

Intervention	To be identified by	Evidence for identification	Relationship with development
	transport evidence)	assessments of existing parking stress	or enlargement of zones and permit-free development conditions
Measures to manage traffic and demand for car parking	Boroughs	TfL strategic modelling, trip attraction analysis and street space framework	Managing traffic impacts of growing city
Measures to manage the use and allocation of kerbside space	Boroughs	TfL strategic modelling and analysis	Managing traffic impacts of growing city
Infrastructure to support the strategic freight network (such as hubs and EV charging facilities)	TfL and boroughs		Managing traffic impacts of growing city
Rail and water freight infrastructure (such as intermodal facilities, nodal yards, railheads, wharves and piers)	TfL, Network Rail, Port of London and boroughs	TfL and Network Rail modelling and operational requirements	Managing traffic impacts of growing city

Table - D2: Other transport interventions

Annex E Brownfield First Opportunity Areas strategic growth visions

Bexley Riverside

Indicative homes: 4,500*

Indicative jobs: 1,500 (LESD 2024)

OA status: nascent

Bexley Riverside contains one of the capital's largest concentrations of industrial land, a significant river frontage with safeguarded

wharves, and the longest publicly accessible pier in London at Erith. The riverside setting and cultural assets offer a strong foundation for leisure and recreation, which are an important driver of economic growth and placemaking in this location. Growth should be guided by employment-led regeneration, with a focus on intensifying industrial land, and unlocking strategic sites for long-term productivity. This should leverage the waterfront to create vibrant destinations and be facilitated by improvements to connectivity.

A planning framework should reassess the OA boundary in collaboration with the Mayor and set out ambitions for creating high-quality industrial space that can support the growth of existing businesses and provide modern, fit-for-purpose, industrial floorspace. Managing the interface between residential and industrial uses should be a core design and policy consideration.

Sustainable residential-led growth should be concentrated around Lower Belvedere, Erith and Crayford town centres, where higher densities and mixed-use development can also support town centre renewal. Proposals around stations and centres should create a strong sense of arrival through public realm design and reinforce local identity. Heritage assets in Erith and Belvedere should be better connected to the marshes and riverside, with new development enhancing views, settings, and access across fragmented infrastructure.

Future development should improve walkability between centres, enhance cycle routes between Belvedere and Erith, and activate the riverside through public realm investment and better access to Erith Pier. There is also scope to promote the River Thames further as a cultural and recreational asset.

Brent Cross / Cricklewood / Staples Corner

Indicative homes: 11,000

Indicative jobs: 17,100 (LESD 2024)

OA status: underway

Key transport investment required: West London Orbital

The OA offers a major opportunity for integrated growth across Barnet and Brent. Brent Cross Town is well placed to become a major urban cluster of more than 10,000 homes alongside jobs

and cultural uses. The opening of Brent Cross West station, and its role as a future anchor for the West London Orbital, strengthens connectivity and unlocks wider regeneration across west and north London. Development-ready sites, including Brent Cross North and the Staples Corner Growth Area, should be brought forward comprehensively to reflect local priorities around health, wellbeing, connectivity and community-led placemaking.

Development at Brent Cross North is still at an early stage and requires a new masterplan. This process should test some of the principles set out in the previous consent, such as the reliance on larger-scale car-focused infrastructure. The proposed land use mix and delivery strategy will also be revisited. The framework should promote the integration between the northern and southern areas, the ambition to establish a new metropolitan centre, and the requirement for comprehensive development.

The expansion of the OA into the Staples Corner Growth Area enables the reimagination of historical industrial land as part of a mixed-use, climate-resilient neighbourhood. This transformation can retain and intensify employment uses where appropriate, supporting a diverse economic base that includes logistics, light industry, creative production, and emerging green technologies. Industrial land may be reconfigured to enable other uses, including residential in suitable locations. A clear spatial hierarchy and careful transitions between uses, will be essential.

Development should prioritise strengthening north-south and east-west connections between Brent Cross West and Staples Corner, addressing the severance created by road and railway. Improved connectivity should enhance access to green and blue assets, including the Welsh Harp, Clitterhouse Playing Fields, Brent Reservoir, Gladstone Park and Hendon Park. Improving the capacity, location and funding of connections that favour active travel over car use, will be essential on both sides of the A5 corridor. Tall buildings may be appropriate in select locations, particularly around Brent Cross West Station and parts of Brent Cross Town, and the gateways to Brent Cross North. Marker buildings could help define edges near the railway. Mid-rise, high-density typologies should be prioritised to deliver family housing, active frontages, and walkable neighbourhoods. especially where new development meets existing suburban fabric.

Canada Water

Indicative homes: 5,000

Indicative jobs: 38,800 (LESD 2024)

OA status: underway

Once part of the Surrey Docks, the OA has evolved into a thriving town centre, with regeneration landmarks such as the Boardwalk Bridge reflecting its transition from docklands to a distinctive waterside destination.

The area benefits from excellent transport connectivity, alongside a wide range of sports, leisure and riverside amenities. The ongoing transformation presents significant further opportunities to deliver new homes, strengthen town centre functions, activate the public realm, and enhance accessibility and use of the River Thames. Growth should be supported through both strategic brownfield redevelopment and infill and intensification on smaller sites.

Green and blue infrastructure should be central to the spatial strategy, meaning development should enhance access to green spaces, including dock water, and deliver high-quality, climate-resilient environments.

The OA can be positioned as a hub for innovation and enterprise, supporting specialist clusters in the CAZ, start-ups and small creative businesses in sectors such as technology and life sciences. There is potential for culture and leisure, retail, art, education, and health services.

Higher density development should be prioritised, with tall buildings focused on transport nodes and civic anchors.

Growth should be supported by transport improvements, including Surrey Quays station upgrade and Lower Road cycle enhancements, with meanwhile uses to activate sites and maintain vitality during the town centre's ongoing transformation.

