

# LONDON ASSEMBLY

March 2026

## Freedom of Information responses from London boroughs concerning New Towns Taskforce submissions

This document contains New Towns submissions received by the Research Unit in response to its Freedom of Information Act (2000) request, sent to all London boroughs.

The Freedom of Information request can be found on page 2.

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# LONDON ASSEMBLY

March 2026

## Information requested by the Research Unit

On 9 January 2026, the following Freedom of Information (FOI) request was sent to the 33 local authorities in London:

### 1. Proposals

- Did the council submit a site proposal for a New Town to the New Towns Taskforce or the UK Government?
  - If yes, please provide a copy of the full proposal (including any appendices or supporting documents).
- Were any feasibility studies, impact assessments, or cost-benefit analyses undertaken as part of your consideration of New Town proposals?
  - If so, please provide copies.

### 2. Site identification

- What areas within your borough were identified as potential locations for a New Town development, and what were the reasons for their selection?
  - What criteria or methodology were used to identify these potential sites?

# LONDON ASSEMBLY

March 2026

## Background and key summary

- On 9 January 2026, FOI requests were sent out via email. Questions were designed by Research Unit staff in consultation with the Planning and Regeneration Committee project team.
- The primary purpose of the FOI requests was to gather data to understand New Towns proposals across London and how the sites of interest were identified.
- All 33 London boroughs were contacted. Out of all 33 requests, one borough acknowledged the request but did not provide a response.
- Of those that responded, four boroughs confirmed they made submissions to the New Towns Taskforce. One private organisation confirmed submission but is not subject to FOI requests.
- Of the five confirmed submissions to the New Towns Taskforce, one proposal was not provided due to commercial confidentiality.

## Overview of responses

*Boroughs that made submissions with site proposals to the New Towns Taskforce:*

- Barnet – joint submission with Brent.
- Brent – joint submission with Barnet.
- Enfield – submitted, however rejected the Freedom of Information request citing commercial confidentiality.
- Peabody [Greenwich] – noting the Thamesmead proposal was submitted by Peabody. Royal Borough of Greenwich advised the submission was made by Peabody, rather than the borough. Peabody is not subject to Freedom of Information requests, however it kindly provided a copy of the submission.
- Southwark.

*Boroughs that did not make submissions to the New Towns Taskforce:*

- Bexley, Bromley, Camden, City of London, Croydon, Greenwich, Hackney, Hammersmith & Fulham, Haringey, Harrow, Havering, Hillingdon, Hounslow, Islington, Kensington & Chelsea, Kingston, Lambeth, Lewisham, Merton, Newham, Redbridge, Richmond, Sutton, Tower Hamlets, Waltham Forest, Wandsworth, Westminster.
- Greenwich clarified that the Thamesmead application was submitted by Peabody, not the borough.
  - Ealing responded to the New Towns Taskforce call for evidence but proposed no specific sites.

*Boroughs that did not provide a response to the Freedom of Information request:*

- Barking and Dagenham.

# Barnet Council, NT001

## Call for Evidence [New Towns Taskforce - GOV.UK](#)

### 1. Please give information describing the location including (where known):

a. Working contact name, job title, and contact details of submission author.

- [REDACTED], Director for Housing, Economy and Placemaking, Barnet Council; [REDACTED]@barnet.gov.uk
- [REDACTED], Head of Regeneration, Brent Council; [REDACTED]@brent.gov.uk

b. Name of organisation this submission is from and its type (e.g. combined authority / local authority / property developer / landowner).

- London Boroughs of Barnet and Brent

c. Location details, including (if possible) postcode and National Grid coordinates of the location: [Ordnance survey guidance on National Grid coordinates](#).

- National Grid Coordinates: TQ 23013 87046 – centred on Brent Cross West station, NW2 6LW.

*Please see below image of outline growth areas.*

Details of local authority / ties in this location (indicating whether the development crosses local authority boundaries) and the level of formal or informal local support for this development, if known.

- Barnet Council's Brent Cross Cricklewood regeneration scheme is well underway with outline planning permission and policy support for comprehensive development in the soon to be adopted Draft Local Plan.
- Barnet Council identified a further Growth Area in its Draft Local Plan at Brent Cross West (Staples Corner) and has master planned for development of land west of the railway line alongside the A5.
- Brent Council has adopted the Staples Corner Growth Area Masterplan and Design Code SPD for comprehensive regeneration of the low-density industrial estate west side of the A5.

