden Town, Tottenham Court Road, West Hampstead and Holborn.

### Transport

Although benefiting from excellent transport provision and accessibility locally, nationally and internationally, Camden also faces considerable challenges, with congested roads and public transport networks and areas with some of the poorest air quality in London.

## KEY DEVELOPMENT AREAS



01

01

### Euston

The Government’s proposal to create the London terminus for High Speed Two (HS2) at Euston would mean substantial change to the station and surrounding area. While Camden is strongly opposed to HS2 because of its impact on homes, businesses and open space, it recognises that the scheme is progressing and wants to secure the best outcome for the area. The Euston Area Plan, adopted January 2015, accommodates different station design options and provides new housing, affordable housing and open space, as well as a wide range of businesses and jobs – including knowledge-based, bioscience, creative and corporate. A Planning Brief for the station area is now being produced to set out detailed guidance for the design of the emerging station/s and related over-site development.

02

### The Community Investment Programme (CIP)

The CIP is Camden’s 15-year plan to invest money into homes, schools and community facilities, and will deliver 9,000 sqm of community facilities and 3,050 new homes – including 1,100 council homes, which will be the first new council-rented homes in nearly 20 years. £117 million will be re-invested in 53 schools and children’s centres creating 963 new school places. Areas including Gospel Oak and Somers Town will see significant regeneration, with works started on a number of sites including Maiden Lane, Bourne Estate and Agar Grove – the largest CIP housing scheme, developing nearly 500 homes. To date, CIP has built 246 homes, invested £51m invested into schools and children’s centres and refurbished Mount Pleasant Studios – a state of the art facility for single homeless people.

03

### The West End Project

Responding to the influx of people coming through the Tottenham Court Road Crossrail station in 2018 (which will be busier than Heathrow Airport), the West End Project will transform the Tottenham Court Road area, making it safer and more attractive for residents, boosting business and creating new public spaces. The one-way system will be replaced with two-way tree-lined streets, some protected cycle lanes and new public space. The scheme will reduce congestion and pollution, widen pavements and make bus journeys quicker. The £38 million project will unlock the potential of Camden’s West End: safe and attractive streets with wider tree-lined pavements, boosting business and creating public spaces for the community and visitors to enjoy. Construction is due to start in late 2016.

04

### King’s Cross

One of the most significant regeneration projects in Europe, covering 67 acres of brownfield land, the King’s Cross development is delivering 50 new buildings, 20 new streets, 26 acres of public space, the refurbishment of 20 historic buildings, 2,000 homes, a healthcare facility and access to up to 25,000 jobs. With six tube lines, two mainline stations, Eurostar and direct links to London’s main airports, it is the best connected part of London. The neighbourhood is being built around a framework of public realm, making up some 40% of the development – including Gasholder Park, Granary Square, Lewis Cubitt Park and Square and Pancras Square. By 2020, up to 50,000 people will be studying, living and working in the area.



02

Regeneration plans for Maiden Lane by PRP Architects



Plans for a new public park at Alfred Place by DSDHA

03



Granary Square, King's Cross

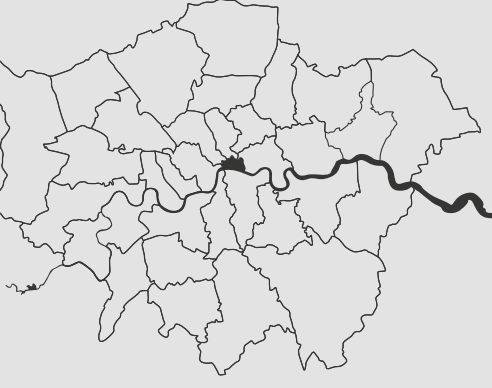
04



# CITY OF LONDON

## CONTEXT

The City of London is the world’s leading international financial and business centre, providing employment for over 400,000 people who mostly arrive sustainably by public transport. Offices form over 70 per cent of all buildings, but the City also houses arts and cultural facilities of international renown, acts as a centre of higher education and health services, and is a retail and visitor destination with a distinctive environment combining modern architecture with historic landmarks and conservation areas. Preparing for significant growth, the City’s Local Plan 2015 requires the protection of existing, and provision of additional, offices, supported by a complementary mix of uses that is adaptable to climate change.



**Population Forecast:**  
2015: 8,000  
2026: 10,000  
Houses built per annum (targeted):  
110

[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

## CORE STRATEGY Adopted December 2014

### Office Space

Office floorspace is proposed to increase by over 1 million square metres during 2011-26, with existing office stock protected where viable, joined by a diverse range of new stock – including some tall towers – to meet the varied needs of occupiers.

### Commercial Development

Supporting business activity, retail is focused on areas such as Cheapside and Leadenhall Market, alongside hotels for business and other visitors, and a wide range of culture and leisure activities, including the Barbican Centre, the Museum of London and St Paul's Cathedral.

### Transport

Supporting economic growth and sustainable travel, public transport improvements include Crossrail, Thameslink, the Bank station upgrade, removal of the Aldgate gyratory and changes at Bank junction, all aiming to improve reliability, safety and air quality.

### Infrastructure

Improvements to the electricity, gas, telecommunications, water and sewerage networks will create a more resilient, adaptable and sustainable place. The Thames Tideway Tunnel will enhance river water quality and provide additional public space at Blackfriars.

### Public Realm

Public realm enhancements will complement major developments by providing more space for outdoor living, mitigating flood risk and climate change, including the enhanced riverside walk, with scope for major improvements in the Pool of London and Blackfriars areas.

### Housing

Most of the City's 8,000 residents live in apartments on purpose-built housing estates including the listed Barbican and Golden Lane estates. Further modest growth in housing will be focused close to existing residential clusters to help the efficient provision of services.

## KEY DEVELOPMENT AREAS



01

### 01 Growing Tall Building Cluster

Over the next few years, established towers such as Tower 42 and the Gherkin will be joined by new towers in the City cluster, once more changing the London skyline. Tall towers recently completed include 20 Fenchurch Street and the Leadenhall Building. Existing planning permissions suggest that in a few years there could be 15 towers in the City that are taller than St Paul's Cathedral. The changing skyline of the cluster will be complemented by coordinated management of the highway and public realm at ground level to address the challenges and opportunities of intensification.



02

### 02 Aldgate Highway and Public Realm Improvements

The Aldgate area will be transformed when the traffic gyratory system is replaced by two-way traffic on surrounding streets, leading to the creation of two new public spaces. It will enhance safety for road users, improve cycling and walking routes and lighting in the area. Existing pedestrian subways will be replaced with new surface level crossings with improved way-finding and connections, removing barriers to movement, whilst the public realm will benefit from widened footways and improved accessibility with enhanced planting, new street trees, seating and a café kiosk. The scheme seeks to complement the commercial resurgence of Aldgate.

### 03

#### Better Rail Access to The City

Crossrail will bring significant benefits by providing fast, direct mainline services from the City to the West End, Heathrow and Canary Wharf, as well as relieving congestion on the Underground network. The City will be served by the two new Crossrail stations at Farringdon/Smithfield and at Liverpool Street/Moorgate. This east-west route will connect with the upgraded north-south Thameslink route, with improved stations and more frequent, longer trains. City commuters will be further assisted by the new Blackfriars station and the rebuilt London Bridge station, both part of the Thameslink project. The Bank Station upgrade, commencing 2016, will provide two new entrances and new Northern line platforms to increase capacity and improve passenger flows at this key station.



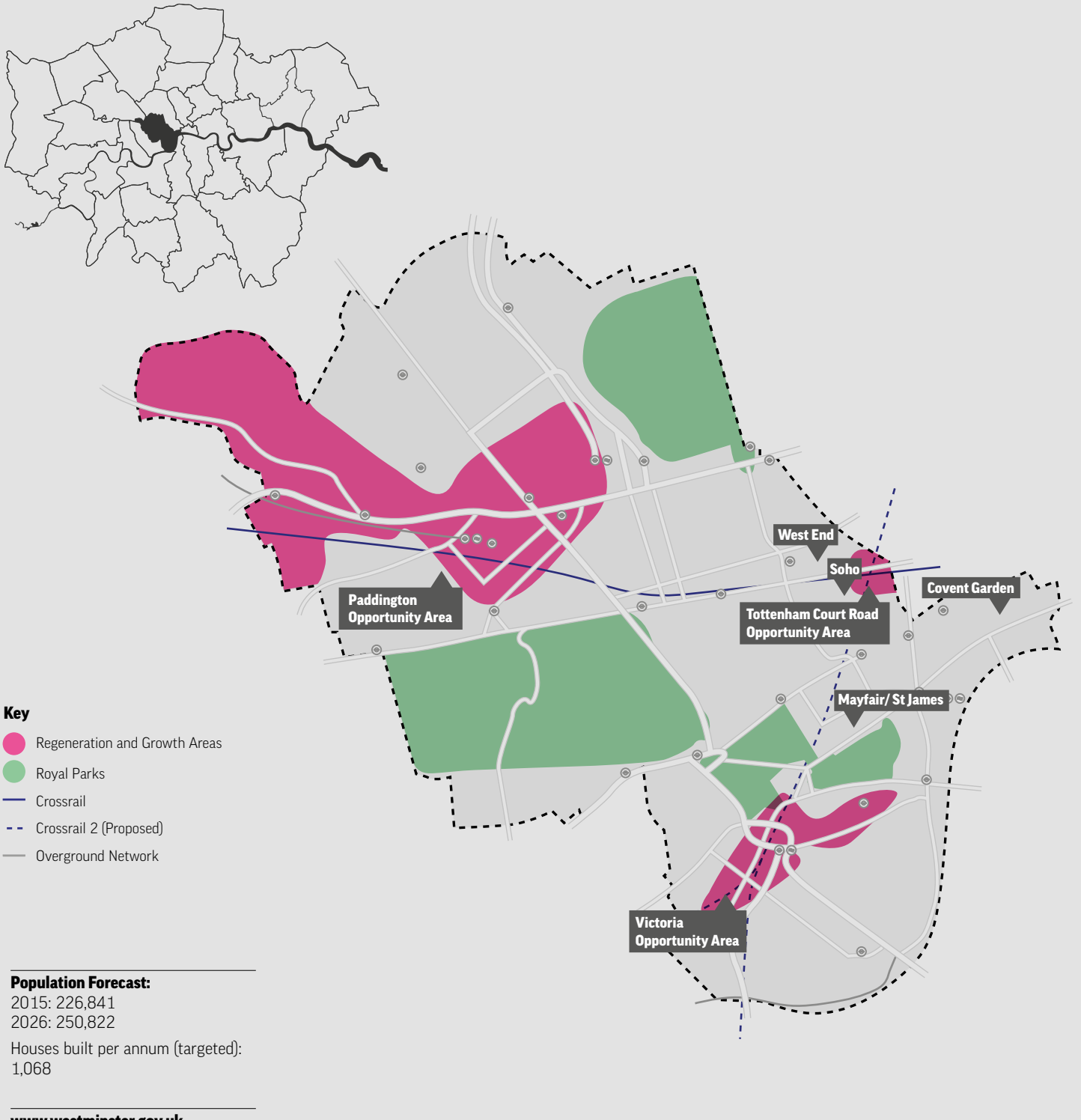
03



# CITY OF WESTMINSTER

## CONTEXT

Attracting a daytime population of over one million workers and visitors as well as being home to over 226,800 residents, Westminster is the largest employment centre in the UK, with 43,245 businesses and eight Business Improvement Districts generating an annual GVA of £55.7 billion. The borough also includes the capital’s principal areas of government, shopping, entertainment and tourism. One of the borough’s main challenges is balancing the area’s unique urban character – including 11,000 listed buildings and 56 conservation areas – and achieving sustainable economic developments, and social and environmental improvements.



## CORE STRATEGY Approved November 2013

### Housing

Westminster has historically prioritised residential use and seeks to optimise new residential development to ensure that a range of housing types are delivered. Westminster is consulting on removing the priority for residential in certain instances.

### Transport

41 per cent of journeys within the borough are made on foot and the council aims to prioritise pedestrian movement and other sustainable travel modes. The importance of freight and servicing a world-class city is also actively managed.

### Commercial Development

Westminster accommodates the biggest agglomeration of commercial activity in the UK: offices, retail, the evening and night time economy, tourism-related industries and arts and cultural uses all compete for space, particularly in the West End.

### Economic Development

The council seeks to optimise job growth in the North Westminster Economic Development Area, encouraging employment, training and skills initiatives for local residents, and pioneering the development of co-working spaces such as HubWestminster.

### Tall Buildings

Seeking to balance the impact on local and strategic views and required growth, the council are consulting on a new policy that distinguishes between ‘tall’ and ‘higher’ buildings, whilst lobbying against the impact of tower proposals surrounding the borough.

### Public Realm

The ‘Westminster Way’ provides guidance on new public realm proposals and stipulates that works in the public realm must be: high quality, durable, sustainable, clutter-free, joined-up and contextual.

### Sustainability

The Greener City Action Plan (2015-2025) highlights the borough’s environmental issues, challenges and performance – helping to inform best practice guidance, showcase exemplar developments and promote the benefits, to deliver a world class environment.

### Neighbourhood Planning

With 21 designated neighbourhood areas, including seven business areas and eight neighbourhood forums, the borough is seeing new applications from Pimlico, Marylebone, Victoria, Churchill Gardens Estate and Maida Hill, amongst others.

## KEY DEVELOPMENT AREAS



01

### Church Street

The 20-year Church Street Futures Plan is the council’s most extensive and advanced regeneration strategy, delivering 776 new homes and apartments, a health and community centre, affordable enterprise spaces, employment programmes, district energy and climate-adapted public realm, and landscaping. Seeking to create London’s most liveable neighbourhood, the council has obtained planning permission for four of the sites and is actively procuring delivery partners for seven separate projects, including community projects like the new Church Street Market, a new ‘Green Spine’ that prioritises pedestrians and green spaces through the area. Phase 1 is currently underway, with phase 2 plans underway.

02

### West End Partnership

Widely celebrated as one of the most vibrant and diverse city centres in the world, the area is managed by The West End Partnership, which brings together the key stakeholders in Westminster and Camden to support stronger leadership and greater coordination. As the Partnership gears up to launch a long-term vision and delivery plan, it is already tackling critical issues: working up options to improve transport and key streets in time for the opening of Crossrail in 2018; encouraging development that provides jobs and economic growth; enhancing the quality of life and the environment for residents and visitors; improving infrastructure; and increasing broadband coverage.



02

03

### Harrow Road

Forming the gateway into Westminster, the area is home to over 40,000 residents and acts as a district retail centre with close ties to Paddington and the Central Activities Zone. The council are working with the local community on the development of a masterplan for the area, seeking to support regeneration of the retail centre, as well as identifying opportunities for additional housing, workspace, community infrastructure and environmental improvements. The masterplan will help to evidence the rationale for future investment in this area.