Charlton Riverside

Indicative homes: 8,000

Indicative jobs: 2,800 (LESD 2024)

OA status: ready to grow

Charlton Riverside is a site of production and employment within the Thames Estuary Production Corridor, accounting for over nine

percent of jobs in Greenwich. Its industrial heritage defines the area's character and role. Future development should retain and strengthen this employment function, safeguarding SIL while delivering strategies that integrate a mix of employment types with homes and outdoor amenities. New and adapted workspaces can accommodate a broad spectrum of businesses, from logistics and light industry to creative, cultural, and emerging sectors.

Alongside modern and affordable workspaces, Charlton Riverside will deliver 8,000 new homes. Growth should be supported by improved public transport connectivity, including a new riverside bus route and enhanced walking and cycling infrastructure, strengthening connections between new and existing communities.

To avoid piecemeal development and unlock a critical mass of growth, land assembly is needed. Sites under public ownership should be identified for early delivery, acting as catalysts for a diverse, inclusive, and economically resilient mixed-use neighbourhood.

The de-designation of Riverside Wharf could be explored if its capacity can be appropriately re provided elsewhere within the same wharf region. This could increase development capacity and enable a continuous link between the proposed linear park and the riverfront.

Much of the OA lies within Flood Zone 3 and has limited open space. Development should embed green infrastructure to support flood resilience, ecological connectivity and access to nature. Charlton Riverside should also be integrated with the wider south bank, complementing regeneration at Deptford/Greenwich, Greenwich Peninsula and Woolwich through improved walking and cycling links, particularly along the Thames Path, delivering an activated, accessible waterfront, and a more permeable, legible and people friendly street network.

City Fringe / Tech City

Indicative homes: 11,000

Indicative jobs: 75,300 (LESD 2024)

OA status: maturing

The OA is entering a new phase of growth, with major housing schemes such as Bishopsgate Goods Yard and London Dock. Future development should build on this by intensifying

residential uses in key growth nodes, while balancing housing and employment, heritage assets, and public realm.

The OA boundary needs to be reviewed to exclude parts of CAZ where growth can be driven by CAZ policies.

The OA is home to a strategic economic cluster; Whitechapel Med City, anchored by Queen Mary University and the Royal London Hospital which is a globally recognised centre for life sciences.

Creative and fashion sectors concentrated in Whitechapel, Poplar, and Hackney should be supported through affordable workspace, cultural infrastructure, and alignment with the Thames Estuary Production Corridor. Development should also recognise and respond to the OA's vibrant night-time economy, particularly in Hoxton and Dalston.

Places such as Hoxton, Dalston, and the Kingsland Corridor can accommodate new homes, employment space, retail space, leisure, community, arts and cultural facilities to meet the needs of existing and new communities.

Recent transport upgrades, including the Elizabeth Line, Overground, and Old Street roundabout, have significantly enhanced connectivity. Development should further strengthen east–west linkages, reinforce and sustain very high levels of active travel, and deliver social infrastructure through place-based strategies such as Connecting Hoxton.

Croydon

Indicative homes: 12,000

Indicative jobs: 21,400 (LESD 2024)

OA status: underway

Croydon is a Metropolitan Town Centre and a key employment hub outside the CAZ, benefitting from excellent transport connectivity, including two national rail stations, tram services, and Superloop routes. With a strong development pipeline, the Croydon Growth Zone designation supports delivery of critical infrastructure. However, progress on strategic sites has stalled due to complexity and viability challenges. The North End Quarter, including the Westfield Whitgift Centre, remains a pivotal catalyst for housing delivery and wider regeneration and should be unlocked to realise Croydon's full potential.

Development should be coordinated around rail upgrades and targeted investment in infrastructure (currently the Town Centre Regeneration Programme), with a focus on delivering high-quality public realm and green infrastructure, improvements to bus and tram services to support growth and active travel.

Croydon should be positioned as a hub for creative industries and innovation, with development enhancing existing spaces and enabling new clusters of activity. Flexible workspaces, cultural venues, and enterprise support should be embedded into the town centre fabric alongside the services, retail and leisure to strengthen local economies and attract emerging sectors.

Future development should celebrate Croydon's rich heritage and cultural identity, using it as a foundation for placemaking and town centre renewal without precluding tall buildings. Public realm, architecture, and programming should reflect the area's distinct character and foster civic pride.

Deptford Creek / Greenwich Riverside

Indicative homes: 6,000

Indicative jobs: 2,700 (LESD 2024)

OA status: Underway

Deptford Creek/Greenwich Riverside is one of London's oldest OA's with a history of steady development. Sites such as 1 Creekside, former Tidemill School, Crossfield Park and Sun Wharf are contributing positively to the continued transformation of Deptford Creekside and site allocations in Lewisham's North Area together with a healthy supply of committed developments, will be instrumental in delivering the OA objectives and creating balanced, mixed communities.

Convoys Wharf is the largest site in the OA and has planning consent for a mix of residential, employment and town centre uses, though delivery remains stalled. Direct engagement with developers and landowners to develop a delivery strategy could help unlock the site.

There is a strong cultural and employment presence near Deptford Creekside, including institutions such as Goldsmiths, University of London, Trinity Laban Centre and the Albany Theatre. There is

also a growing number of workspaces and studios contributing to an established Cultural Quarter and the Lewisham North Creative Enterprise Zone, including key anchors such as Cockpit Arts and The Artworks Creekside.

Growth and regeneration should build on its maritime and industrial heritage and strong relationship with the Thames. This should be supported by the consolidation and intensification of employment sites to enable diversification and mixed-use development and major public realm improvements. Enhanced walking and cycling networks, including the Thames Path, Deptford Creek Waterway Link and Lewisham Links, alongside improved sustainable movement on the A2 and stronger east–west connections across Creekside, are essential.