One cohesive new town strategy across all three growth areas could enhance and maximise the housing prospects and economic impact in this area of northwest London, by improving density, connectivity and desirability between the sites along the A5 and Staples Corner, with the new Brent Cross West train station sitting at its heart.

We propose to work across borough boundaries with Barnet Council and Brent Council teams, alongside development partners Related Argent and Hammerson, and other stakeholders and landowners.

There is already strong political support for regeneration across the area from local Councillors and London Assembly Members.

Extensive consultation has been undertaken on the Brent Cross Cricklewood regeneration scheme over the course of the last 15 years and on the Staples Corner Growth Area Masterplan and Design Code SPD in advance of adoption in November 2024.

e. Details of the land ownership and development promotion arrangements.

Barnet Council owns two sites in the Brent Cross West (Staples Corner) Growth Area including the site for the new Waste Transfer Station and land around Brent Cross West station entrance.

Brent Council land ownership in Staples Corner is minimal. The majority of land is privately owned. Brent Council will convene landowners, stakeholders and partners, invest in key infrastructure projects and use CPO powers as a last resort to drive the transformation of Staples Corner.

f. Stage of planning process (if commenced) and stage of master-planning process (if commenced).

- Outline planning permission including 7,500 new homes was granted for the Brent Cross Cricklewood regeneration area in July 2014. Reserved Matters approvals are granted for eight development plots comprising over 1,600 new homes, 662 student units, over 30,000sqm office space and a new campus facility for Sheffield Hallam University.
- Barnet Council's Western Lands Masterplan Framework was published in Autumn 2024 covering the .
- Brent Council adopted its Local Plan in 2022. The Staples Corner Masterplan SPD was adopted in November 2024 for industrial intensification and 2,200-3,000+ new homes.

g. Potential start date (if known)

- Brent Cross Cricklewood Regeneration started in 2017 with rail infrastructure works for Brent Cross West station. Enabling works began on Brent Cross Town in 2018 and work is well underway with over 1,000 homes under construction or near completion. The first 47 new homes across the wider scheme were occupied this year and provided replacement social housing.
- The first site within the Western Lands Masterplan Framework achieved resolution to grant planning approval in November 2024 and could start end of 2025.
- Delivery of the Staples Corner Masterplan SPD is expected in the second half of the Local Plan period (2030-2041) but Brent Council is keen to explore how deliver can be accelerated.

## **2. How does this location meet the Taskforce's research remit as set out in Section A?**

If known, your answer could include:

- a. Proposed number of homes and jobs, including opportunities for expansion / densification.
- Brent Cross Cricklewood regeneration is already set to deliver 7,500 new homes. Work is underway to revise the Brent Cross Shopping Centre scheme, which could enhance both the number of new homes delivered and affordable housing provision.
  - The Staples Corner Masterplan SPD provides a framework for mixed use regeneration including 2,200-3,000+ new homes.
  - Combined with the potential to deliver approximately 1,800 more homes along the A5 Edgware Road in the Brent Cross West (Staples Corner) Growth there is ample opportunity to deliver over 10,000 homes in the new town around Brent Cross West station.

Brent Cross Town at the heart of Brent Cross Cricklewood is guided by four key pledges that reflect its ambitious vision for community, sustainability, and connectivity. We are committed to achieving net zero carbon emissions by 2030 through sustainable construction, energy-efficient

buildings, and partnerships like that with Vattenfall for zero-carbon heating solutions. 'Flourishing communities are at the heart of the development, with a desire to create a premier destination for participation in sports and play. A new 'Flourishing Index', designed with Manchester University and Buro Happold, to measure and enhance the mental health and well-being of individuals and communities through the development and design of the new neighbourhood.

The Staples Corner Masterplan sets the vision and framework to attract investment and facilitate delivery of mixed-use regeneration, business and employment growth, and high-quality homes, supported by new infrastructure and community facilities. Business growth will strengthen the local economy and provide space for logistics, light industrial and workspace. By 2041, Staples Corner will deliver 2,200-3,000+ new homes, co-located alongside new and refurbished industrial premises. Redevelopment will support the transition to a net zero carbon circular economy and address the challenges of climate change.

- b. Type of development (greenfield / urban extension / urban regeneration), confirming that homes proposed form a single/contiguous development.

Urban regeneration and intensification across a mix of brownfield sites, including former and underutilised industrial and out-of-town retail.

### **3. What would be the barriers to creating a new town in this location and what would be needed to overcome them (if known)?**

Examples of barriers include infrastructure delivery, land assembly, local planning authority capacity, viability, planning status, affordable housing provision.