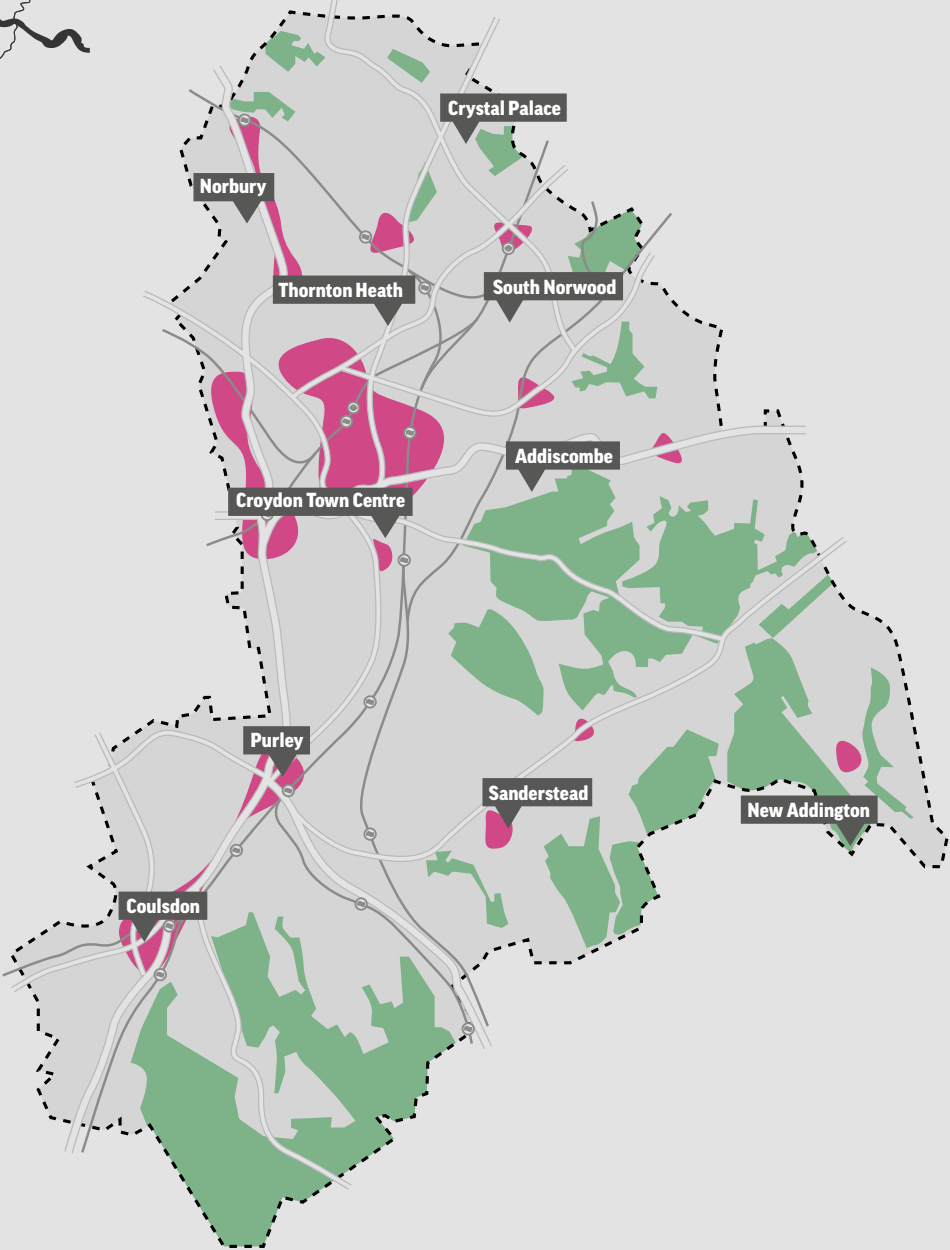
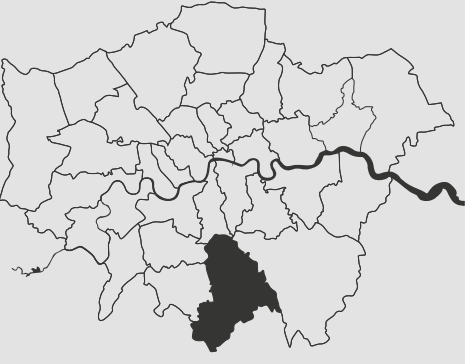
03



# CROYDON

## CONTEXT

Croydon is at the forefront of a new movement in urban revival, focused on delivering dramatic and accelerated growth in the core and around its town centres and high streets. This strategy seeks to deliver 2,000 new homes a year and over 27,000 new jobs in the next 20 years, the centre of which will be an urban regeneration scheme four times the size of King’s Cross. No other project in the UK will deliver the number of houses and jobs planned in this timescale.



**Key**

- Regeneration and Growth Areas
- Green Belt / Metropolitan Open Land
- Overground Network

**Population Forecast:**  
2015: 363,000  
2031: 431,000  
Houses built per annum (targeted)  
2,000

[www.croydon.gov.uk](http://www.croydon.gov.uk)

## CORE STRATEGY Adopted April 2013

### Housing

Providing 20,200 homes by 2031 – with 7,300 of these within the Opportunity Area – all will reach the Mayor’s Housing SPG standards, with a affordable housing policy that is responsive to market conditions, and a permissive policy on office conversion.

### Transport

The borough encourages sustainable travel through the co-location of facilities to reduce the need to travel, and encourages use of public transport, cycling and walking through improved connections – such as the Connected Croydon programme currently underway.

### Commercial Development

The replacement and renewal of out-dated office and retail premises across the borough, particularly in Croydon Metropolitan Centre, along with new quality retail floorspace, is encouraged to improve quality and support residential development.

### Public Realm

Improvements to public realm must maintain an emphasis on local character and heritage assets, utilising the Croydon Public Realm Design Guide for guidance on materials and layout of public realm.

### Economic Development

Complementing Croydon’s revived retail and office sectors, four new enterprise centres aim to boost creative and cultural industries, whilst an innovation centre seeks to foster an entrepreneurial culture to position Croydon as the tech hub for south London.

### Tall Buildings

Tall buildings may be considered in appropriate areas including the Croydon Opportunity Area, District Centres, with emphasis is placed on respecting local character and heritage assets, and sensitivity to Croydon’s topography of hills and valleys.

### The 16 Places of Croydon

Croydon’s character appraisal recognised 16 distinctive places in the borough with place specific policies to be developed for the Croydon Local Plan: Detailed Policies and Proposals, identifying the changes up to 2031.

## KEY DEVELOPMENT AREAS



Vision of Croydon Metropolitan Centre in 2020 © Hayes Davidson

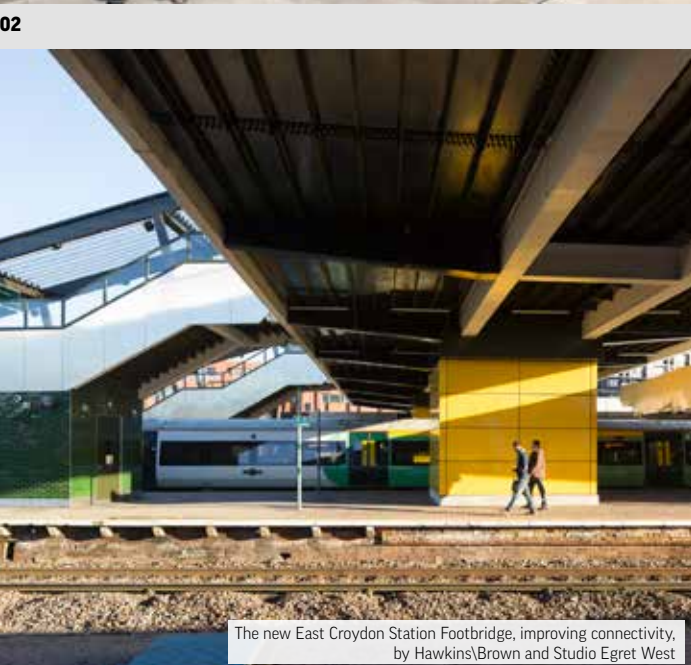
**01**  
**Croydon Metropolitan Centre**  
The Metropolitan centre represents one of London’s biggest opportunities for meeting the unprecedented demand for new homes and commercial space. Over the next 20 years, the district has potential to deliver over 23,000 new jobs and 8,300 new homes – the equivalent of an urban extension the size of the planned Garden City at Ebbsfleet in half the time. However, in order to unlock this £5.25bn development programme, Croydon needs to significantly upgrade its infrastructure – social, physical and transport – to support these new communities. Croydon has been working with the GLA on a new Growth Zone model, which will enable it to retain certain locally generated taxes and borrow against these revenue streams to forward fund the required infrastructure.

**02**  
**Croydon Partnership**  
Westfield and Hammerson are leading the £1.5 billion redevelopment of Croydon’s two main shopping centres (Whitgift and Centrale), with the aim of repositioning Croydon as the best place to shop, work and live in south London by 2019. The scheme will deliver a 1.5 million sq ft state-of-the-art retail, leisure and restaurant destination, together with new public realm, new car parking and up to 600 new residential units – including affordable housing. This will create 5,000 new jobs and seeks to attract residents and visitors, locally, nationally and internationally back to the borough.

**03**  
**Gatwick/Croydon**  
Gatwick offers an Olympic-size opportunity for regeneration and investment in Croydon, with development plans for both areas enabling growth across the South East. Croydon is located just 12 minutes from Central London and 14 minutes from Gatwick Airport, which, combined with an excellent road network and London’s only tram system, makes it one of the most accessible locations in London. Gatwick Airport’s expansion plans will deliver 4,000 new jobs to the Croydon economy – significantly more if a new runway is delivered. In particular, the growth of the tech sector in both Croydon and Brighton, combined with the fast and frequent links to Europe’s emerging network of tech hubs in Stockholm, Copenhagen, Berlin and Madrid from Gatwick, has the potential to open up a new innovation corridor between the capital and south coast.



View of the Croydon Partnership development © Westfield Group



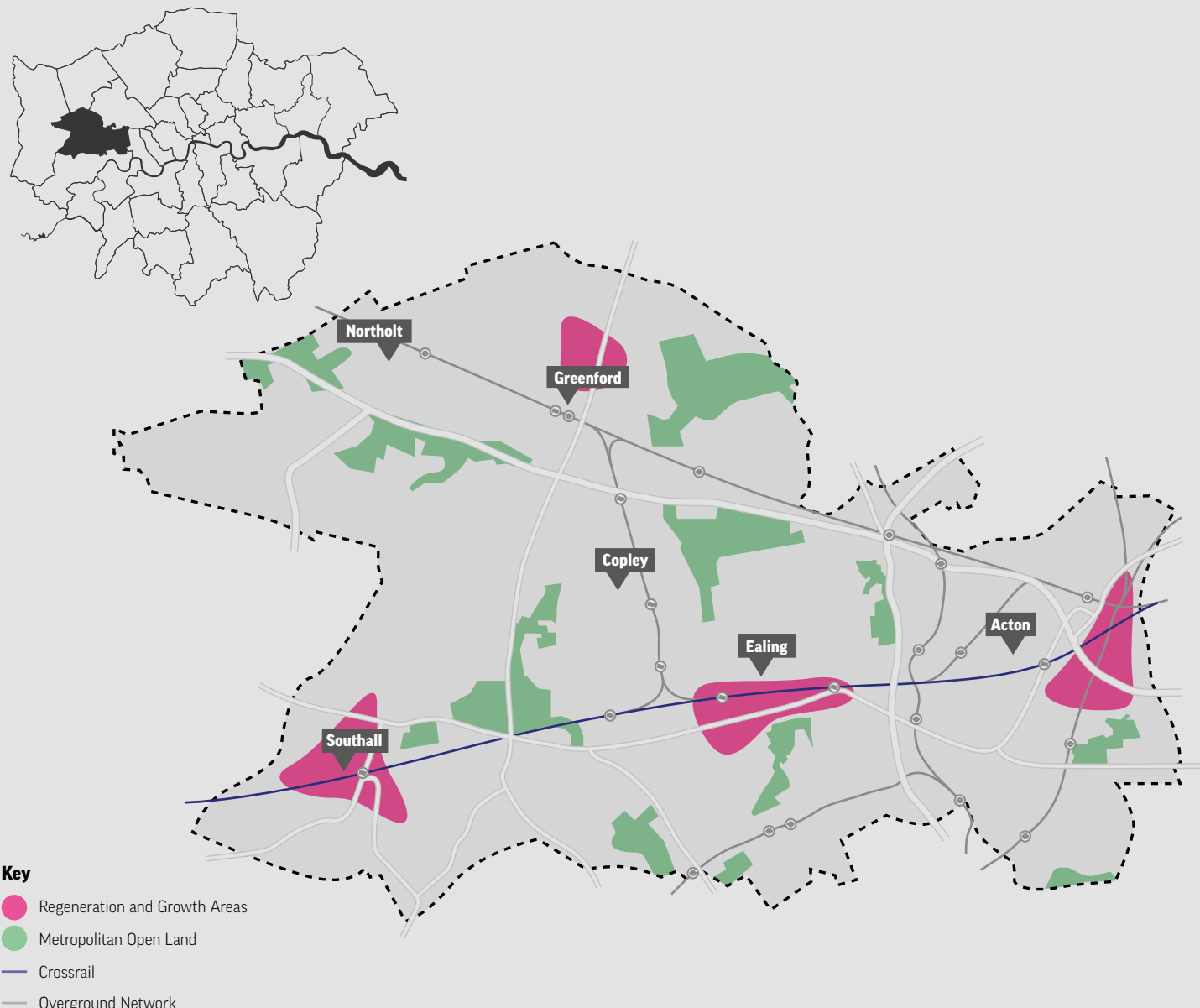
The new East Croydon Station Footbridge, improving connectivity, by Hawkins/Brown and Studio Egret West



# EALING

## CONTEXT

Already well-connected by a number of national rail and underground routes, Ealing is set for faster connections to Central London with the introduction of five Crossrail stations. Major developments are clustered around these stations in the town centres of Acton, Ealing, Hanwell and Southall. The proposed High Speed 2 interchange with Crossrail at Old Oak Common will create significant development in the North Acton area. The council is now focusing on the challenges of ensuring housing is affordable, enabling mixed-use developments with new business space and employment opportunities, and creating high quality public realm to complement existing green areas.



**Population Forecast:**  
2015: 350,900  
2026: 385,800  
Houses built per annum (targeted):  
1,297

[www.ealinginlondon.com](http://www.ealinginlondon.com)

## CORE STRATEGY Adopted April 2012

### Housing

Ealing needs 14,000 new homes by 2026 and the advent of Crossrail will provide the uplift in land values necessary to allow this. To support a diverse and growing population, at least 50 per cent of the total delivered housing will be affordable.

### Transport

The council will focus on linking local transport schemes to Crossrail and High Speed 2, particularly to radial routes, as well improving junctions and road traffic smoothing across the borough.

### Public Realm

Focused development provides opportunities for significant improvements to the public realm, with new public spaces created as part of the Ealing Cinema scheme and at North Acton station, as well as around all major Crossrail stations.

### Economic Development

Introducing 94,500 sqm of office space and 128,400 sqm of new retail floorspace, the Core Strategy seeks to support Ealing's position as the largest commercial borough in west London, focussed around major employment locations at Park Royal and the office corridor.

### Education

Seeking to ensure future primary and secondary school place needs are met, the Planning for Schools detailed plan identifies and safeguards a number of suitable sites for new and expanded schools. Adoption of the plan is anticipated for summer 2016.

## KEY DEVELOPMENT AREAS



01

01

### Ealing Town Centre

With the introduction of Crossrail, Ealing Broadway will offer a 17-minute direct journey to Central London, and is attracting exciting new development and investment, such as British Land at Ealing Broadway Shopping Centre. Redevelopment of land adjacent to the station by Benson Elliot will create a mixed-use retail and residential scheme in the heart of the town centre by Londonewcastle. A new Crossrail station building will create a fitting arrival point for Ealing Metropolitan Town Centre.

02

### Filmworks

In October 2015, the government confirmed the council could use its powers for Compulsory Purchase to assemble land to create a new cultural quarter for Ealing Town Centre, including the Filmworks scheme. Land Securities will develop the tp bennett-designed Filmworks which will create a new multi-screen cinema, leisure uses, retail, and residential, with a new public open space for open air screenings and performance.



02

03

### Southall Gasworks

The largest development site within the borough, St James in partnership with National Grid, have planning consent to develop over 3,500 new homes, 20,000 sqm of retail space, new leisure uses, a school and health centre on the Southall Gasworks site. Positioned adjacent to the new Crossrail station in Southall, this development hopes to transform the wider area and create a new destination in West London.