Earl's Court / West Kensington

Indicative homes: 6,500

Indicative jobs: 18,200 (LESD 2024)

OA status: ready to grow

The Earl's Court Development Company is leading a major regeneration programme to deliver a new mixed-use neighbourhood, with ambitions to create high-quality green spaces, commercial floorspace, and affordable workspaces that support economic growth, alongside new homes.

Future development should build on Earl's Court's strong identity, distinctive townscape, and rich heritage assets. Regeneration offers an opportunity to reinterpret the legacy of the former Exhibition Centre and re-establish Earl's Court as a cultural destination in central London.

Public transport connectivity should be further enhanced through station upgrades to West Brompton and West Kensington, and investment in active travel infrastructure, improved streetscapes, and high-quality public realm. Development should maximise opportunities for new east–west and north–south connections, improving access to neighbouring local and district centres.

Elephant and Castle

Indicative homes: 5,000

Indicative jobs: 13,900 (LESD 2024)

OA status: maturing

Key transport investment required: Bakerloo Line
Upgrade and Extension

Elephant and Castle is a key growth node on the edge of the CAZ benefitting from strong transport. The completion of a new station entrance and ticket hall at Elephant and Castle Underground station supports continued growth and lays the groundwork for the Bakerloo Line Upgrade and Extension. The proposed Bakerloo line upgrade and extension, which will strengthen links to the south. Development in the OA should anticipate and respond to this future connectivity.

The OA is anchored by two major developments: Elephant Park and the new town centre. Elephant Park has delivered nearly 3,000 new homes alongside a new park, setting a benchmark for mixed-use, high-density regeneration. The town centre redevelopment, is transforming the former shopping centre and the London College of Printing and Graphic Art campus into a mixed-use district with new homes, workspace, and civic infrastructure, including new retail and leisure floorspace.

Future regeneration should continue to deliver a cohesive network of interconnected open spaces, supported by new routes and improved permeability. This includes creating active links through the railway arches to enhance access to Elephant Park for later development phases and surrounding neighbourhoods. Regeneration should also build on the area's established cultural and community assets, recognising the significant Latin American community and the need for a diverse retail and community offer.

While the OA can accommodate high-density development and tall buildings, proposals should respond sensitively to the lower-rise western context, with opportunities for contextual mansion blocks that reflect the historic urban grain and allow a gradual transition in scale. Development should also strengthen the area's cultural identity and support a vibrant evening economy.

Great West Corridor

Indicative homes: 7,500

Indicative jobs: 26,100 (LESD 2024)

Key transport investment required: West London Orbital

OA status: ready to grow

This OA is focused on the area to the north of Brentford along the Great West Road and A4/M4 corridor (known as the Golden Mile) and it sits within a key freight and movement corridor which connects Heathrow and the CAZ. Developments in the OA include the Great West Quarter and Brentford GTech Community Stadium.

Home to 45 per cent of London's broadcast media jobs, there are ambitions to grow the Golden Mile into a world leading Creative Technology Innovation District and to be a great place to live and work. The OA should focus on accommodating housing growth, industrial intensification and creating space for employment and innovation in creative, knowledge and research-based sectors. Development should incorporate an appropriate level of shared workspaces and small business units to contribute to Hounslow's aim to optimise land create new jobs.

Key public transport proposals including the West London Orbital and Southall-Brentford Rail Link offer major connectivity enhancements for the OA, creating vital connections with key interchanges at Old Oak Common Lane and with other west London town centres.

Improved blue and green infrastructures such as canal side access, interface with the West London Regional Park, and enhancements along the Golden Mile can help unlock sites and better link communities. Developments should aim to establish stronger east-west links, clean air, walking and cycling routes running parallel and perpendicular to the M4/A4, and promote active and sustainable travel.

Greenwich Peninsula

Indicative homes: 21,000

Indicative jobs: 7,400 (LESD 2024)

OA status: Underway

Greenwich Peninsula is undergoing major transformation, guided by a masterplan that envisions a community of 35,000 people with new homes, workplaces, schools, and open spaces. Future

development should accelerate housing delivery, particularly affordable homes, and embed strategies that enhance public realm.

Development should strengthen east–west connectivity across the Peninsula, linking the Design District and River Thames to Charlton Riverside and east Greenwich. The Peninsula Square presents a key placemaking opportunity to improve the sense of arrival to the OA.

Transport connectivity has been enhanced by improved bus services, enabled by the Silvertown Tunnel. There will be further opportunities to improve connectivity and user experience through future redesign of the North Greenwich bus station. Development should leverage these upgrades to embed mode shift and enable higher-density typologies.

The OA will continue to grow as a cultural and leisure destination. It will deliver more than 7,000 new jobs reinforcing the role of the Design District and supporting the protection, modernisation and intensification of industrial land. Creative and cultural industries will be strengthened through dedicated space and ongoing investment in meanwhile uses to activate places and sustain a diverse economic ecosystem.

Harrow and Wealdstone

Indicative homes: 6,500

Indicative jobs: 2,300 (LESD 2024)

OA status: maturing

Key transport investment required: Bakerloo Line
Upgrade and Extension

Harrow and Wealdstone has significant potential for urban renewal, housing delivery, and town centre revitalisation. The OA is maturing, with capacity for over 6,000 new homes across key sites including Poet's Corner, the Civic Centre, Harrow Leisure Centre, and Harrow-on-the-Hill Underground and bus stations.

The BLE will enhance connectivity to central London, support higher-density development, and unlock new commercial floorspace. Development should respond by clustering growth around transport nodes and enabling mixed-use intensification.

Remaining pockets of industrial land adjacent to town centres should be reimaged through modern, flexible employment

typologies. Meanwhile uses, such as Art Park, on Greenhill Way Car Park are encouraged to provide affordable enterprise space and diversify town-centre activity. These areas offer scope to create cohesive transitions between residential, commercial, and industrial uses, reinforcing Harrow’s evolving mixed-use character.

Given the area’s diverse demographic profile, including young families, older residents, and multi-cultural communities, development should deliver inclusive, intergenerational public spaces and social infrastructure.

Improving the public realm is essential, including through enhanced pedestrian and cycling routes between Station Road and Harrow & Wealdstone station. These connections should be safe, legible, and animated by active frontages.

The new Harrow masterplan presents a timely opportunity to align future growth with the regeneration of Wealdstone, strengthen Harrow Town Centre’s civic and economic role, and embed spatial priorities that support sustainable development.

Hayes

Indicative homes: 2,500

Indicative jobs: 2,400 (LESD 2024)

OA status: underway

Located within Hillingdon’s Hayes Creative Corridor, the OA presents a convergence of strategic assets with the arrival of the Elizabeth line, Hayes’ industrial heritage, and its setting along the Grand Union Canal. These elements position Hayes to deliver transformational change.

Early development schemes have demonstrated the catalytic potential of large, single-ownership sites. Future phases should prioritise the coordinated delivery of social infrastructure alongside new homes, ensuring active frontages, and a vibrant, walkable and cyclable town centre.

The High Street should be strengthened as Hayes’ civic and cultural heart through better access to amenities, enhanced green infrastructure and improved connections to surrounding neighbourhoods. Proposals should improve wayfinding and address level changes around Hayes & Harlington station, with active public realm and commercial uses around the station helping to boost

footfall and reinforce links to the High Street. Meanwhile uses on vacant sites and units should be supported to encourage local enterprise, creativity and inclusive placemaking.

Unlocking the potential of the Grand Union Canal as a destination for leisure, ecology, and movement will further enrich the area's identity and appeal. Development should open up frontages facing the canal side and support delivery of play spaces and sports facilities.

Industrial land within the OA should be optimised through higher-density formats, such as stacked light-industrial typologies, enabling employment growth while maintaining land efficiency. Given electricity capacity constraints in west London, early engagement with distribution and transmission network operators will be essential.

Hayes should build on its existing assets to deliver a diverse mix of community, civic, residential, and leisure functions. The emerging town centre and public realm strategy, alongside the new Local Plan and Growth Plan, presents a timely opportunity to define the OA boundary and embed spatial priorities.

Ilford

Indicative homes: 6,000

Indicative jobs: 1,200 (LESD 2024)

OA status: ready to grow

Positioned as a key node on the River Roding Way, linking the Thames to Epping Forest, the OA benefits from enhanced connectivity via the Elizabeth line and an extensive bus network. While structural and market challenges remain there is a clear opportunity for coordinated action to unlock Ilford's potential.

A comprehensive framework led by the Mayor, Redbridge Council, and local stakeholders is being developed to optimise site capacity across the OA. Early phases of development can focus on mid-rise, high-density typologies that are viable and deliverable, helping unlock more complex, higher-density sites over time. Improving the Ilford gyratory at the western end of the High Road is key to enabling sustainable development. The Ilford Western Gateway project offers a strategic opportunity to reconfigure movement and introduce new homes and public spaces. The Town Hall and the

cultural quarter represent another opportunity to improve the public realm and deliver high-quality mixed-use development.

Future development should reflect Ilford's young, diverse population and strengthen local character. Green infrastructure can enhance connectivity and climate resilience, while public realm improvements should prioritise wayfinding, inclusivity and safety. Ilford's cultural richness and entrepreneurial energy offer a foundation for inclusive growth and dedicated spaces for youth, arts, and enterprise, building on assets such as Ilford Lane and the wider high street, can help activate the town centre and support local employment. Public realm improvements are essential to drive growth and support new homes and employment spaces.

With River Roding flowing on the edge of the town centre, there is opportunity to improve access to blue and green infrastructure. Future development should enhance connections to the riverfront, unlocking its potential as a publicly accessible space for recreation, wellbeing, and biodiversity.

Isle of Dogs and South Poplar

Indicative homes: 28,000

Indicative jobs: 80,800 (LESD 2024)

OA status: maturing

One of London's most active growth zones, with the mix of development evolving to accommodate other CAZ uses and housing in this hyperconnected location supported by excellent public transport.

Despite the OA including the global economic centre and sitting at the epicentre of a wider growth area across east to southeast London, physical infrastructure such as Aspen Way and the DLR tracks create significant severance. This results in a lack of cohesion between the deprived communities in South Poplar and Canary Wharf.

Along with the Local Plan, planning frameworks such as the 2019 OAPF and the 2021 South Poplar Masterplan SPD, recognise this challenge and provide a clear plan for growth in the OA. They aim for the benefits of growth such as affordable housing, employment, training opportunities and improved public spaces to be shared more equitably.

As some of Canary Wharf’s earliest developments approach 40 years in age, retrofitting and repurposing existing buildings should be prioritised with redevelopment where necessary. The area is transitioning from a predominantly commercial district to a more balanced urban mix supported by important place-making. Key sites such as Billingsgate Market and Westferry should be positioned as anchors for high-quality, mixed-use development.

Emerging interest in life sciences and higher education in the area presents an opportunity to complement and diversify the local economy. Development should support this by enabling flexible workspace and research facilities within a walkable urban environment.

Kensal Canalside

Indicative homes: 3,500

Indicative jobs: 1,000 (LESD 2024)

OA status: nascent

Kensal Canalside is the largest brownfield site within the Royal Borough of Kensington and Chelsea, and one of the last remaining major brownfield sites in central London. By 2050, Kensal Canalside OA will have been transformed from a former gasworks and railway depot into a thriving, well-connected community with a minimum of 3,500 new homes and 2,000 new jobs with an emphasis on and accommodating employment for the creative sector.