03



04

04

### North Acton Station Square

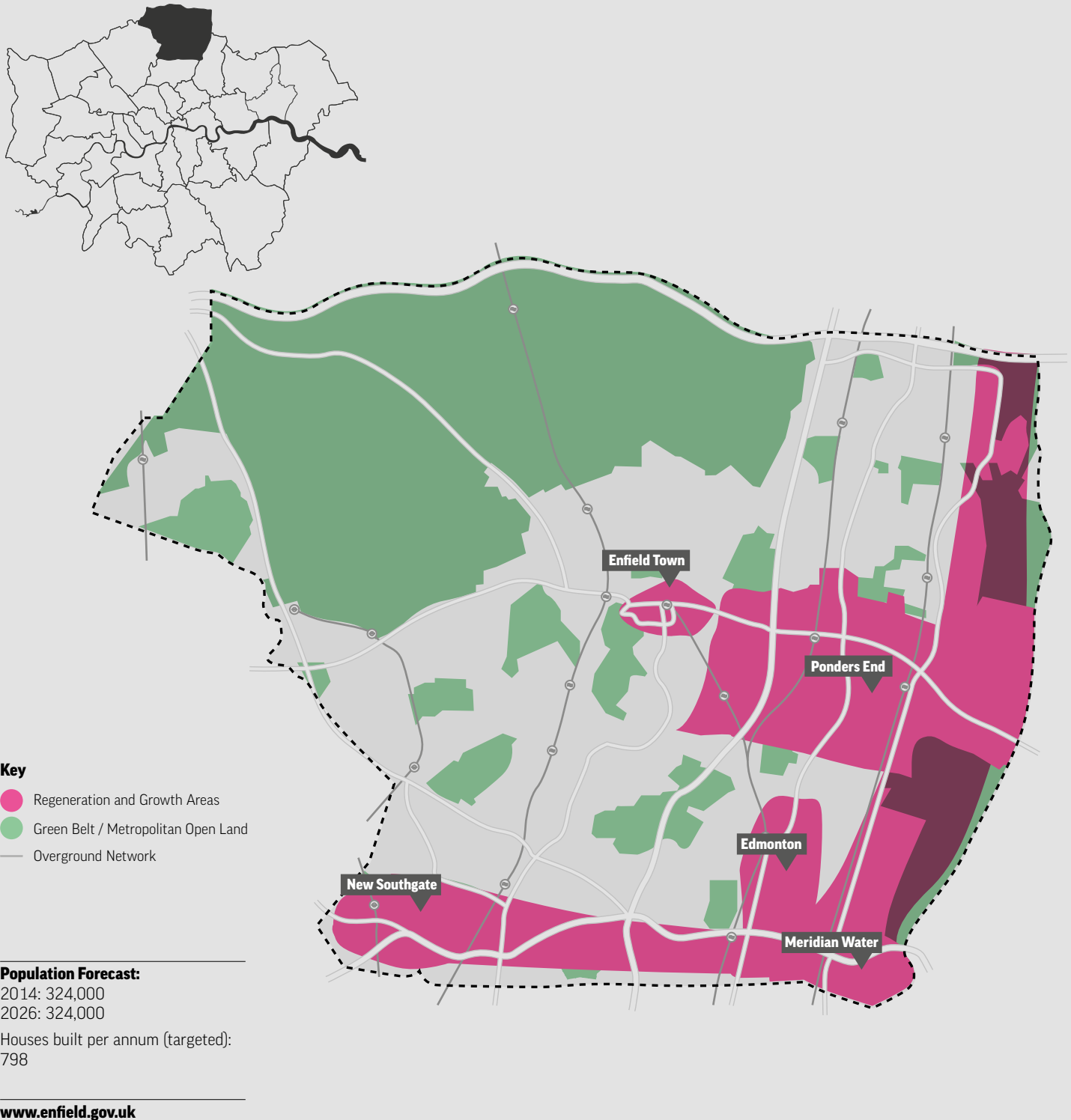
Ealing is not just about new built development – green space and quality open space have always been of key importance. The council has pulled a number of S106 payments from developments in the North Acton area and have purchased an old petrol station site to create a new open space next to North Acton tube station. This will create much-needed recreational and landscaped space as well as an attractive and safe new entrance to the underground station.



# ENFIELD

## CONTEXT

Enfield lies within the high-growth London-Stansted-Cambridge Corridor, an advantage which the borough is seeking to maximise through major initiatives, such as extensive regeneration at Meridian Water, improvements to the rail connections, developing the Lee Valley Heat Network, and renewal of the Picketts Lock leisure complex and employment areas. Two thirds of the borough is urbanised and the rest is Green Belt. Enfield has four district centres – Edmonton Green, Angel Edmonton, Southgate and Palmers Green – and also acts as a major industrial location.



## CORE STRATEGY Adopted in 2010, Local Plan Review currently underway

### Housing

Enfield's housing target, as set by the London Plan, is to provide 7,980 homes from 2015-2025. To help meet this target, two strategically linked designated Housing Zones – at Meridian Water and Edmonton – aim to bring forward over 11,700 homes.

### Sustainable Growth

Working around the high proportion of Green Belt land in the borough, suitable areas for sustainable growth are being explored, including additional transport and energy generation in developments at Meridian Water, Ponders End and New Southgate.

### Town Centres/ Public Realm

With plans to rejuvenate Enfield's town centres and public realm like the successful market in Enfield Town, the borough aims to provide sustainable access to higher quality goods and services across the borough.

### Commercial and Economic Development

Working with Building BloQs and ACAVA, the council's Meridian Works scheme has £2.7m of investment from the London Regeneration Fund to create Europe's largest open workshop for makers, artist studios and a built environment training centre.

### Transport

Recent improvements include the Overground extension, ongoing improvements to the North Circular road, station improvements in the east of the borough, the future Cycle Enfield scheme, and the proposed routing of Crossrail 2 along the Lea Valley line.

## KEY DEVELOPMENT AREAS



01

01

### Meridian Water & Edmonton

Enfield's flagship development project Meridian Water covers 85 hectares of land. Valued at over £2.5bn, over the next 20 years it will deliver at least 8,000 new homes, 3,000 permanent jobs, new community facilities and a new train station with a regular frequent service into central London from 2018. Both Meridian Water and neighbouring Edmonton Heartland have been awarded Housing Zone status – providing approximately £50m of direct and indirect investment to support housing-led regeneration in the area. In March 2016, the Council submitted an outline planning application for 725 new homes, new community facilities and supporting infrastructure at the Willoughby Lane site.

02

### Ponders End

Working in partnership with Lovell Partnerships Ltd, the council's The Electric Quarter scheme proposes a mix of uses and includes 167 homes, new retail units and businesses, joined by a network of new cycle- and pedestrian-friendly streets. A temporary multi-purpose community facility, the Qube, providing flexible space for clubs, will remain on site for two years until the second phase of the regeneration project commences. 'Major Scheme' funding from Transport for London will enhance Ponders End High Street by reducing traffic dominance and improving the public realm. Approval

for Countryside's proposals to regenerate the post-war Alma Estate means 993 new mixed-tenure homes along with shops, a gym, medical centre and community facilities, and a new Station Square at Ponders End railway station. Work is expected to start in 2016 and will be phased over the next 10 years.

03

### New Southgate & Ladderswood

Following extensive consultation with the local community, the New Southgate Masterplan was adopted in December 2010 and has initiated a number of delivery projects, supported by the North Circular Area Action Plan, including a radical transformation of barren open land areas into multifunctional open spaces which completed in 2015. The redevelopment of the Ladderswood Estate and the adjoining New Southgate Industrial estate is a project of major strategic importance for the Council and its regeneration ambitions. New Ladderswood – now known as Montmerency Park – will be one of the first

projects to be delivered out of the New Southgate Masterplan and will provide great benefits to the area. Designed by Pollard Thomas Edwards architects, it will create 517 new homes, new commercial space, a community centre and an 80-bedroom hotel, bringing employment and training opportunities for the borough.



02



03



# GREENWICH

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With a number of Opportunity Areas throughout the borough, Greenwich is set to make a significant contribution to London's housing with the second largest housing target of all the boroughs – providing a minimum of 25,950 homes between 2011-2021. This will be aided by new Crossrail stations at Woolwich and Abbey Wood, improved links along the riverside, improved north-south links, and improved river access, including proposed new river crossings. One of the most significant areas of redevelopment is Knight Dragon's work at Greenwich Peninsula, where almost 200 acres of land will be redeveloped to provide 13,000 new homes and 12,000 jobs. The scheme will include over 30 towers and will be built over the next decade around the existing leisure complex at the O2. Elsewhere, Peabody will build almost 3,000 new homes in Thamesmead.

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**Population Forecast:**

2014: 275,100

2026: 339,814

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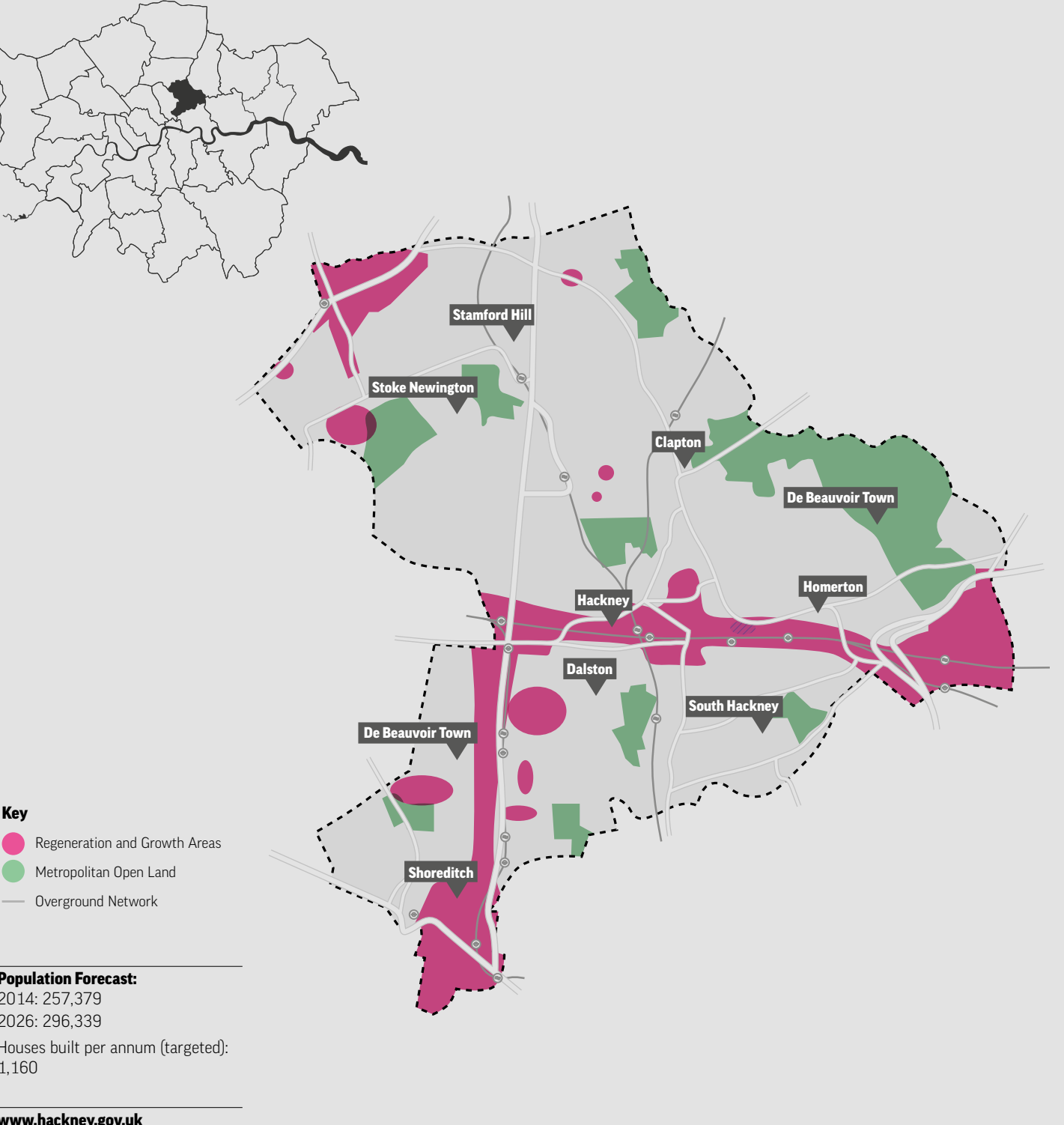
[www.royalgreenwich.gov.uk](http://www.royalgreenwich.gov.uk)



# HACKNEY

## CONTEXT

Hackney is an inner-city borough with a changing landscape combining green open spaces with a built environment of architecturally varied styles. Town centres such as Dalston, Hackney Central, Hackney Wick and Shoreditch are supported for growth as commercial, cultural, residential and retail hubs, particularly for key sectors such as small- and medium-sized enterprises (SMEs) and the creative, cultural and digital industries. The council is also leading the delivery of thousands of new homes for social renting, private ownership and shared ownership, including major regeneration of the Woodberry Down estate.



## CORE STRATEGY Adopted 2010

- Housing**  
Hackney needs to deliver different housing types at varying levels of size and affordability and is targeting 1,160 new dwellings per annum.
- Transport**  
Hackney prioritises sustainable transport methods such as, walking, cycling and public transport over private car use, and seeks to provide safe and convenient access to rail and bus travel.
- Commercial Development**  
Commercial growth is focused on specific areas, including some of the shopping centres, but the need to retain existing employment land and floorspace is recognised. New typologies of commercial floorspace will come through within the Olympic Park in Hackney Wick over time.
- Economic Development**  
Accommodating many SMEs, and the cultural, creative and technical sectors, Hackney also has a strong evening and night-time economy which brings economic, cultural and vitality benefits for the borough.

- Tall Buildings**  
Opportunity areas for tall buildings are identified within Finsbury Park, Hackney Central, Dalston, Lee Valley, Stoke Newington and Shoreditch / City Fringe, with borough policies seeking to ensure the design and impact approach are to the highest standard.
- Public Realm**  
With a variety of spaces existing side by side in the borough, the council seeks to complement the heritage and architectural grain by fully integrating new development with the public realm to ensure that local facilities and services are easily accessible by foot or bicycle.
- Design Excellence**  
Alongside high quality, sustainable new developments, Hackney's historic environment and assets are vital to maintaining the local distinctiveness of the borough. Designated open spaces and natural areas are also sought to be protected.

## KEY DEVELOPMENT AREAS



01



02

**01 Shoreditch**  
Shoreditch has the highest concentration of creative and tech companies in Europe, leading it to be crowned Tech City. A growing hotels and retail sector is catering for the increased business and leisure tourism to the area. Hackney as a whole has experienced 40 per cent business growth since 2004, nearly double London's rate. With £1 billion investment in the London Overground and further developments planned for Old Street station, the area is expected to continue to thrive.

**02 Estate Regeneration**  
An ambitious programme of estate regeneration on sites across Hackney is providing 2,760 homes of mixed tenure, delivered through release of the value of the land, increasing housing densities and introducing private homes for sale. With a mix of predominantly new build and some refurbishment, it will provide a balance of homes with a ratio of 49 per cent for sale and 51 per cent for social rent and shared ownership.



03

**03 Dalston**  
Building its strong creative, cultural, community and third sector industry base, Dalston has seen recent regeneration schemes include: a new station at Dalston Junction; the development of Dalston Square providing more than 500 new homes; and the Clr James library and public archive. Gillett Square has continued to flourish as a home to arts venues, creative start-ups and cultural

events. The next few years will see redevelopment of existing retail hubs such as Kingsland High Street, Kingsland Shopping Centre and the Ridley Road Market, with planning policy supporting the growth of two quarters dedicated to industries working in culture, creativity and community, and the reorganisation of the public realm.



04



05

**04 Hackney Wick**  
Benefiting from the legacy of the 2012 Olympic Games, Hackney Wick and Fish Island are home to one of London's fastest growing business and creative communities, further strengthened by the reopening of the Queen Elizabeth Olympic Park and four of the retained 2012 venues, along with the multi-use sport and cultural facilities of the Copper Box. The retained 2012 Press and Broadcast Centres are reopening as Here East, a world-leading 100,000 sqm centre for digital makers, media and creative industries, providing state-of-the-art studio space for organisations such as BT Sport and London postgraduate research and development campus of Loughborough University.

**05 Hackney Central**  
Following a £100 million investment to develop a world-leading fashion design, manufacturing and retail hub in the north-east of the town centre, this area will have hundreds of new jobs and is due to attract around 3.5 million visitors per year. The GLA's Mayor's Regeneration Fund has been used to lift the Narrow Way as a shopping destination, which has been newly pedestrianised, along with 30 shops improvement scheme which extends to the surrounding streets. Local parks from £3 million will also benefit in new public realm and art.



# HAMMERSMITH AND FULHAM

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With the fourth highest house prices of any local authority in the UK, 45 conservation areas covering almost half the borough, and 27 per cent of residents living in neighbourhoods categorised as the 20 per cent most deprived nationally, Hammersmith and Fulham has many varied issues. Earls Court, White City and Old Oak – three areas identified as Opportunity Areas in the London Plan – will between them see the creation of 22,000 new homes and 38,000 jobs. Other areas of regeneration include Hammersmith Town Centre and Riverside, and South Fulham Riverside. The Council and residents have backed ambitious plans that would see the ailing A4 Hammersmith flyover demolished and replaced with a tunnel – reclaiming space above ground for new public realm and buildings, and continues to campaign for a Crossrail 2 station at Imperial Wharf to act as a catalyst for new business in Fulham.