The delivery of a new north-south walking and cycling bridge across the Great Western Railway and a pedestrian bridge over the canal are fundamental to the success of the site. Land remediation is a challenge, and the OA faces poor walking and cycling connectivity currently. New connections will knit the neighbourhood into the existing city fabric and link westwards to Scrubs Lane and Old Oak Park Royal. There is opportunity for a biodiversity-led development strategy for the area with phasing and meanwhile use being Crucial for effective delivery.

Lee Valley

Indicative homes: 34,500

Indicative jobs: 9,200 (LESD 2024)

OA status: underway

The OA is shaped by its distinctive landscape of reservoirs, marshland and open space, and by its location on the UK Innovation Corridor. Realising its potential will require consolidating industrial land, accelerating housing delivery and improving connectivity. Growth should reinforce the OA's role as a hub for logistics, manufacturing, green industries, and leisure and ensure that economic benefits are shared by existing communities.

In north-east Enfield, development should focus on consolidating and intensifying industrial land at Brimsdown and Southbury to safeguard capacity for modern logistics and advanced manufacturing.

In south-east Enfield, Meridian Water will remain a flagship regeneration area and a primary focus for housing and employment growth. Development should deliver an innovation-led, mixed-use neighbourhood combining homes, high-quality public spaces and modern workspaces.

In north Tottenham, cultural and event-led regeneration will drive town centre renewal and inclusive growth, anchored by High Road West and Tottenham Hotspur Stadium and securing a legacy from major events such as Euro 2028. Tottenham Hale will be reinforced as an enterprise and innovation hub through mixed-use development, retail intensification and a transformed station arrival.

In Hackney, the Stamford Hill and Lea Bridge corridor will be intensified, delivering new homes, improved transport links, enhanced green infrastructure and stronger connections to the Lea Valley Regional Park.

In Waltham Forest, Walthamstow will be promoted for mixed-use growth, whilst at Blackhorse Lane and Lea Bridge, development should support industrial intensification alongside new housing.

Recent government investment offers a timely opportunity for coordinated place-based renewal and long-term resilience.

Reviewing the OA boundary could support integrated industrial land management and cohesive place-shaping across town centres, including Lea Bridge and the full Walthamstow Town Centre.

Improving east–west connectivity is a priority, alongside stronger north–south links and mitigation of barriers such as the A406. Key

interventions include increased capacity on the West Anglia Main Line, upgrades to the A1055, and an integrated bus and active travel network connecting town centres, employment areas and the Lee Valley. Phased investment in the Walthamstow Central transport hub would help unlock long-term economic and social benefits.

Delivery will require a sub-regional approach, building on the Tri-Borough Partnership.

London Riverside

Indicative homes: 38,000

Indicative jobs: 31,400 (LESD 2024)

OA status: underway

London Riverside has the potential to deliver more than 38,000 new homes and 31,400 jobs by 2050. Located within the Thames Estuary Production Corridor and Thames Freeport, it spans key places such as Barking Town Centre, Barking Riverside, Dagenham Dock, Thames Road, Rainham Strategic Industrial Land, Beam Park and London Riverside Business Improvement District.

The Overground extension to Barking Riverside initially unlocked 10,800 new homes, with additional homes at greater densities now being planned. The OA should be supported by further transport improvements in the area such as Beam Park station and active travel corridors. There's also potential to transform the A1306 into a green corridor to better connect riverside communities to places such as Barking.

Economic growth could be underpinned by the intensification of employment and industrial land, which needs to be planned carefully and in tandem with the aspiration for housing ambitions. Dagenham Dock, Box Lane and Thames Road, CEME, London Sustainable Industries Park and Thames Freeport are key sites for industrial innovation, catering for growth sectors such as food and drink, sustainable construction, automobile and advanced manufacturing, logistics and e-commerce. Creative industries are also essential for growth, with the OA set within the Thames Estuary Production Corridor and southeast London becoming home to a growing film studio cluster.

Open space and ecological connectivity are central to realising the OA's vision. Enhancing access to Barking's parks and the River

Roding, completing the Thames Path, and a new bridge for walking, cycling and buses between Barking Riverside and Beckton Riverside would knit together marshland, urban centres, and emerging neighbourhoods into a more inclusive and connected landscape. As a Healthy New Town, Barking Riverside offers a platform for embedding wellbeing and social infrastructure.

New Cross / Lewisham / Catford

Indicative homes: 15,000

Indicative jobs: 11,700 (LESD 2024)

OA status: underway

Key transport investment required: Bakerloo Line Upgrade and Extension (BLE)

The BLE is a major transport proposal to improve links between the New Cross, Lewisham and Catford Opportunity Area and north and southeast London. It is critical to unlocking the area's housing potential, with significant regeneration benefits around Lewisham and New Cross Gate stations. A proposed Phase 2 extension to Hayes and Beckenham Junction, has strong public support and could be delivered alongside or after Phase 1, offering substantial growth opportunities in the south of the borough and beyond.

Other transport interventions include a new overground station at Surrey Canal Road, enhancements to Lewisham station, transformation of the A21 corridor and the longer-term re-alignment of the South Circular (A205).

Development in New Cross/ Lewisham/ Catford OA is underway, with the successful Broadway Theatre in Catford town centre, nightlife of regional/sub-regional importance in Lewisham town centre, and Lewisham being elevated to a Metropolitan Town Centre. Future growth should be delivered through mixed-use development and the transformation of Lewisham and Catford town centres with a reinvigorated retail, employment, civic, leisure and residential offer. This includes the delivery of a range of sites including New Bermondsey at Surrey Canal Triangle, Deptford Landings at Oxestalls Road, Lewisham Retail Park, Lewisham Shopping Centre; and four site allocations: Catford Shopping Centre, Catford Island, Laurence House/ Civic Centre and Wickes/ Halfords.