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**Population Forecast:**

2014: 188,200

2026: 204,448

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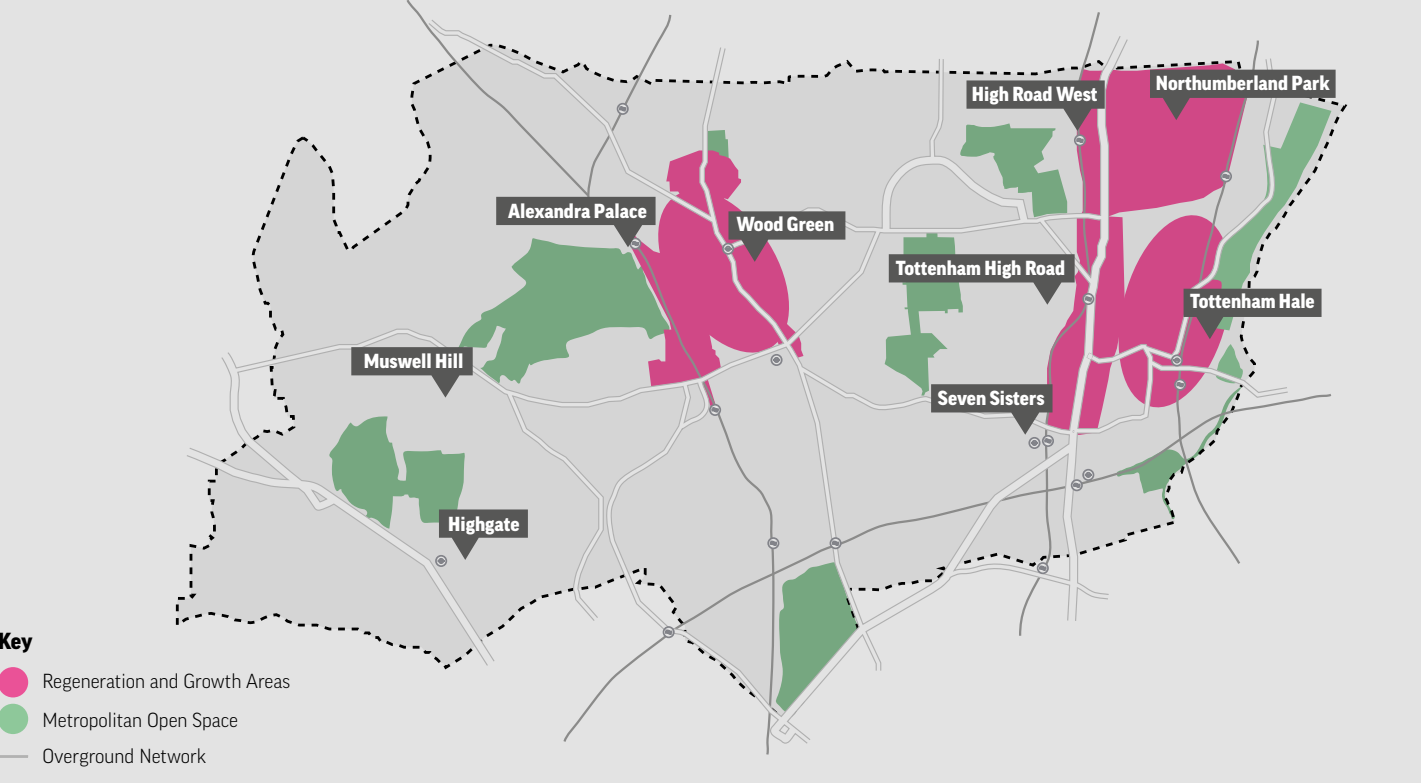
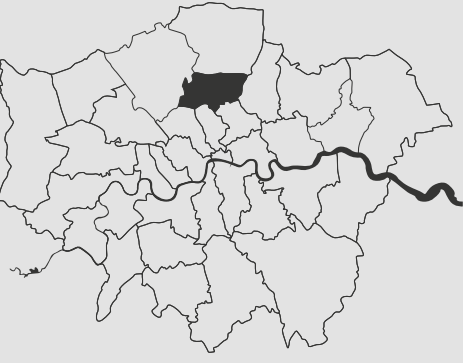
[www.lbhf.gov.uk](http://www.lbhf.gov.uk)



# HARINGEY

## CONTEXT

Haringey has enormous potential for growth with a range of prominent development sites. The council’s regeneration plans for Tottenham have secured more than £1billion of public and private backing, with opportunities to deliver 10,000 new homes and 5,000 new jobs by 2025. In Wood Green, proposals for significant redevelopment could bring 6,000 new homes and create 4,000 new jobs, and return one of London’s historic town centres to its former glory, including a £26.7m restoration of Haringey’s most famous landmark, Alexandra Palace – the birthplace of television.



**Population Forecast:**  
2014: 255,500  
2026: 293,757  
Houses built per annum (targeted):  
1,502

[www.haringey.gov.uk](http://www.haringey.gov.uk)

## CORE STRATEGY Adopted 2013 – currently under review

### Housing

Dedicated ‘family housing protection zones’ and a portfolio-based approach to housing mix and tenure seeks to create the best neighbourhoods for the borough, with creative communities living in converted industrial premises recognised in the emerging Local Plan.

### Transport

A new Transport Strategy, currently under development, seeks to fully exploit the opportunities from potential new Crossrail 2 stations in Zone 3, and investment in National Rail lines, London’s Cycle Superhighway network, and the London Overground network.

### Commercial Development / Economic Development

Aiming to create 22,000 new jobs by 2030, policies include safeguarding strategic manufacturing and industrial spaces, business rate discounts of 30% to businesses opening in new and converted workspaces, and CIL exemption for new employment floorspace.

### Tall Buildings

Haringey Council has completed an Urban Characterisation Study, which identified a defined number of important highly accessible development areas which may be suitable for taller or larger buildings of appropriate quality.

### Public Realm

Policies include ensuring no net loss of open space, planned investment in key new public realm infrastructure across regeneration areas, and the emerging ‘Green Grid’ to connect the Lee Valley Regional Park with parklands and open spaces.

## KEY DEVELOPMENT AREAS

### 01 Tottenham Hale

The first phase of the Tottenham Housing Zone, this 30-hectare area will be transformed with a new town centre, 5,000 homes, 4,000 jobs, and a Green Network to connect Tottenham Hale with 10,000 of acres of green space at Lee Valley Park via new bridges and pedestrian links. As the first London interchange for passengers arriving from Stansted Airport, Tottenham Hale is seeing a £110 million investment from Transport for London for a new underground station due for completion in 2018. It is also earmarked as a Crossrail 2 station site.



01



02

### 02 North Tottenham

The second phase of the Housing Zone, this regeneration area will deliver 4,800 new homes, creating a vibrant, mixed and sustainable community and leisure destination. Tottenham Hotspur’s new £600m 61,000-seater stadium will make the area home to London’s largest Premier League club ground. Connections to and from North Tottenham are set to dramatically improve with a £14m upgrade planned for White Hart Lane, West Anglia mainline track upgrades, Crossrail 2, and the CS1 Cycle Superhighway.

### 03 Seven Sisters

Tottenham’s southern gateway – well-connected by Tube, Overground and bus services – Seven Sisters is starting to deliver its potential, with Bellway’s Lawrence Road scheme bringing forward more than 260 new homes. Grainger’s Seven Sisters Regeneration Scheme plans for 40,000 sq ft of first-class retail development and hundreds of new homes. Planning permission has been granted for a major mixed-use scheme on the Apex House site with 163 new homes, space for a new Seven Sisters Market, and significant improvements to the streetscape.

### 04 Wood Green

A dedicated regeneration plan is underway to return Wood Green, the borough’s main commercial and leisure hub, to one of London’s top Metropolitan town centres and unlock the area’s potential for major new housing growth – including on land owned by the council. Regeneration plans include 60,000 sq ft of new employment space, 6,000+ new homes, 4,000 new jobs, a revitalised town centre with modern shops, restaurants and bars, and the £26.7m restoration of Alexandra Palace to create one of London’s top destinations.



03

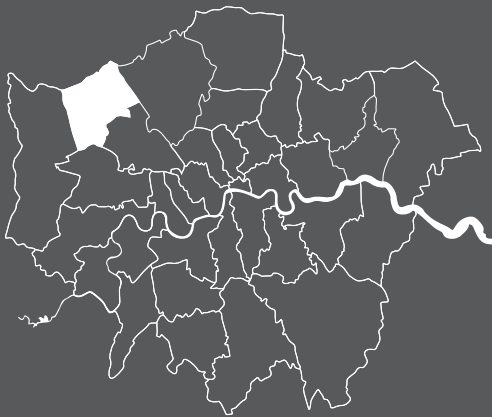


04



# HARROW

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Covering an area of approximately 20 square miles, Harrow is primarily a residential suburban area and has a relatively small area of land devoted to employment and industrial use. The borough's £1.75 billion 'Heart of Harrow' plan is now well developed, which will see the development of over 5,500 new homes and 3,000 new jobs, with development sites including Kodak; the Leisure Centre site; Harrow on the Hill station and neighbouring development sites; and major town centre sites at Lyon Road and Gayton Road. There are a total of 22 development sites across the Opportunity Area as a whole. The council's existing Civic Centre offices are to be redeveloped to free up their valuable central location into new homes, schools, public spaces, community spaces and offices, with the council headquarters moving to Wealdstone.

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**Population Forecast:**

2014: 246,000

2026: 259,493

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[www.harrow.gov.uk](http://www.harrow.gov.uk)



# HAVERING

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The council's main priority is business growth, supported by recent upgrades to public realm in Upminster and Hornchurch town centres. Plans are advancing to build more than 3,500 new homes in Romford town centre, including up to 300 in the Northern Riverside area and up to 700 in Bridge Close, with Romford Market also earmarked for a makeover. Also within Romford, work is set to commence on a £25m retail leisure development in the heart of the town centre after the council completed its land-swap deal with Morrisons. Proposals to turn a 1.3km stretch of the congested A13 into a 'flyunder', mitigating two notorious bottlenecks, are continuing following the Chancellor's request to Transport for London to draw up plans to finance the scheme, whilst further transport improvements include a new rail station at Beam Park, and the opening of Crossrail 1.

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**Population Forecast:**

2014: 247,500

2026: 276,68

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[www.havering.gov.uk](http://www.havering.gov.uk)

# HILLINGDON

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The arrival of Crossrail will improve rail connections in Hillingdon and act as a catalyst for growth and regeneration, particularly the modernisation of Hayes town centre station as a public transport interchange. The borough has recently won funding from the London Regeneration Fund for a £2m scheme of improvements to Uxbridge Town Centre. This will complement much greater private sector investment in the town centre underway over the next few years, including the transformation of the former RAF Uxbridge, Charter Place, and new retailers opening, renewing Uxbridge town centre and creating new job opportunities. With 4,970 hectares of Green Belt, the council has evaluated this land with recommendations for extension in certain areas – viewed as a key tool to maintain the character and identity of individual settlements.

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**Population Forecast:**

2014: 287,100

2026: 301,500

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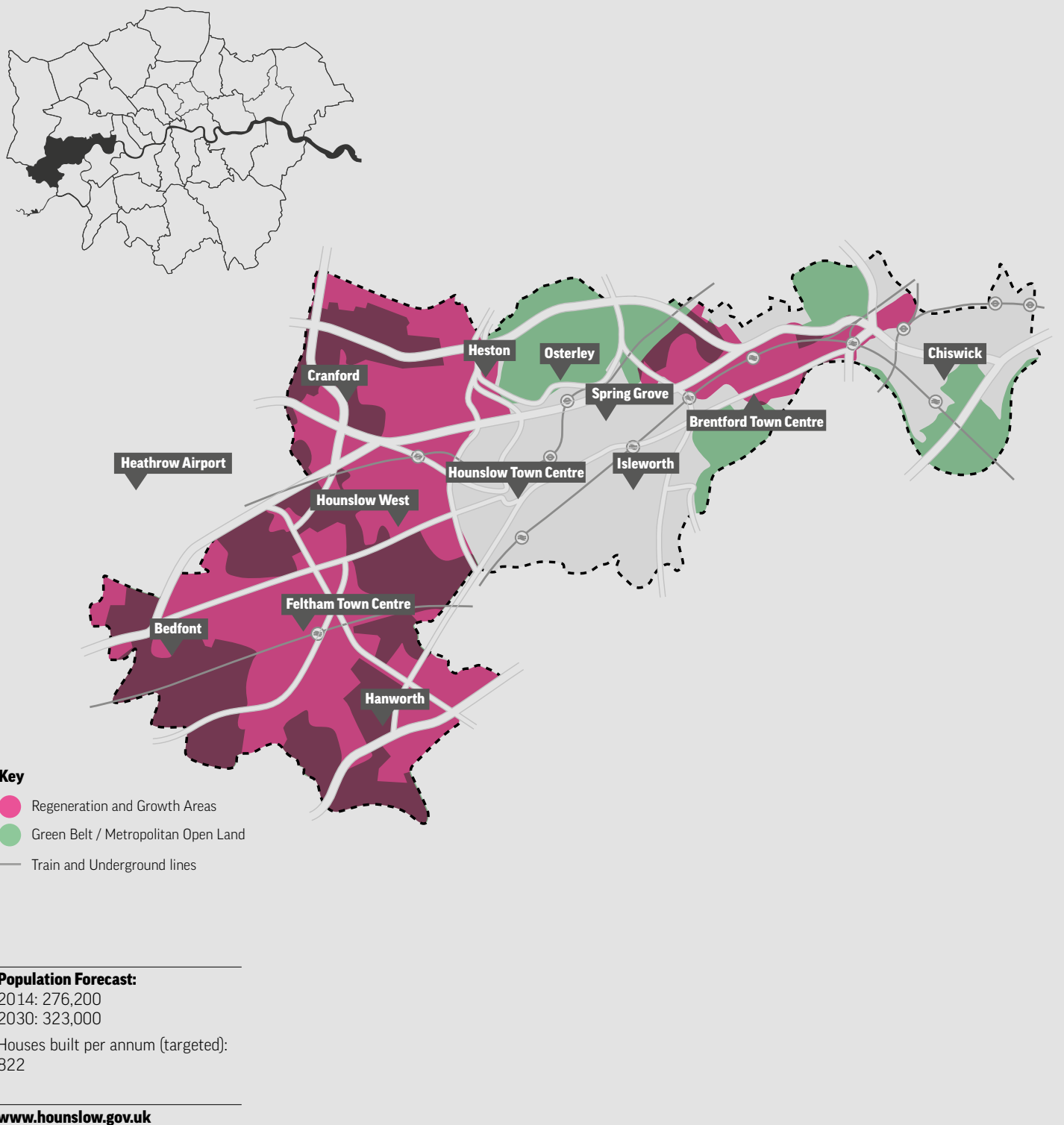
[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)



# HOUNSLOW

## CONTEXT

Hounslow is a growing borough, with a minimum of 12,330 additional new homes expected to be built between 2015 and 2030, providing a range of housing tenures, types and sizes in line with the identified need. This will be part of a sustainable development approach, with new community infrastructure provided to meet the needs of an expanding population. Building on the innovation of the “Golden Mile” that developed in the 20th century, the Great West Corridor will be transformed into a leading business destination for the 21st century, whilst a west of the borough plan will be prepared to deliver the Heathrow Opportunity Area.



## CORE STRATEGY Adopted September 2015

### Housing

Between 2015 and 2030, 12,330 additional dwellings are required to accommodate growth. Housing Zones in Feltham and Hounslow are expected to deliver 6,500 new homes, with further housing in the Great West Corridor and Heathrow Opportunity Areas.

### Transport

Strategic transport connections into, out of and through the borough are central to attracting investment and improving perceptions. The Local Plan includes proposals for two new rail services to the Great West Corridor and surface rail access to Heathrow.

### Economic Development

The council is looking to capitalise on anticipated employment growth, incentivised by the borough's proximity to Heathrow, central London and the Great West Corridor – with major office locations in town centres, Chiswick Business Park, and Bedfont Lakes Office Park.

### Tall Buildings

Hounslow supports high quality tall buildings in identified locations, which contribute to the area's regeneration, growth and sustainable development. Further guidance will be produced for the opportunities identified.

### Town Centres

The council seeks to maintain a network of successful town and neighbourhood centres, each with their own role and function, to provide shops, services and facilities needed to meet the needs of Hounslow's population.

## KEY DEVELOPMENT AREAS



01

01

### Great West Corridor

Building on the innovation of the 'Golden Mile' that developed in the 20th century interwar period, the council is seeking for the Great West Corridor to be transformed into a leading 21st century business destination. The delivery of well-designed mixed-use developments aim to build on the Great West Road's commercial legacy and the council will look to protect existing employment uses. This will be supported by the expected demand for high-grade office space from multinational corporations in high growth sectors such as hi-tech, media and pharmaceuticals.

02

### Western Area

The west of the borough is expected to provide opportunities for significant growth in housing and employment, with the Feltham Housing Zone expected to deliver approximately 3,000 new homes in and around the town centre. The proximity of Heathrow will mean optimal supply chain opportunities and continued major representation of international companies, distributive and support functions. The role of the Heathrow Opportunity Area will be further defined once the future role of the airport and its configuration is confirmed.

03

### Hounslow Town Centre

The borough's largest town centre is set for regeneration, with the Hounslow Town Centre Masterplan providing a framework of the future vision and development of the area, all underpinned by improved public realm and transport connections. Regeneration will involve promoting redevelopment of key sites, such as the High Street Quarter, as a focus for retail, leisure and entertainment growth, whilst a new market and performance space animates the western end of the High Street. Hounslow's Housing Zone will provide approximately 3,500 new homes in the area.