The Lewisham North Creative Enterprise Zone reflects existing clusters of creative and cultural industries and provides an opportunity for new high-quality workspace. Meanwhile, initiatives such as Room for the Rivers, A Place for People, the Greening Evelyn Toolkit and the Lewisham Links project will strengthen green and blue infrastructure, improve sustainable connectivity and enhance the quality of places across the OA.

Old Kent Road

Indicative homes: 21,000*

Indicative jobs: 13,800 (LESD 2024)

OA status: underway

Key transport investment required: Bakerloo Line Upgrade and Extension (BLE)

*Homes capacity which is dependent on the delivery of the BLE.

Old Kent Road OA benefits from strong bus provision and strategic Underground and Thameslink connections, linking north to Luton Airport and Bedford and south to Gatwick Airport and Brighton. The proposed Bakerloo line upgrade and extension, including new stations at Burgess Park and Old Kent Road would significantly improve north–south connectivity. In the interim, the ‘Bakerloop’ express electric bus provides additional capacity along the route, connecting Waterloo, Elephant and Castle and Lewisham via the OA.

Development is underway with planning approvals for non-residential floorspace, student and co-living schemes alongside major residential schemes such as Malt Street, however, a significant amount of further development is reliant on the BLE. The Old Kent Road Area Action Plan sets out ambitions for two new district centres and co-location of industrial workspace with new homes and other uses in LSIS and the Action Area Core. Higher density employment spaces should be accommodated in these new town centres, with lower employment density in the form of light industrial and industrial distribution accommodated towards the north, south and west OA boundary. Community partnerships such as Livesey Exchange are advancing locally-led models to secure affordable workspace, cultural activity, and community presence on the high street. A robust strategy for meanwhile uses, shaped

around local needs, could sustain momentum while the BLE is delivered.

Investment in green infrastructure along the Old Kent Road corridor, improved access to green assets such as Burgess Park from Aylesbury Estate, and local connectivity and walking and cycling improvements across the area would be beneficial. Targeted bus, cycling and walking improvements to the southern section of the OA between St. James Road and Ilderton Road will come as phase one of the Old Kent Road Healthy Streets project, with further improvements to follow.

Old Oak/Park Royal

Indicative homes: 23,000

Indicative jobs: 19,900 (LESD 2024)

OA status: maturing

Old Oak and Park Royal is one of the largest OAs in London and a nationally significant regeneration project. Spanning 655 hectares, its transformation is being driven by the Mayor of London's Old Oak and Park Royal Development Corporation (OPDC) in partnership with the three host boroughs, national government, TfL and HS2.

The OA combines London's largest industrial estate at Park Royal, and one of London's largest brownfield mixed-use regeneration sites at Old Oak, along with Wormwood Scrubs, a large-scale green open space.

The OA will be anchored by the new Old Oak Common station, connecting the area to Heathrow, central London and to major UK innovation hubs. Additional transport improvements are also planned in the area including a potential new station on the Mildmay and West London Orbital lines at Old Oak Common Lane, new bus infrastructure and active travel networks.

Old Oak will be established as a new town centre delivering a balanced mix of town centre, employment and community uses. Development should be planned and delivered comprehensively around Old Oak Common station to maximise its strategic transport role and support placemaking at scale.

OPDC will implement its Economic Vision in alignment with the Mayor's London Growth Plan by driving industrial innovation

through WestTech London and supporting inclusive growth across west London.

Development should be supported by high-quality, infrastructure that enables growth and long-term sustainability. This includes new parks, bridges and public realm, improved highways, and an integrated walking and cycling network, alongside enhanced education, health and community facilities.

Olympic Legacy

Indicative homes: 30,000

Indicative jobs: 29,300 (LESD 2024)

OA status: maturing

The OA spans Hackney, Newham, Tower Hamlets, and Waltham Forest and sits within the Elizabeth Line East Growth Corridor and the UK Innovation Corridor. Formerly part of the Lower Lea Valley OA, it delivers one of London's highest housing outputs, with strong affordable provision and a robust residential pipeline.

Stratford and the Queen Elizabeth Olympic Park (QEOP) should continue to anchor the OA's innovation and cultural economy, with the East Bank cluster (BBC, Sadler's Wells, UAL, UCL, V&A) and emerging sectors in esports, creative industries at Here East positioned for further expansion. Hackney Wick is also an area with high redevelopment potential, especially for creative industries, light industrial-to-residential conversion, and employment space.

Development should safeguard and modernise industrial capacity, with Bow Goods Yard reimaged as a strategic freight and logistics hub.

Transport infrastructure is strong, but connectivity gaps remain. Investment should prioritise improved access to QEOP, Pudding Mill, Lea Bridge and Leyton. Waterden Green, shaped by input from teenage girls and unlocked by East Wick and Sweetwater, offers a replicable model for community-led placemaking.

Stratford station and Town Centre offer significant growth potential, with housing, social infrastructure and greening all high priorities including. Placemaking should include areas such as Leyton Mills through coordinated mixed-use intensification and public realm improvements.

As the London Legacy Development Corporation's role reduces, a boundary review is needed. Lea Bridge should be incorporated into the Lee Valley OA to align with its industrial and transport role, while the Olympic Legacy boundary should be realigned to reflect the Leytonstone Strategic Location given the potential for housing and town centre growth.

Poplar Riverside

Indicative homes: 11,000

Indicative jobs: 2,900 (LESD 2024)

OA status: nascent

Poplar Riverside, spanning Tower Hamlets and Newham, is set for major transformation over the next two decades. The shift from industrial to residential uses, alongside estate regeneration at Teviot and Aberfeldy can support the delivery of new homes, employment, enterprise and leisure.

To unlock its full potential, development should overcome the physical barriers posed by road corridors, the River Lea and surrounding infrastructure. Strategic investment in bridges, active travel routes, and public transport connections is essential to link communities with key hubs such as Canning Town, West Ham and the wider DLR network. There is also potential to stitch together the east to west corridor linking two district centres.