04

### Brentford Town Centre

Seeking to enhance Brentford town centre's distinctive riverside character, the council is developing redevelopment opportunities - including expanding retail, leisure, entertainment and cultural uses on allocated sites to the south of Brentford High Street, promoting the relocation of Waterman's Arts Centre to Brentford town centre, and providing a new market square in front of the old Magistrates Court. The Brentford football club development, further to the east, seeks to transform an industrial site, providing a community stadium together with new homes, public transport improvements and enhancements to the public realm, whilst bringing job and training opportunities for local people.



02



03



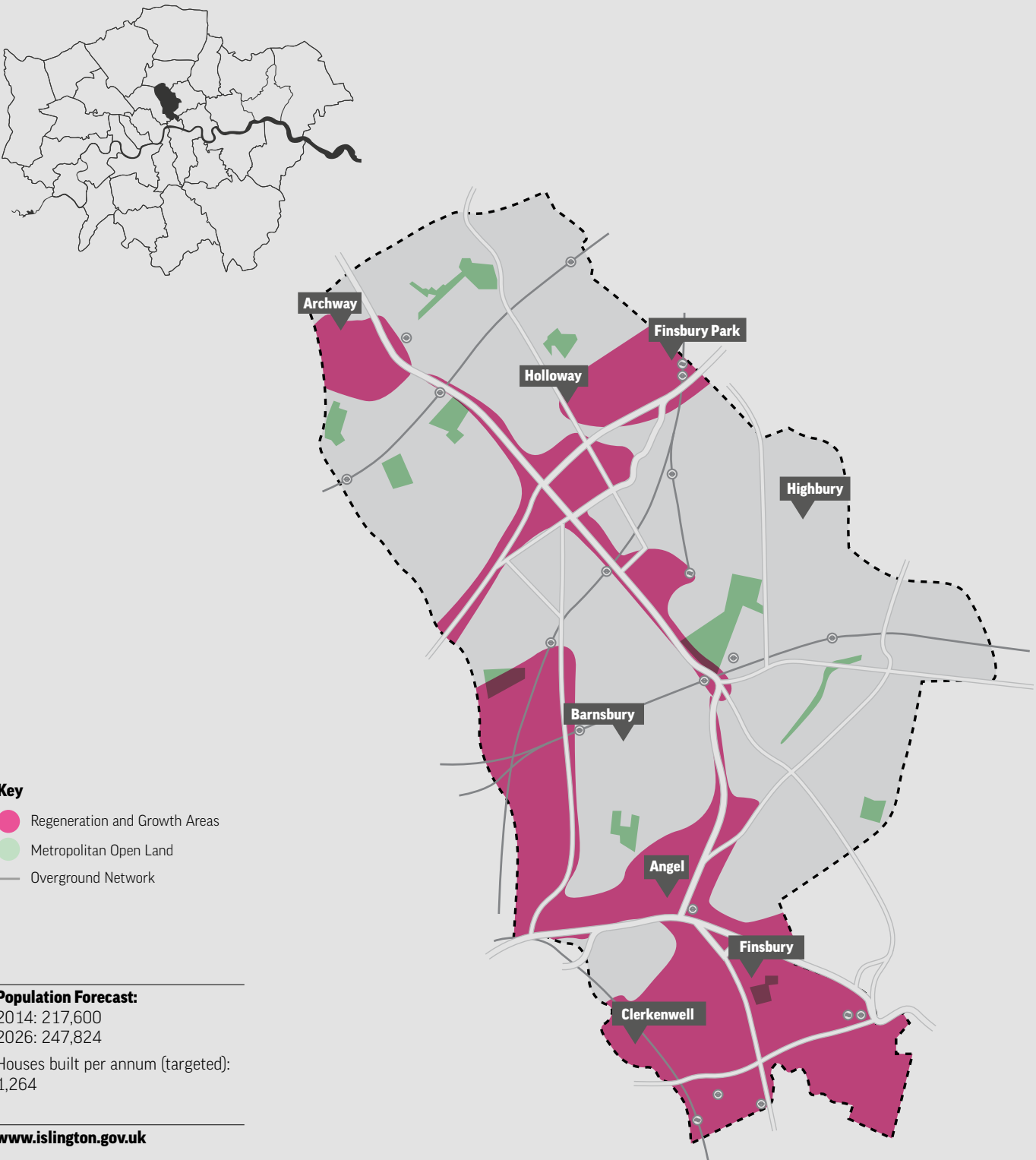
04



# ISLINGTON

## CONTEXT

The 2011 Census shows that Islington is now the most densely populated local authority in the UK, with 13,875 people per square kilometre (2.7 times that of the London average). The challenges facing the borough are considerable: fundamental to them all is the contrast between some of the most deprived neighbourhoods in the country next to areas of considerable wealth. Islington Council is working on its own developments and also many with partners, to make innovative use of scarce land and buildings to provide new and renovated homes.



## CORE STRATEGY Adopted February 2011

### Housing

An ambitious new build programme principally on council-owned land will build over 400 new homes, and is supported by the council's Housing Strategy 2014-19 delivery target of 500 new homes for social rent.

### Tall Buildings

Tall buildings are considered appropriate in a small number of locations, provided they are of high quality and satisfy clearly defined criteria.

### Transport

Islington has very high levels of road congestion – despite having the second lowest level of car ownership in England and Wales – which will be mitigated by council policy requiring all new development to be car-free.

### Commercial Development

Islington is planning for significant commercial development in the City Fringe Opportunity Area between Old Street and Moorgate, and around Farringdon station, where the arrival of Crossrail will create a world-class transport interchange.

### Economic Development

It is expected that the borough will see an increase in employment of between 35,000 to 45,000 jobs by 2027. 75 per cent of these jobs are expected to be in the Central Activities Zone, particularly in the City Fringe and around King's Cross station.

### Public Realm

As the most densely populated local authority area in the country, improvements to the public realm and open space are crucial. Inclusive design is a high priority and new developments must deliver safe, legible and logical environments.

## KEY DEVELOPMENT AREAS



01

01

### Old Street / City Fringe

The area of Islington on the fringe of the City of London is one of the most attractive locations for commercial development in London, and contains 'Tech City' – a cluster of technology, creative and digital sectors based around the Old Street roundabout. The council will continue to actively encourage employment floorspace in this area, with particular emphasis on affordable, flexible workspace accessible to small- and medium-sized enterprises. The council wishes to ensure that a significant volume of jobs can be accommodated and the area can build on its strength as a cluster of creativity and economic dynamism.

02

### King's Cross

The area of King's Cross, some of which is identified as an Opportunity Area in the London Plan, has undergone some radical change in recent years. This is set to continue for the lifetime of the Core Strategy plan period principally because of the construction that will take place in Camden on the King's Cross Central railway lands site. Opportunities exist to improve the street environment and in particular the pedestrian links between east and west from Barnsbury to the King's Cross site as identified in the King's Cross Place Plan. Cross boundary working with Camden will help to implement this and other policies for the King's Cross area.

03

### Finsbury Park

Finsbury Park is one of most deprived areas in the country, with an urban fabric severely constrained by roads, railways and poor quality public spaces, and sitting on the boundaries of three London boroughs, which further complicates a coordinated approach to resolving its persistent problems. However, the asset of a large open space at Finsbury Park itself is excellent, and improving public transport connections and the dynamism of the multicultural community make it a unique area with enormous potential. During 2013, a partnership of the three councils prepared The Finsbury Park Town Centre SPD, a spatial strategy to guide regeneration and propose interventions needed to enhance the area. In 2015, Islington adopted the Finsbury Park Development Framework SPD, which will guide current and future development to the west of the station.

04

### Archway

The removal of Archway gyratory has been a long-held aspiration for the council and the local community. Following an earlier public consultation, construction has started and is programmed to finish in summer 2017. The works will deliver a new public space in the heart of the town centre and introduce a new two-way traffic system, better balancing the needs of pedestrians, cyclists, public transport users and motorists. In 2011 the council committed £2 million towards these public space improvements including shop front improvements which have now been completed, and arts initiatives through Creative Islington's Animating Communities Initiative and business support.



02



03

Transport interchange at Finsbury Park



04

Archway's current public realm



# KENSINGTON AND CHELSEA

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With investment in regenerating forgotten pockets of the borough, the council is working on proposals to redevelop the vacant site between Trellick Tower and Elkstone Road to provide housing, and potential infrastructure development at the Kensal gas works which could create land for up to 5,000 homes. Working with Peabody, the borough saw the first phase of the Silchester Estate regeneration complete in July 2015, with the second phase now underway, whilst Catalyst Housing's work at Portobello Square will create a tenure-blind neighbourhood arranged along the restored traditional street pattern. The council is supportive of a potential Crossrail 2 station in Chelsea, and continues to work with its residents and TfL to get the best outcome for the borough.

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**Population Forecast:**

2014: 160,900

2026: 174,737

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[www.rbkc.gov.uk](http://www.rbkc.gov.uk)

# KINGSTON UPON THAMES

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The borough's key challenge remains housing delivery, in particular affordable housing delivery, due to a lack of sites and high competition for land. To remedy this, the council has lowered its threshold for development schemes to contribute affordable units from 10 units down to five, and is revising its Affordable Housing SPD to guide developers on how affordability will work for schemes of less than 10 units. Recent public realm improvements to Kingston's Ancient Market Place have brought increasing numbers of users, and will soon see 1,500 new housing and student accommodation units completed, adding to the diversity of the centre. Further development will be focussed at Tolworth District Centre and The Hogsmill Valley. The Thames riverside is another area leveraging in private investment, with proposals for a boardwalk and a new riverside public space.

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**Population Forecast:**

2014: 166,100

2026: 173,624

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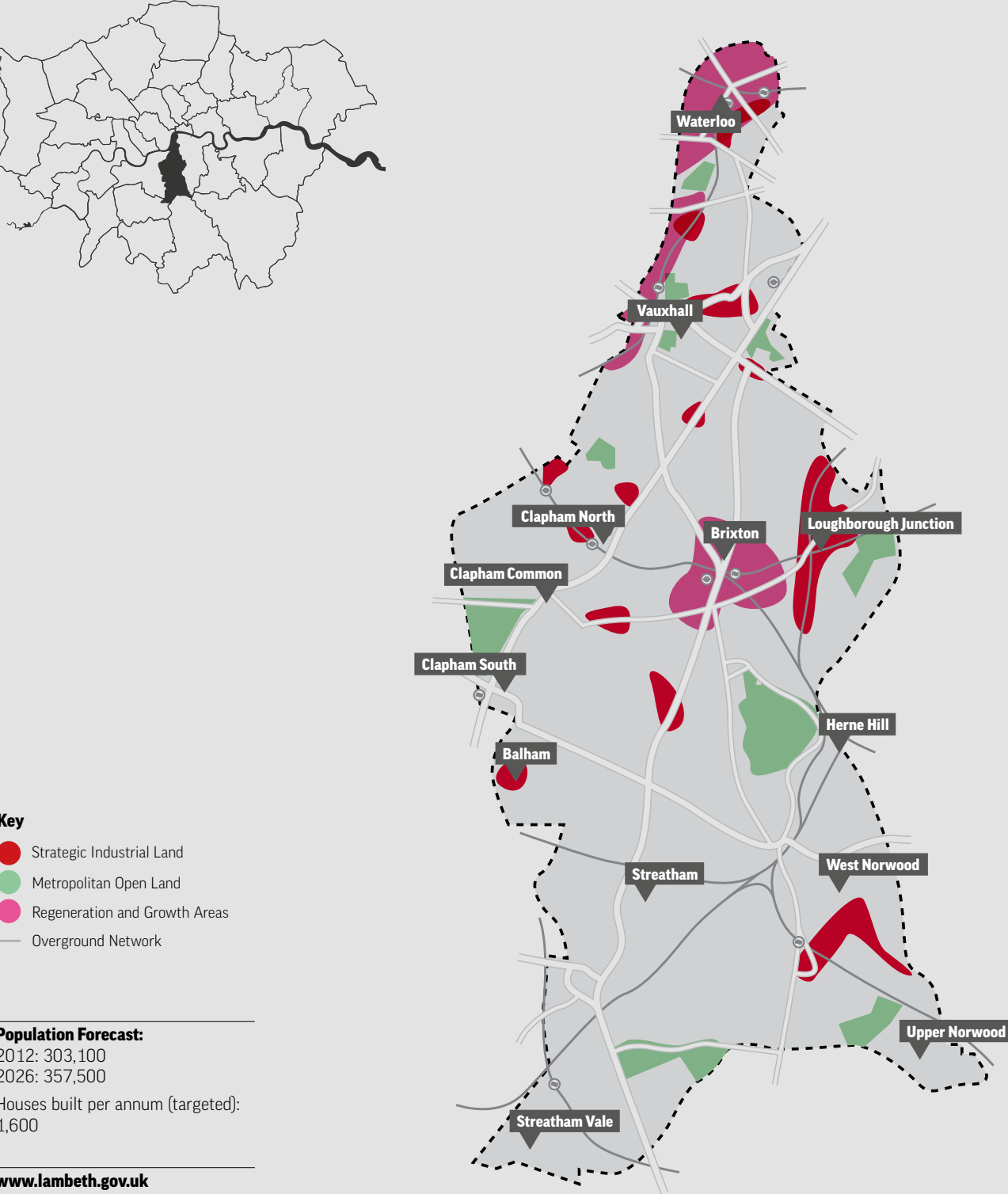
[www.kingston.gov.uk](http://www.kingston.gov.uk)



# LAMBETH

## CONTEXT

Lambeth offers the potential for more than 40,000 new jobs and 32,000 new homes over the next 20 years. Keen to utilise its central Thames-side location and exceptional arts and cultural offer, major schemes continue to come forward in Waterloo, Brixton and Vauxhall. The Lambeth Local Plan and area-based guidance for these key areas provide a framework that seeks to: support town centres, attract business, and provide affordable homes and supporting infrastructure to sustain successful vibrant communities. Since 2014, the council's use of CIL has produced a 10 per cent increase to neighbourhood funding to support local communities as change and growth happens.



## CORE STRATEGY Adopted April 2015

- Culture**

The South Bank is one of the world's leading cultural destinations and is set to become even bigger, with proposals for the South Bank Centre, the National Theatre, and the new Garden Bridge. Vauxhall is emerging as a rejuvenated cultural quarter.
- Economic Development**

By 2030 Lambeth will be a key part of central London's thriving economy, with a skilled workforce, a growing number of businesses and jobs providing opportunities for local people, and Business Improvement Districts in all of the town centres.
- Housing**

The council has committed to build 1,000 new homes at council rent in the next four years, with all neighbourhoods seeking to enable healthy and sustainable lifestyles, and offering a high proportion of affordable new homes.
- Growth**

Growth in housing and jobs will be mainly focused on the Waterloo and Vauxhall Opportunity Areas and the major town centres of Brixton and Streatham.
- Education**

The borough needs approximately 5,000 additional primary school places, 600 additional nursery class places, and 2,300 additional secondary school places, with an emphasis on childcare, play and youth provisions and reconfigured further education premises.
- Leisure**

The council is further expanding its cultural and leisure facilities, with a theatre forming the centrepiece of the Somerleyton Road proposals in Brixton, three new leisure centres, and a new cinema as part of the redevelopment of the Nettlefold Centre in West Norwood.
- Transport**

Lambeth is looking to increase public transport capacity at the interchanges of Waterloo, Vauxhall and Brixton, whilst a forthcoming Northern Line station at Vauxhall, and the remodelling of Vauxhall and Stockwell gyratory systems, will create a better environment for travelling in the borough.

## KEY DEVELOPMENT AREAS



01

**03 Brixton**  
Brixton is an important cultural destination, with markets, the Black Cultural Archives, restaurants and shops. The Somerleyton Road scheme will create 300 new homes, a new theatre, community and employment space, through a unique partnership between the council, Ovalhouse Theatre and Brixton Green. 'Your New Town Hall' will produce 14,000 sqm of new council office space, around 200 new homes, and a major refurbishment of the town hall to focus on community enterprise. These schemes run alongside an enterprise focused 'meanwhile' programme, including POP Brixton and the Impact Hub.

03

**04 Clapham, Streatham and West Norwood**  
The biggest expansion in leisure provision in Lambeth's history saw three new leisure centres opened in as many years. Streatham's new Ice and Leisure Centre which opened in late 2013; West Norwood Health and Leisure Centre, opened in July 2014, includes a new health facility, dental school and swimming pool, while the Clapham project produced a library and health centre. Major improvements to the public realm in West Norwood and Streatham have also completed.

**01 Vauxhall**  
Over the next ten years, the regeneration area known as Nine Elms on the South Bank, which stretches from Battersea Power Station to Lambeth Bridge, will see 18,000 new homes and up to 25,000 new jobs. The Vauxhall area will see 3,500 new homes and 8,000 new jobs. The Northern Line Extension will bring a new tube station on Wandsworth Road, while Vauxhall – too long dominated by traffic – will become a lively riverside town centre. The council is working with TfL on removing the one-way system at Vauxhall gyratory, opening up streets and creating a local environment more appropriate to a vibrant town centre.

**02 Waterloo**  
Unprecedented growth will result in significant changes to the area, including 15,000 new jobs and 1,900 new homes over the coming years, matched by the ambitious range of infrastructure, public realm and open space projects underway. Waterloo Station, the UK's busiest railway hub, is planning for growth with the preparation of a major masterplan. Designs for enhancing pedestrian, cycle and vehicle movements on the 'IMAX' roundabout are progressing, along with the extension of the Lower Marsh Regeneration Programme to Westminster Bridge Road, and investment in Millennium Green, Archbishop's Park and other public places.



02



04



# LEWISHAM

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Lewisham is anticipating an additional 70,000 residents by 2031, with growth focused on the designated Regeneration and Growth Areas of Deptford, New Cross and Lewisham and Catford town centres. This 'growth corridor' has the potential to deliver over 80 per cent of the borough's new housing provision. Following its extensive refurbishment, Catford Broadway is now a designated pedestrian zone, while TfL are carrying out a study into the notion of a partial re-routing of the South Circular (A205). Work has commenced on Catford Green, the mixed-use redevelopment of the former Greyhound Stadium site, while the council's acquisition of Catford Shopping Centre means it is now in a much better position to drive forward the wider regeneration of the town centre. Overall the Catford Town Centre Local Plan includes provision for around 1,700 new homes by 2026.

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**Population Forecast:**

2015: 286,000

2026: 317,000

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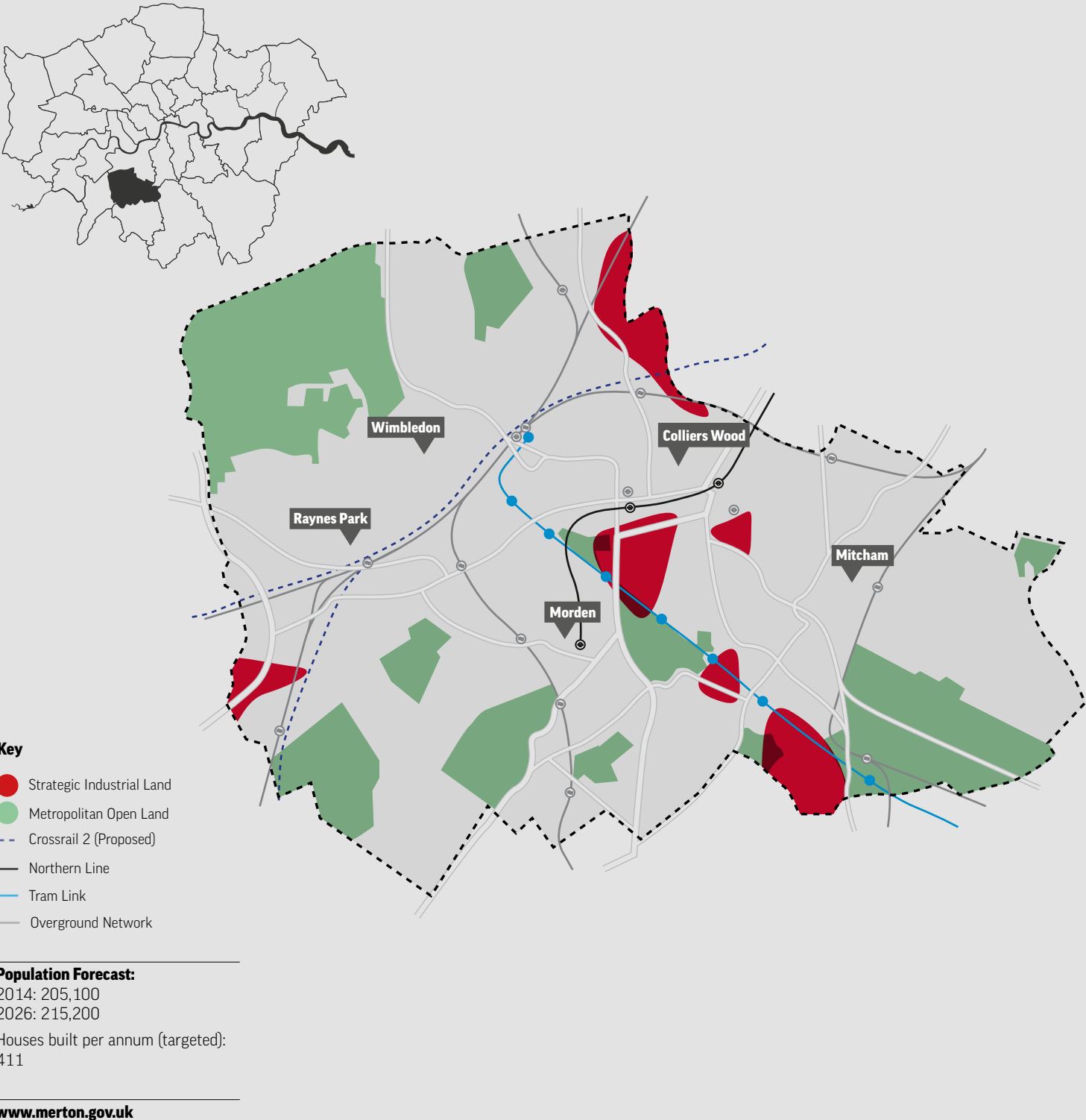
[www.lewisham.gov.uk](http://www.lewisham.gov.uk)



# MERTON

## CONTEXT

Merton is one of the city’s greenest boroughs with significant open spaces, including Wimbledon and Mitcham Commons, and the Wandle Valley Regional Park. It has a rich history but is also a typically suburban borough, developed in the 1930s with the arrival of the Underground and suburban rail routes. Nowadays, the borough is in transition, with a suburban south, urban north, and an ever-younger population. The council seeks to protect many of Merton’s cherished suburban neighbourhoods and support growth and development in and around town centres, particularly in the Northern Line corridor of Morden, South Wimbledon and Colliers Wood.



## CORE STRATEGY Adopted December 2014

### Housing

The changing population has shifted the demand from family homes to one- and two-bed properties, the majority of which will be accommodated in locations with Northern Line connections. The borough plans to accommodate 4,100 new homes by 2026.

### Transport

The borough and TfL are planning extensions to the tramlink network between South Wimbledon, Morden and Sutton. Crossrail 2 will be a catalyst for economic growth, with a major hub in Wimbledon town centre.

### Commercial & Economic Development

Central Wimbledon is Merton’s commercial powerhouse, containing over half of the borough’s jobs, and will be enhanced as a growing outer-London office location with the Future Wimbledon masterplan coordinating opportunities around Crossrail 2.

### Tall Buildings

Recognising the growth potential of Merton, the policy designates Colliers Wood and Morden as appropriate locations for tall buildings. Wimbledon Broadway is also identified as being capable of accommodating a small increase in building height.

### Public Realm

Large-scale improvements in Mitcham Fair Green and Colliers Wood, completing in 2017, will be matched by updates to Morden’s dated public realm as part of the new Housing Zone, including removal of the gyratory by 2019, in partnership with GLA and TfL.

## KEY DEVELOPMENT AREAS

### 01 Colliers Wood & South Wimbledon

Colliers Wood is changing fast, revealing the area’s rich history with William Morris-inspired public realm designs, and the Merton Priory visitor centre planned to open in 2018. The Council, joined by GLA, are investing in the public realm to help transform Colliers Wood from dated out-of-town retail parks into an emerging urban centre. The once derelict Brown & Root tower is now being redeveloped to provide over 150 apartments for the private rental sector.

### 02 Morden Housing Zone

Morden developed as the main terminus for the Northern Line in 1926, and is south London’s only ‘Metroland’ suburb. The council’s plans focus on how intensification can strengthen this centre’s economy and character, whilst hosting one of the Mayor’s Housing Zones, which will deliver 1,100 new homes and a new commercial offer in partnership with Merton Council and TfL. Development is set to commence in 2018, completing for Morden’s centenary in 2026.



01



02

### 03 Rediscover Mitcham

The first phase of Rediscover Mitcham completed in 2016 with the creation of Mitcham Market Square and Clocktower Gardens at Mitcham Fair Green, embracing its origins as one of London’s village greens. Due to complete by 2018, the next phase will re-open London Road as a bus-only street, concentrating footfall and economic activity in the heart of the town, which was left isolated after pedestrianisation in the 1990s.

### 04 Future Wimbledon

Following an international design competition in 2014, Merton is now preparing a masterplan to guide growth and investment in Wimbledon, in tandem with emerging plans for Crossrail 2. Planning for 2030, the masterplan will highlight Wimbledon’s opportunities for growth in employment, retail and culture as well as reshaping Wimbledon’s streetscape to create more civic space, reduce traffic dominance and green the town centre.

### 05 Sports Infrastructure

Merton has a strong sporting legacy that continues to evolve, with the All England Lawn Tennis Club investing in new facilities to improve the visitor experience and maintain Wimbledon’s position as the world’s premier tennis championships, whilst approved plans will redevelop Wimbledon Greyhound Stadium as a new 20,000-seat football stadium for AFC Wimbledon. The council is also replacing the 1960s Morden Pools with a state-of-the-art leisure centre in Morden Park, opening in 2018.



03



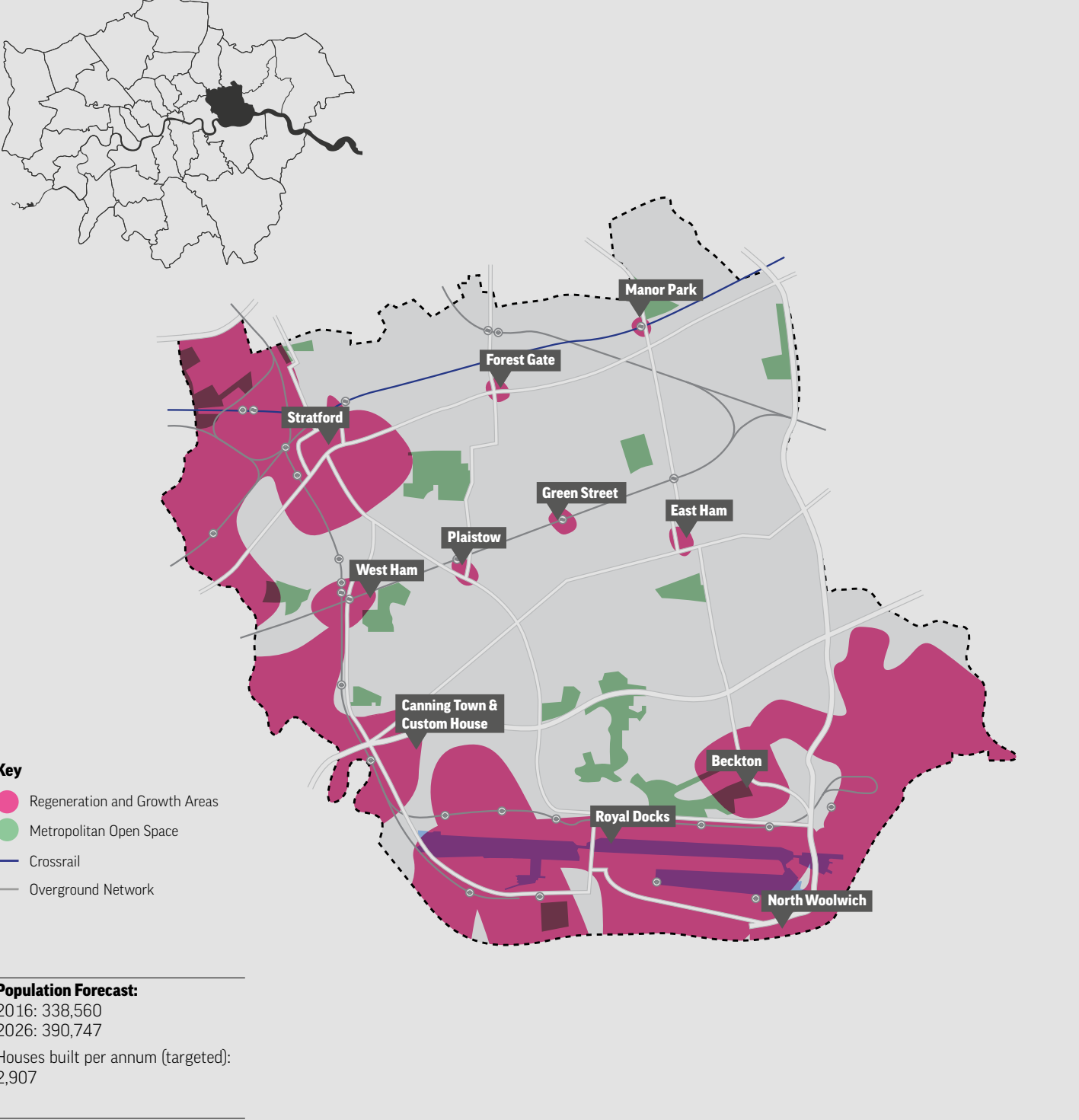
04



# NEWHAM

## CONTEXT

At the heart of East London and a few miles from the City, Newham has an abundance of development land, excellent transport links and a young, energetic and increasingly skilled workforce. It is envisaged that by 2027 at least £22 billion will have been invested in the area with 37,000 new homes and tens of thousands of new jobs created. The arrival of Crossrail will further strengthen connectivity. Newham’s Core Strategy strives to create a place where people choose to live, work and stay, achieved through large-scale high quality new development in the Arc of Opportunity (Stratford, Lower Lea Valley, Canning Town, Custom House and the Royal Docks) as well as smaller scale incremental change around existing town centres.



## CORE STRATEGY Adopted January 2012

### Successful Places

At the heart of the Core Strategy is the concept of place-making, with vision-based policies for different localities in the area to reinforce their strengths and address their weaknesses.

### Housing

Family housing is a key priority: 39 per cent of new homes are to be three-bedroom properties. The loss of family-sized housing to flat conversions is resisted, and, conversely, the de-conversion of flats to family houses is encouraged.

### Transport

Transport policies encourage the shift to more sustainable and active travel patterns, supported by significant investment in the public realm, capacity and connectivity, notably the borough's five new Crossrail stations.

### Economic Development

The 35-acre site at Royal Albert Dock is being transformed into a new business district, with an estimated 20,000 new financial and business sector jobs anticipated. Local people's access to jobs is promoted through employability interventions delivered through the council's job brokerage service, Workplace.

### Sustainability and Climate Change

Sustainability policies wrap around the other thematic policies, seeking to future-proof design and locational decisions against climate change, flood risk and pressures on habitats, energy and water resources.

## KEY DEVELOPMENT AREAS



01



02

**01 Stratford**  
Stratford is east London's emerging Metropolitan Centre, and a major transport node with high-speed rail, Tube, DLR and - from 2018 - Crossrail services. With Stratford International Station ready to accept international services, the focus is now on ensuring the new developments, including Queen Elizabeth Olympic Park and East Village, function effectively alongside the historic Stratford town centre and the significant new developments. These include major new schemes along the High Street such as Strand East, University Square and the redevelopment of the Carpenters Estate and Stratford Island sites.

**02 Canning Town and Custom House**  
The £3.7 billion Canning Town and Custom House regeneration programme will provide 12,000 new homes, two improved town centres, improved public realm, as well as retail, leisure and community facilities, resulting in a fundamental change to the local built environment. Hundreds of new homes have already been delivered with more under construction, along with a new primary school, a revitalised market square and new shopping facilities. Meanwhile, Custom House is set to benefit from the arrival of Crossrail services in 2018, and the centre of this neighbourhood will be regenerated with new homes, retail and commercial space.

**03 The Royal Docks**  
Comprising 13 miles of water frontage, the Royal Docks are already home to economic drivers such as London City Airport, the University of East London, ExCeL, the Siemens Crystal, and London's first Enterprise Zone. The Docks are set to receive a £1 billion investment from ABP which will create 20,000 jobs, making the Docks an international trading hub again. A Chelsfield-led consortium will see more than three million sq ft of mixed-use space delivered at Royal Victoria Dock. New attractions will sit alongside the Emirates Air Line to activate the waterfront. Crossrail's arrival at Custom House will put the area less than fifteen minutes from the West End and forty minutes from Heathrow.