The river's edge should be reimagined as a civic and ecological asset. Development should respond to its industrial heritage while maximising opportunities for biodiversity, flood resilience, and public access. A continuous, high-quality riverside route should connect fragmented sites and support everyday movement.

Poplar Riverside should evolve from an isolated enclave into a legible, connected urban district. This requires a coordinated approach to permeability, with green and safe routes that stitch together neighbourhoods.

While retaining elements of its industrial character, development should introduce flexible employment typologies and mixed-use formats that support local enterprise and economic resilience.

The OA boundary should be defined in local plans with coordinated delivery across boroughs.

Royal Docks and Beckton Riverside

Indicative homes: 26,300

Indicative jobs: 11,400 (LESD 2024)

OA status: underway

Key transport investment required: DLR to Beckton
Riverside and Thamesmead

The OA is London's only Enterprise Zone and one of Europe's largest regeneration areas. The planning framework in place provides a strategic foundation for growth, setting out principles to unlock new housing while reinforcing the area's role as a major economic hub anchored by London City Airport, Tate & Lyle, and ExCeL London.

Housing delivery has progressed in areas such as Canning Town and Pontoon Dock, while Beckton Riverside remains largely undeveloped. Unlocking this eastern edge will require coordinated infrastructure investment, particularly the proposed DLR extension to Thamesmead. In addition to the delivery of the planned Thames Wharf DLR station, additional station capacity at existing DLR stations may also be needed.

The OA comprises six distinct neighbourhoods, each with tailored growth potential. In Canning Town and Custom House, development should consolidate recent progress by prioritising estate regeneration, new public spaces, and community infrastructure. Royal Victoria and West Silvertown contain waterside sites such as Thameside West, Limmo, and Knights Road, which offer scope for mixed-use intensification and public realm activation.

In Silvertown, future development should improve access to the water and build on the area's industrial legacy through adaptive reuse and placemaking. Royal Albert Dock and Albert Island can be positioned as a future innovation quarter. In North Woolwich, growth should strengthen cultural and social infrastructure while addressing severance and improving connectivity to surrounding areas. To the east, Beckton Riverside presents an opportunity to activate the river frontage, improve access through new transport links and bridge connections to Barking Riverside, and a major new green space that complements high-density living.

Southall

Indicative homes: 15,000

Indicative jobs: 900 (LESD 2024)

OA status: ready to grow

The OA is located between Heathrow and London's central economic zone, and is within West Tech London and this has influenced major infrastructure investment. The Mayor's London Growth Plan identifies Ealing as a borough primed for major growth and investment, supported by its proximity to two strategic investment zones: Old Oak and Park Royal and West Tech London, a globally significant cluster for life sciences, business and technological innovation.

There is a healthy residential pipeline including large-scale residential-led mixed-use development schemes such as Green Quarter and along Merrick Road. With a significant proportion of the population in Southall of South Asian or Asian British background, it is essential to retain and preserve Southall's heritage and cultural assets as it develops, including places of worship.

The opening of the Elizabeth line, has contributed to increased residential development, a greater presence of young professionals and better access to jobs and education, both in central London and further out to places such as Reading. The thriving retail offer in Southall Town Centre should be supported through enabling community-led approaches to regeneration and to generate more local jobs and attract more footfall.

Southall's SIL at Great Western Road and LSIS provide opportunities for intensification. The emerging two hyperscale data centres could drive the replacement of significant industrial land with digital infrastructure and companies, and provide new economic opportunities for the local community as well as opportunities for heat networks.

There are a series of active travel routes, local connections and public realm improvements underway through the Get Southall Moving programme. Development in the area should take advantage of opportunities to enhance green connections and create a network that brings together the Grand Union Canal, Minet County Park, South Road and connect with the wider network of routes across Brent River valley as part West London Regional Park.

Thamesmead and Abbey Wood

Indicative homes: 21,000

Indicative jobs: 5,700 (LESD 2024)

OA status: nascent

Key transport investment required: DLR to Beckton
Riverside and Thamesmead

The OA offers significant potential for infrastructure-led growth, anchored by its natural assets and diverse communities. One of the major development sites in the OA is Thamesmead Waterfront, shortlisted as a potential New Town.

While the arrival of the Elizabeth line at Abbey Wood station has unlocked parts of the OA, much of the area remains undeveloped and dependent on the proposed DLR extension from Beckton Riverside to Thamesmead. The local planning framework, sets out a coordinated strategy to deliver new homes and jobs, contingent on the DLR.

The OA is home to a diverse and youthful community, with more than half of residents identifying as Black, Asian, mixed race or another ethnic minority. Future development should be rooted in the area's cultural and ecological assets, while driving economic growth. This includes nurturing the creative sector alongside strengthened industrial, logistics and other employment uses.

Regeneration should reconnect fragmented settlements and town centres with water, wildlife, and nature. Improving walking and cycling conditions along major roads such as Yarnton Way and Central Way and the proposed bus transit linking the OA to Woolwich, Abbey Wood and potentially Belvedere, is essential for sustainable travel and unlocking development.

Wembley

Indicative homes: 8,500

Indicative jobs: 100 (LESD 2024)

OA status: maturing

Wembley is Brent's largest growth area and a nationally significant visitor destination. With most development now complete or underway, the focus should now be on stitching together

fragmented sites, supporting industrial land typologies and interfaces and enhancing public realm.

The Wembley Park scheme delivered Union Park, the first major green space in the area in over 150 years. Future development should build on this momentum by expanding access to high-quality public realm and ensuring safe, legible walking and cycling routes that connect Wembley Park, Wembley Central, and surrounding neighbourhoods. Development should support high-quality civic spaces and green corridors and activation through cultural programming and meanwhile uses.

As residential build-out continues and strategic industrial land remains active in the north-east, development should manage transitions between residential, commercial, and industrial uses with care and also explore opportunities for intensified typologies.

Wembley is identified in Brent's Tall Building Strategy as a zone for height and density, with clusters of buildings over 10 storeys already shaping its skyline. Future development should continue to deliver high-density formats that support active ground floors, generous public realm, and sustainable travel.

Active travel networks should be enhanced to complement good public transport connectivity.

White City

Indicative homes: 6,500

Indicative jobs: 16,800 (LESD 2024)

OA status: underway

White City is becoming one of the UK's leading life-sciences hubs, with enhanced education and research developments, particularly in healthcare and bio-technology. For example, Stanhope PLC's reuse-led life sciences campus demonstrates strong green sector ambitions by significantly reducing embodied carbon. Meanwhile, White City Estate, and Wood Lane Estate are delivering new homes and jobs across the OA.

Future projects in the OA should facilitate opportunities for more residents to enter the workforce to reflect and support the existing diverse communities in the OA. Proposals should be mixed-use providing homes and jobs (particularly in the creative and academic sectors) but also community uses and small-scale retail.

Public spaces are connected in the OA through a network of green and active streets and the Superloop. Further improvements are needed such as connections from Uxbridge Road to the Old Oak/Park Royal OA. Active travel and green infrastructure should be deployed to improve local connections. For example, Wood Lane should be a key artery connecting White City to key open spaces such as Wormwood Scrubs and Shepherd's Bush Green. It will also be important to improve the physical relationship and permeability between the Innovation District, the Imperial College campus and Hammersmith Hospital/Linford Christie Stadium. Quick-wins could include public realm improvements that connect Shepherd's Bush Green and Uxbridge Road to address circulation and nighttime safety, and shopfront improvements along Uxbridge Road.

Wood Green

Indicative homes: 5,500

Indicative jobs: 5,300 (LESD 2024)

OA status: ready to grow

Wood Green is the largest centre in Haringey and serves a multi-borough catchment. Fragmented land ownership, infrastructure constraints, and viability issues have stalled delivery and limited the town centre's ability to evolve into a fully thriving destination. Intervention is needed to unlock new homes and jobs, building on completed schemes and activating strategic sites.

Wood Green Central is a pivotal council-owned site with significant placemaking potential, encompassing Station Road and the Arriva bus garage at a key crossroads linking Alexandra Palace, Tottenham, the Civic Centre and the town centre. While the site could accommodate tall buildings and act as a gateway to the area, comprehensive delivery is constrained by the need to relocate the bus station.

Increased frequencies along the Great Northern line provide an opportunity to better connect to both central London and emerging growth areas such as the potential new town in Crews Hill, and key employment hubs beyond London.

Additional opportunities include the Piccadilly line upgrade, step-free access at Wood Green station and improvement to the pedestrian bridge at Alexandra Palace station.

Wood Green should be positioned as a cultural and creative destination that supports a strong evening economy, extending activity from the Cultural Quarter into the town centre. Development should improve the quality and mix of community, social and sports infrastructure. Green infrastructure and public realm should be central to the spatial strategy, supported by the Council's Wood Green Central Public Realm Framework.

Vauxhall, Nine Elms, Battersea (VNEB)

Indicative homes: 9,500

Indicative jobs: 25,100 (LESD 2024)

OA status: maturing

The OA is on the fringe of the CAZ with major housing developments and the Battersea Power Station Masterplan at the core of its growth. The Northern line extension has enhanced connectivity and enabled delivery of new homes and jobs. The OA has also delivered a range of place-making infrastructure, including the Nine Elms Linear Park. The Vauxhall Cross Gyratory scheme – will improve connectivity, safety and the public realm and transform Vauxhall station environment as the gateway to the OA, and recent improvements have been completed at the northern and southern Lambeth Bridge roundabouts.

Lambeth and Wandsworth support growth in the OA and site allocations will be vital in improving permeability in the OA. A significant volume of new council housing is now also emerging as part of the Battersea Power Station development through an ambitious public-private partnership.

The Low Line comprises 299 railway arches spanning the area from Lambeth Road through to the heart of Vauxhall, Nine Elms, and Battersea. Physical interventions are being prioritised to transform the railway viaduct from a barrier to playing a role in cultural, community and active travel.

CAZ Class E/ experience economy clusters are designated within the OA, supported by Electric Boulevard as a new high street and a planned town centre at Battersea Power Station. Together these form a major retail, leisure and cultural destination for London. VNEB plays a key role as an employment and community services hub for Wandsworth, with growing clusters in food, digital and

creative industries, including the emerging Battersea Design and Technology Quarter. This is anchored by organisations such as Apple, Penguin Random House and the Royal College of Art. Development should strengthen the clusters, provide a diverse mix of commercial space, and deliver affordable workspace, particularly in areas such as the Embassy District.

Annex F Public service infrastructure

Table F1: Projected public service infrastructure requirements

Public service infrastructure	Provider	Strategic London-wide need	Forecast base and end year	Floorspace requirements (square metres)
Health	NHS	Acute healthcare provision <u>130</u>	2027/28 to 2041/42	188,533.47
Health	NHS	Mental healthcare provision <u>11</u>	2027/28 to 2041/42	17,733.59
Health	NHS	Intermediate healthcare provision <u>132</u>	2027/28 to 2041/42	35,881.30
Health	NHS	Primary healthcare provision <u>133</u>	2027/28 to 2041/42	111,165.12
Emergency services	Metropolitan Police Service	Office space, specialist facilities and public facing facilities	2025 to 2041	85,598 <u>123</u>
Criminal justice uses	Ministry of Justice	Prison spaces	2025 to 2050	Circa 86,000

Table - F1: Projected public service infrastructure requirements

Table F1: Projected public service infrastructure requirements considers the strategic approach to identifying cross-boundary public service infrastructure requirements across London and