03



04

**04 Lower Lea Valley Walk**  
This project aims to connect the existing 80-kilometre Lea Valley Walk with the River Thames by creating new routes and improved accessibility on the River Lea from Queen Elizabeth Olympic Park to the Royal Docks. Running past historic sites such as Three Mills, Cody Dock and the Leamouth Peninsular, the walk will have an important function in terms of preserving habitats such as those found at Bow Creek Ecology Park. The council has been working with the London Legacy Development Corporation and LB Tower Hamlets to complete the first phase of works to open up the route and deliver new and enhanced walkways, connections and landscaping.

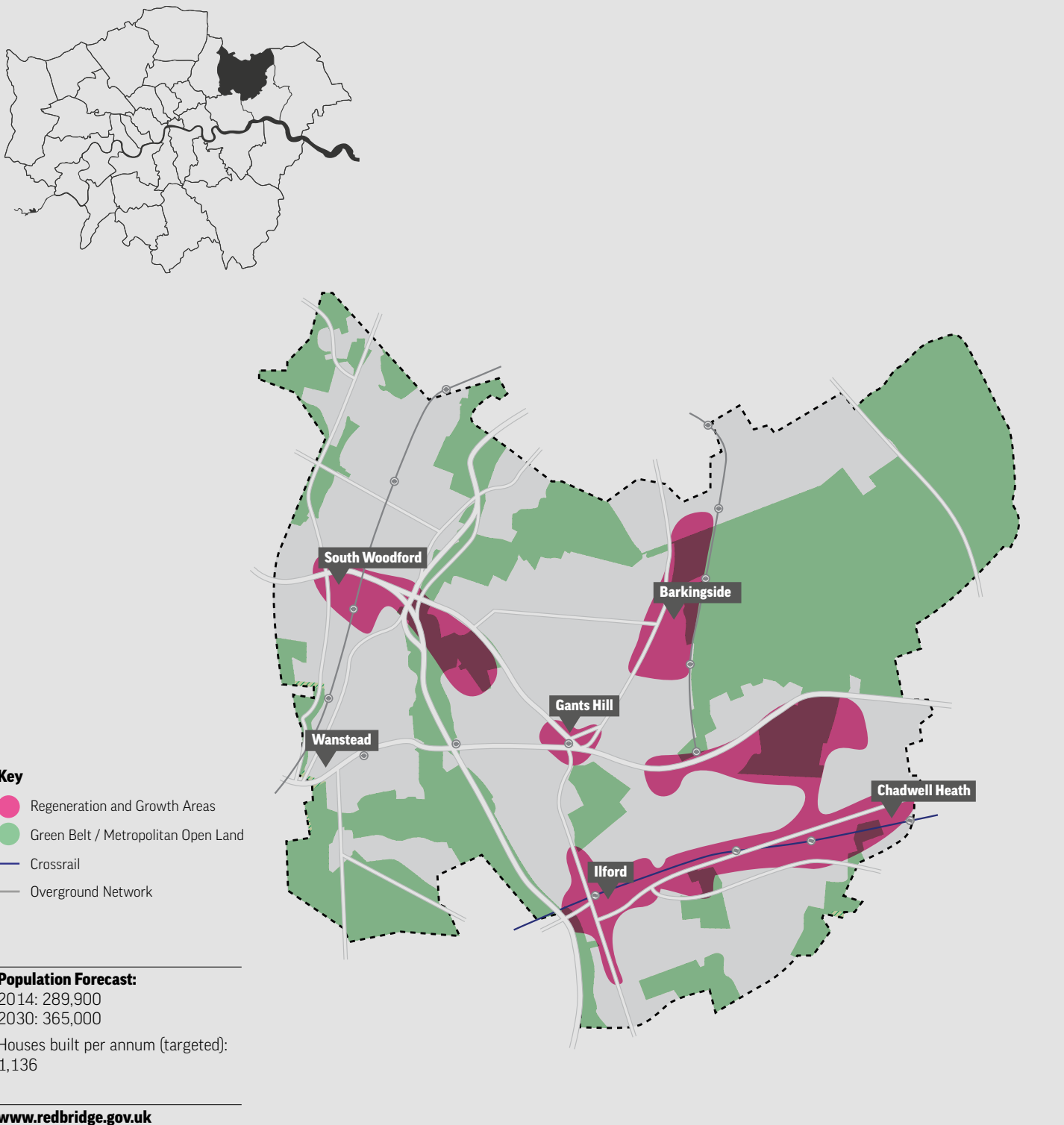
**05 Urban Newham**  
Urban Newham includes Forest Gate, Manor Park, East Ham, Green Street and Plaistow – the council's objective is to improve the quality and distinctive identity of these places, contributing to their success and popularity as somewhere to live, work and stay, strengthening the roles of existing centres and providing better connections within and across the area. The vision includes a greater focus on housing quality and family housing, improving the vitality and viability of town centres, increasing employment, better aligning infrastructure to community needs and enhancing the character of the areas.



# REDBRIDGE

## CONTEXT

Redbridge is an outer borough with a growing, culturally rich and well-educated community, which is experiencing significant population growth. In order to accommodate the level of population growth projected for the next 15 years, the draft Redbridge Local Plan 2015-2030 proposes a sustainable growth model through the identification of five broad Investment Areas. Each is based on established town centres and transport nodes that could support a range of land uses, helping to revitalise town centres and local employment and leisure opportunities while also providing new community facilities and homes.



**CORE STRATEGY** Adopted 2008, draft Redbridge Local Plan 2015–2030 due to be adopted

### Housing

The borough's housing policies seek to deliver 7,600 new homes between 2011 and 2021, comprising a wide range of types, tenures and sizes.

### Transport

Crossrail's introduction to the borough in 2019 will improve connectivity from Redbridge to the City, West End and Heathrow through increased service frequency, reduced journey times and enhanced strategic interchanges to the wider transport network.

### Commercial Development

Ilford is the largest town centre, identified within the London Plan as a Metropolitan Centre and Opportunity Area. Local policies support a hierarchy of town centres, including five district and seven local centres, to provide a range of goods.

### Economic Development

#### KEY DEVELOPMENT AREAS



01

### 03 Barkingside

Work is nearing completion on a new town square in Barkingside, funded by a £2.2m grant from the Mayor of London, including match funding from the council. The proposed Barkingside Investment Area is served by two London Underground Central Line stations at Barkingside and Fairlop and is supported by the recreational opportunities of Fairlop Waters Country Park. Vision Redbridge Community and Leisure, a charitable leisure trust set up by the council, is investing in a series of upgrades to develop the park as a major regional leisure facility, while neighbouring Hainault Forest Country Park, managed by the Woodland Trust, provides further leisure opportunities.



03

### 04 Gants Hill

Located on the strategic A12 road, the area contains a London Underground Central Line station and is well served by bus routes. A number of large developments and improvements to the central traffic roundabout have already transformed the town centre. Gants Hill has developed a good reputation for its evening economy offer and has achieved 'Purple Flag' status. In addition, the centre is classified within the 'Further Alterations' to the London Plan as being a part of London's night-time economy cluster. Further development potential exists, including for a medium-sized supermarket and additional housing.

01

### Crossrail Corridor

Serving the south of the borough where population increase is most rapid, this area is the subject of the Crossrail Corridor Area Action Plan, which sets out how the borough will maximise the benefits of Crossrail through development and regeneration along the High Road from Ilford Town Centre, through Seven Kings and Goodmayes to the borough boundary at Chadwell Heath. The proposed investment area extends north of the corridor to incorporate land at Goodmayes including large strategic sites that form part of the NHS estate. These sites provide important opportunities for new family housing and community facilities surrounded by extensive open space and recreational facilities.

02

### Ilford Metropolitan Centre

Ilford's growth potential is specifically recognised in the London Plan and an Area Action Plan (AAP) is already in place. The Ilford Town Centre Investment Area already benefits from the highest levels of transport accessibility and is set to gain from the introduction of Crossrail. The AAP identifies Ilford as an appropriate location for intensification and seeks to strengthen the night-time economy. The proposed Investment Area also embraces the retail success of Ilford Lane, which is contiguous with Ilford Town Centre and has emerged as a notable niche-shopping destination in east London.



02



04

# RICHMOND UPON THAMES

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The borough's main regeneration aims are targeted at Twickenham Town Centre, with key sites including Twickenham Station, the former Royal Mail Sorting Office site, and replacing an underused private car park and run-down and unattractive buildings. The co-ordinated development approach seeks to create a new heart for the town that would serve to draw people to the river and to the Diamond Jubilee Gardens, and improve the public realm – particularly to reduce the dominance of through traffic and to consolidate the retail core. The council is working with local residents and stakeholders on proposals for Ham Close, to improve the quality and appearance of the housing provision on the site, increase the amount of affordable housing provision, and create better access and delivery of community services.

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**Population Forecast:**

2014: 190,900

2026: 196,421

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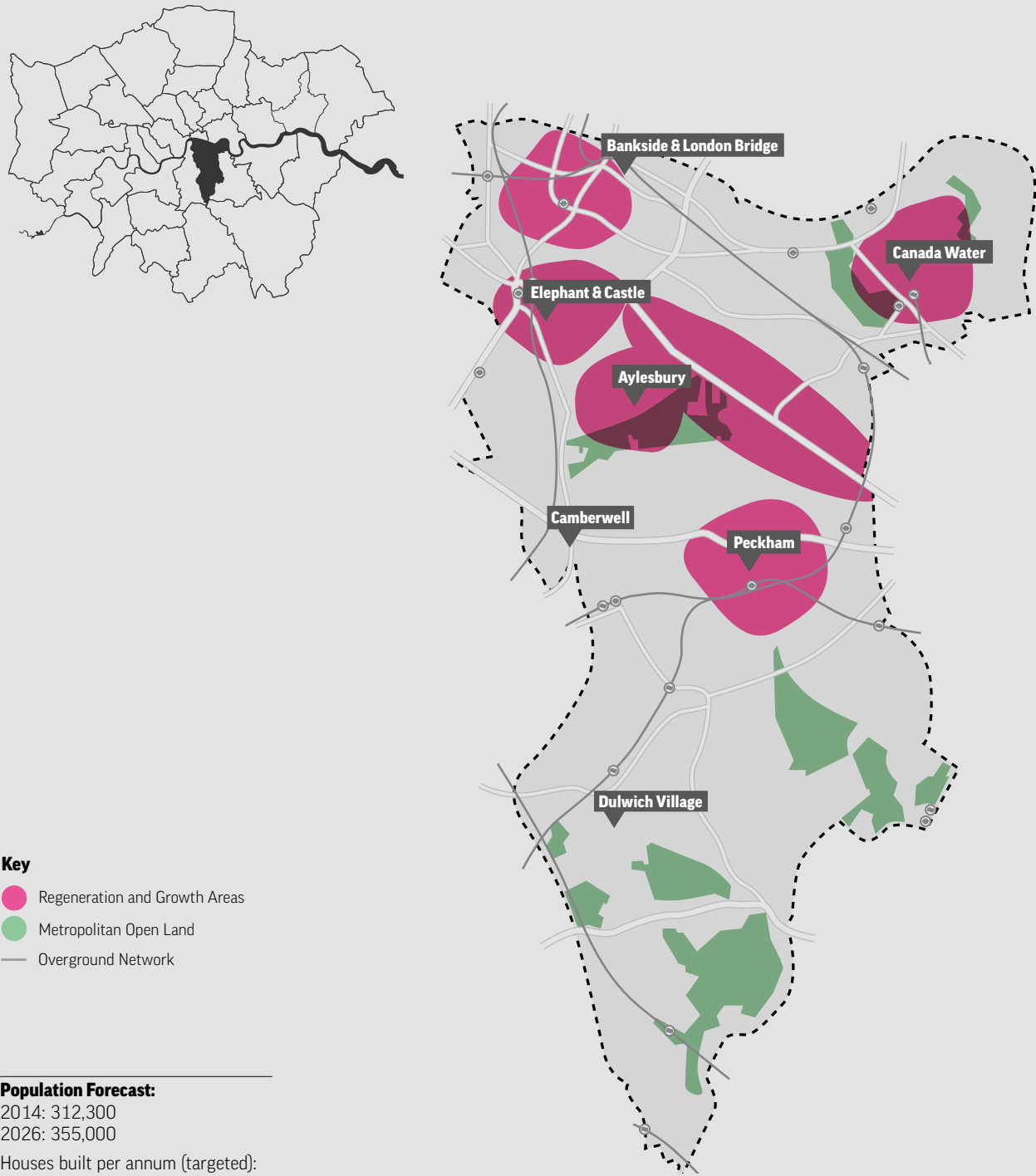
[www.richmond.gov.uk](http://www.richmond.gov.uk)



# SOUTHWARK

## CONTEXT

Southwark is a diverse inner London borough, encompassing a world-class cultural and business cluster around Borough, Bankside and London Bridge near the riverbank in the north (which includes the Shard and Tate Modern) and leafy suburban Dulwich in the south. In between, vibrant inner city neighbourhoods such as Peckham, Camberwell, Walworth and Bermondsey are undergoing rapid change. The council is currently preparing the New Southwark Plan (NSP) which will help manage the evolution of all the neighbourhoods in the borough, including key regeneration areas such as Canada Water, Elephant and Castle, Peckham and the Old Kent Road.



## CORE STRATEGY Adopted April 2011

### Housing

Having delivered some of the highest numbers of new and affordable homes in London between 2010-2014, the council is continuing this commitment with plans to build 11,000 new council homes and improved access to private, student, elderly and wheelchair housing.

### Travel

Committed to improving cycling, walking and public transport infrastructure, the council are also supporting car-free developments, low levels of parking, initiatives to reduce pollution and congestion, and are campaigning for a Bakerloo line extension to Old Kent Road.

### Public Realm

The council seek to maintain and enhance local distinctiveness while enabling new development to improve and increase accessibility through high quality urban design, evidenced at the ongoing Heygate and Aylesbury estate regeneration.

### Economic Development

Southwark has policies for offices, railway arches, small businesses, employment and training provided through development, and will continue to protect existing, and encourage further, business space in the town centres and growth areas.

### Commercial Development

Significant amounts of new retail and leisure space will be coming forward in Canada Water and the Elephant and Castle. Peckham, Southwark's largest town centre, will also benefit as a revitalised shopping destination.

### Tall Buildings

Southwark will continue to encourage tall buildings in the right locations within regeneration areas, such as Blackfriars Road and Canada Water, where they make a positive contribution to regeneration and have exceptional design quality.

### Environmental Standards

High environmental standards will continue to contribute to sustainable development and the borough's long-term regeneration, with standards such as BREEAM 'Excellent' required for any new commercial buildings proposed and delivered in the borough.

## KEY DEVELOPMENT AREAS



01

**01 Elephant and Castle and Aylesbury Estate**  
The Elephant and Castle will deliver 4,000 new units and 5,000 jobs over the next decade, with the first phases of Elephant Park well underway, and plans for the redevelopment of the shopping centre at an advanced stage. The Castle Centre, a new leisure centre, opened in Spring 2016. The council are also working with Transport for London and Witherford Watson Mann on the final stages of Elephant Square, a new public space that has replaced the northern roundabout to transform the environment and perception of Elephant and Castle. The regeneration of the Aylesbury Estate by Notting Hill Housing Trust will provide 3,500 homes over the next fifteen years.

**02 Peckham and Camberwell**  
Camberwell town centre is undergoing regeneration with a new library and public realm improvements at Camberwell Green. To the east, an Area Action Plan has recently been adopted for Peckham and Nunhead to guide developments and promote the regeneration of a number of key town centres. A new public square at Peckham Rye Station, delivered with Network Rail, aims to lead to major improvements to the public realm and quality of the built environment of a station which is becoming increasingly popular due to the Overground and connections to central London. The council are also supporting the proposal of a second branch extension of the Bakerloo Line to Camberwell and Peckham.

**03 Old Kent Road**  
The London Plan identifies the Old Kent Road as a new Opportunity Area with the potential for a significant increase in new homes and jobs. The council is developing an Area Action Plan/Opportunity Area Planning Framework to maximise the potential of low-density sites and deliver sustainable mixed-use regeneration, and are promoting the extension of the Bakerloo line in a similar model to the Northern Line extension which has unlocked development at Nine Elms.

**04 Bermondsey Spa and Canada Water**  
With the Grosvenor Estate taking a long-term interest in Bermondsey in their 800-unit, 2,000-job Biscuit Factory site, this area is set for massive regeneration, paired with the nearby Canada Water Opportunity Area where the council and partners are transforming the low-rise 1980's town centre, including Sellar and Notting Hill Housing Trust's plans for a landmark 1,000-unit scheme with 40,000 sq ft of commercial space. British Land are consulting on plans to transform 46 acres of the former Harmsworth Quays printing works, the Surrey Quays Leisure Park and shopping centre to create a new mixed-use new town centre, providing around 3,500 homes and over 300,000 square metres of commercial space, including cultural and leisure facilities, workplaces and a potential new campus for King's College.



02



03



04

# SUTTON



Sutton Town Centre and Hackbridge will provide the focus for sustainable regeneration and growth within the borough, with sites identified to accommodate around 60 per cent of housing growth over the next 10-15 years. The borough is benefiting from businesses relocating out of central London's spiralling office prices, attracted by Opportunity Sutton – the council's investment arm – securing £328m of private and public funding in the past two years, paving the way for the area's regeneration. The redevelopment of the Felnax site, 7.7 hectares of formerly industrial land, by Schroders and Barratt Homes will start construction this year, and will form part of Sutton's designated Housing Zone, whilst developer LXB Retail Properties plans to redevelop a disused gasholder site at the north end of Sutton High Street, building four separate blocks comprising 186 flats above nine shops, including a new Sainsbury's supermarket.

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**Population Forecast:**

2014: 195,600

2026: 200,404

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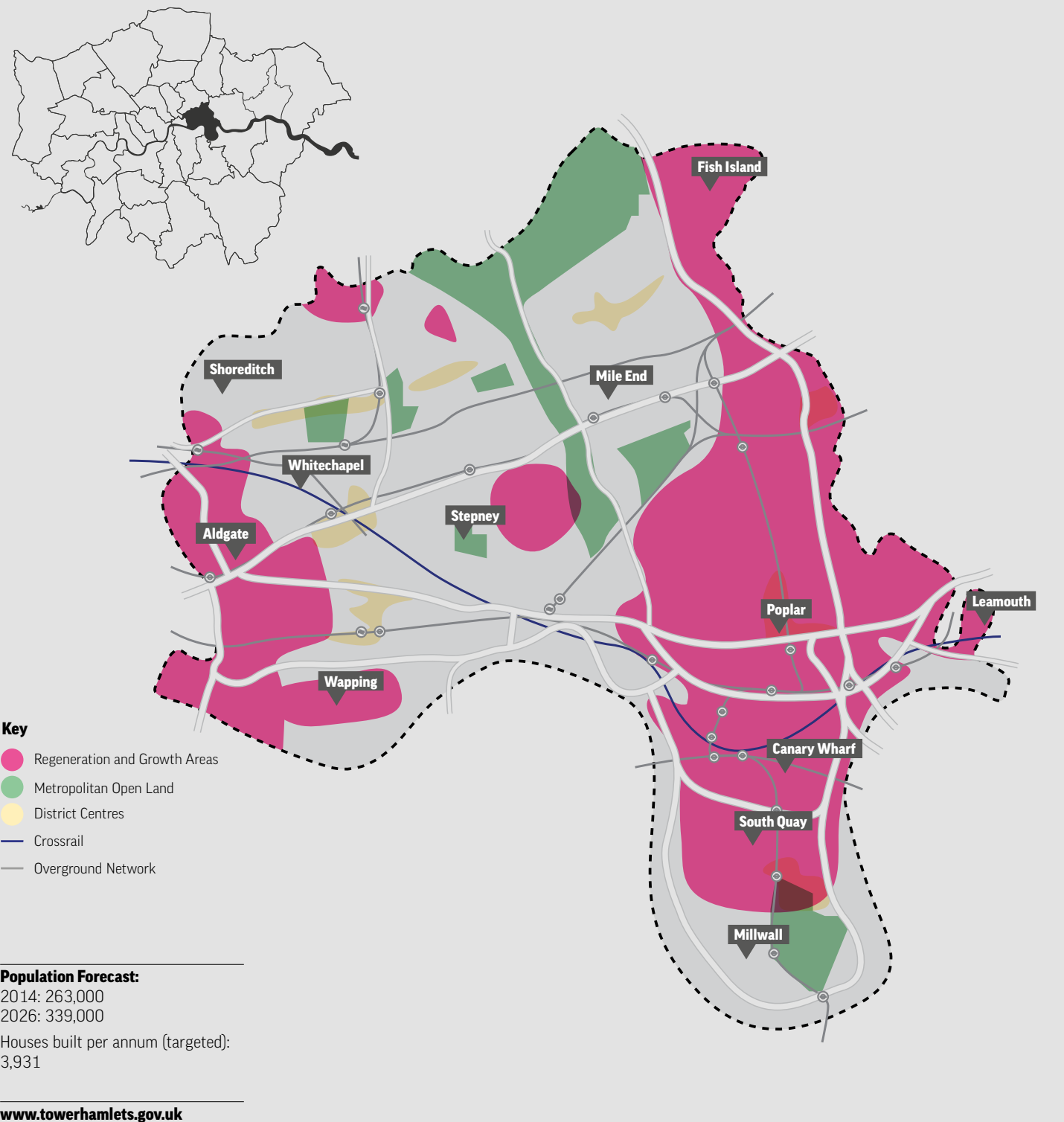
[www.sutton.gov.uk](http://www.sutton.gov.uk)



# TOWER HAMLETS

## CONTEXT

Straddling the City of London, Canary Wharf and Stratford, Tower Hamlets is an area of rapid urban change and socio-economic extremes. With a history of global inward migration, the borough enjoys a diverse range of built environment and rich architecture created by a legacy of cultural and heritage markers contained within the established ‘Hamlets’ that front the historic docklands, river edges and ancient arterial Roman roads. The borough also benefits from large metropolitan green spaces at Victoria Park, Mile End Park and the newly opened Queen Elizabeth Olympic Park – all supported by an extensive network of rivers and canals.



## CORE STRATEGY Adopted 2010

### Housing

To meet housing growth demand and ensure housing contributes to the creation of socially balanced and inclusive communities, the Local Plan seeks to deliver 43,275 new homes in the period to 2025, with a target of 50 per cent affordable and 30 per cent family homes.

### Economic Development

The borough actively promotes and protects its major global economic hubs at Canary Wharf and the City Fringe, complemented by policies to promote local office locations, industrial land, and providing high quality space for Small- and Medium-sized Enterprises (SMEs).

### Transport

The borough is lobbying for Crossrail 2 to connect at Hackney Wick, and is seeking improvements to the A12, further upgrades to the cycle and walking route network, and improvements to vehicular river crossings over the River Thames.

### Tall Buildings

Taller buildings are promoted around Aldgate, in the City Fringe area, and around Canary Wharf, with policies also seeking to align building heights to the town centre hierarchy to support sustainable development and local legibility.

### Public Realm

The council's Green Grid strategy sets out the delivery framework for implementing new spaces, with notable new improvements at Victoria Park.

## KEY DEVELOPMENT AREAS



01

**01 Whitechapel Vision Masterplan Spd**  
Drawing on the arrival of Crossrail in 2018, a masterplan is designed to shape the future of Whitechapel by focusing on six 'Key Place Transformations'. The masterplan intends to: transform the public realm and shopping experience on Whitechapel Road, create a 21st century 'civic hub' to put local and community services at the heart of the borough, and provide for a world-class 'Med City Campus' in partnership with Queen Mary University London and Bart's NHS. The vision anticipates attracting nearly £1 billion worth of private and public sector investment by 2025 to deliver 3,500 new homes and 5,000 new local jobs on major regeneration sites across the area.

### 02 Wood Wharf

Occupying a large area of former industrial land to the east of the existing Canary Wharf development, work has commenced on the mixed-use development Wood Wharf, which will offer up to 3,600 homes, 350,000 sqm of employment space, retail, leisure uses, a hotel, a primary school and new parks and squares when completed. In contrast to the current dominance of the financial sector at Canary Wharf, the aspiration is that the new employment space will attract business from the creative media, technology and telecommunications sectors facilitated through the provision of small and flexible unit sizes.



02



03

**03 Bishopsgate Goodsyrd**  
The former Goodsyrd in Shoreditch is a major regeneration opportunity in the City Fringe, and straddles the boundary of the London boroughs of Tower Hamlets and Hackney. The Interim Planning Guidance (IPG) framework advises that the site could deliver up to 2,000 new homes, 150,000 sqm of non-residential floorspace and approximately 1.8 hectares of new open space. The IPG also identifies the opportunity to bring the Grade II listed Braithwaite railway arches back into productive use as an integral part of the development, including the potential creating of a new park on the viaduct similar in nature to award winning New York's 'High Line' park.

**04 London Dock**  
Located on the former site of News International in Wapping, the redevelopment of this 15-acre site will consist of 529 new homes and commercial space in five buildings of up to 25 stories, and will seek to improve the access and permeability of the area. In total, the scheme is scheduled to deliver around 1,800 new homes, six acres of public open space, 20,000 sqm of retail, employment and leisure facilities and provide a new secondary school. The Grade II listed Pennington Street Warehouse will be retained and converted to provide cafés, restaurants and new offices.



04

# WALTHAM FOREST

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The borough is working to achieve a target of 12,000 new homes by 2020, including development in designated Housing Zones at Blackhorse, Lea Bridge and Leyton. The Blackhorse Lane regeneration area will see its industrial character enhanced by retaining existing built fabric and cultures within a new mixed-use development, comprising a range of housing interspersed with spaces for small-scale local business and creative industries, and public open spaces. The area has the capacity to accommodate growth in the region of 2,500 new homes and 1,000 new jobs by 2025. Supporting this increase in housing, the borough is also investing in new transport nodes, with the innovative Mini-Hollands programme encouraging cycling and walking by improving road safety, and the recent re-opening of Lea Bridge Station after over 30 years of closure.

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**Population Forecast:**

2014: 188,200

2026: 204,448

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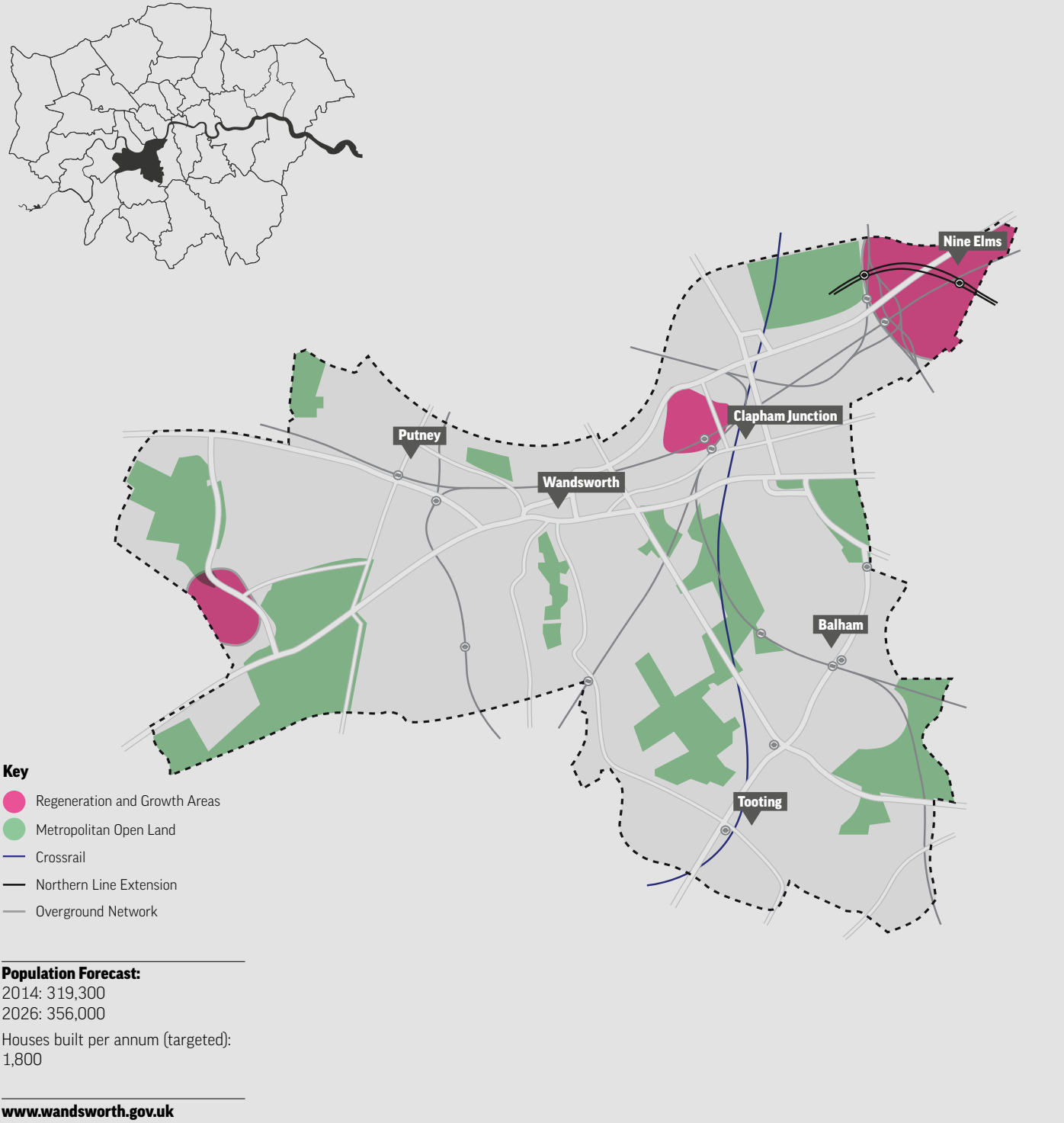
[www.walthamforest.gov.uk](http://www.walthamforest.gov.uk)



# WANDSWORTH

## CONTEXT

Wandsworth is one of the largest inner London boroughs. A third of its space is occupied by residential properties, many within the borough’s 45 conservation areas, whilst a quarter is occupied by open space, in the form of heaths, commons, and five miles of the Thames. Over the last 20 years, Wandsworth’s economy has been transformed, and it is now one of the most prosperous London boroughs. A huge regeneration scheme is underway in the Nine Elms area, while several major developments are underway in Wandsworth Town Centre and Clapham Junction, together with investment and development opportunities in Balham, Putney and Tooting.



## CORE STRATEGY Adopted October 2010, Local Plan Review underway

### Housing

Providing at least 11,430 additional homes between 2015 and 2024, the council is also looking to the future provision of a further 5,715 homes by 2029 through redeveloping sites identified in the Housing Capacity Study.

### Transport

Seeking to alleviate existing capacity problems and deal with future growth, the council is supporting the upgrading of Clapham Junction station, the Northern Line Extension to Battersea – opening in 2020 – and is campaigning for Crossrail 2.

### Commercial Development

Dealing with a quickly changing workbase – with manufacturing largely replaced by logistics, service industries, and high-density mixed developments – the borough is supporting small businesses by dealing with the shortage of premises in locations well served by public transport.

### Town Centres

The five existing town centres – Balham, Clapham Junction, Putney, Tooting and Wandsworth, along with a major new centre at Battersea Power Station – will be strengthened by a ‘visioning exercise’ which seeks to develop their distinctiveness.

## KEY DEVELOPMENT AREAS

### 01

#### Nine Elms

The 482-acre area known as Nine Elms on the South Bank stretches from Lambeth Bridge in the east to Battersea Power Station in the west, representing a huge regeneration opportunity for the borough with will be driven by private sector investment. All the stakeholders are working together on the key transport infrastructure improvements including the Northern line extension as well as a range of other infrastructure, which will be vital to the success of the project.



Future vision of the Vauxhall Nine Elms Opportunity Area, looking west

01



The new US Embassy, as seen from the west

02

### 02

#### New US Embassy and Embassy Gardens

Forming a new international business district and diplomatic quarter, the new 500,000 square foot American Embassy and relocation plans for the Embassy of the Kingdom of the Netherlands herald the rejuvenation of Nine Elms Lane as a mixed-use quarter. The adjoining 15 acres, developed by Ballymore and currently under construction, comprises of 2,000 residential units, 529,000 square feet of office space, and supporting retail, leisure and restaurants.

### 03

#### Battersea Power Station

Following its acquisition by the Malaysian consortium of SP Setia, Sime Darby and Employees’ Provident Fund (EPF) in 2012, the iconic Battersea Power Station is being restored and revitalised, opened up for public use for the first time in its history. The £8 billion project will see over 3,700 homes built alongside offices, shops and restaurants on the 40-acre site, together with new public spaces, a riverside park and new tube station. A whole new town centre will be built around the redeveloped Power Station, with a mix of business, cultural and specialist retail uses. The scheme is well underway, with the first residents and commercial tenants expected to arrive in 2016.

### 04

#### New Covent Garden Market

Based in the borough for 40 years, New Covent Garden Market is embarking in a major redevelopment that will create new Fruit and Vegetable and Flower Market buildings, with a new ‘Garden Heart’ providing a resource for London’s food and florist communities, as well as a public-facing food quarter. Surplus land released by the redevelopment will create 3,000 new homes, new commercial space, a state-of-the-art education resource for new chefs, and public open space contributing to the ‘Linear Park’ through Nine Elms.



Battersea Power Station in Nine Elms on the South Bank

03



Riverlight, by St James

04

## Profiles

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