#### **Overcoming severance and delivering a joined up comprehensive place**

- Improving the strategic road network and pedestrian and cycle links to connect the developments and communities currently separated by major road network A5 and A406.
- The boroughs' regeneration teams already have a strong working relationship, collaborating on placemaking and connectivity improvements around the new station, which will only deepen with further redevelopment.
- Cross-borough working to unlock future investment and enhance connectivity across the subregion through delivery of the West London Orbital. The new Brent Cross West station has been built with passive provision for the future railway line that would better connect and accelerate growth in West London.
- Stronger, faster CPO powers to help assist land assembly and unlock more coherent and comprehensive redevelopment.

#### **Delivering under challenging market conditions**

- Both boroughs have a proven record of delivering complex major regeneration projects in a difficult external environment, including Brent Cross/Cricklewood, Colindale/Burnt Oak and Wembley Opportunity Areas.
- Brent Cross West is one of the first rail projects in England delivered by local authority directed construction, working in partnership with Network Rail and DfT.

- Brent Cross Cricklewood is led by Barnet Council and delivered in genuine partnership with public and private organisations is delivering on long term commitments for the borough. The scheme was successfully planned and launched during a highly challenging economic period, demonstrating the quality of the proposals and expertise of the partnership.
- Developments across the country have been impacted by inflation, funding and financing challenges that affect project viability. Brent Cross West was completed, and Brent Cross Town has continued during this difficult economic period, but the right strategic partnerships and support will be fundamental going forward.

### Local planning authority capacity

- Barnet Council and Brent Council planning and building control teams have extensive experience with local plan making, master-planning and major regeneration and development projects.
- Developments already underway with the right teams in place to be able to mobilise quickly to expand on the development.

### Affordable housing provision

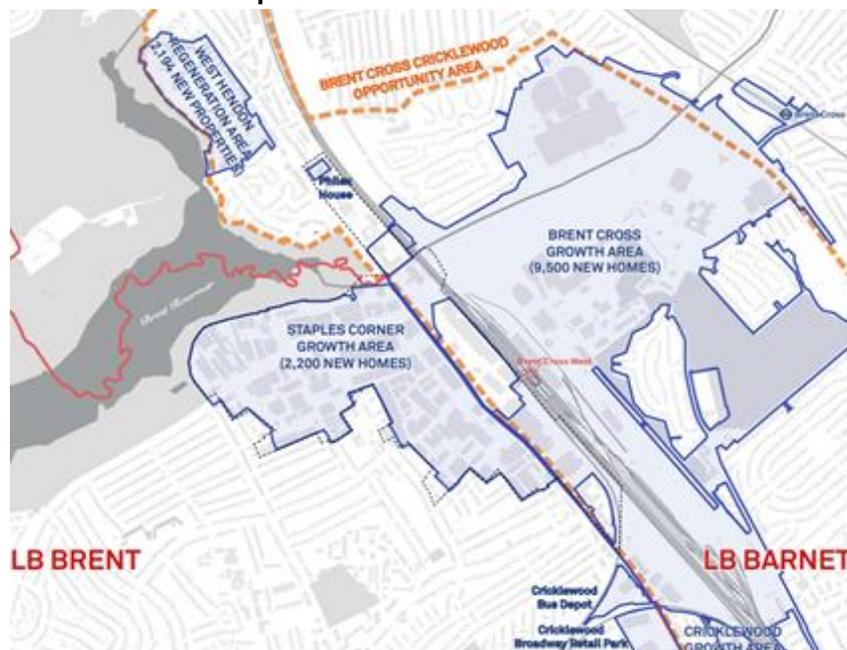
- Scope to build upon the approved schemes with the right support, funding and partnerships in place to maintaining momentum of development in the current climate.

### 4. Has this prospective development previously received government support (if known)?

In 2020, Barnet Council received £419 million facility by MHCLG for land and infrastructure works including the new Brent Cross West Station needed to unlock the delivery of 6,700 homes, which are being built on the 180-acre Brent Cross site. The vision set out here goes significantly beyond this, drawing in a far wider area across borough boundaries.

Brent Council received £135,000 MHCLG Design Code Pathfinder grant for the SCGA Design Code in 2022.

### Area Plan of Staples Corner and Brent Cross Growth Areas



**RELATED ARGENT**  
**NEW TOWNS TASKFORCE – LETTER TO SIR MICHAEL LYONS**  
25 NOVEMBER 2024, FINAL

Dear Sir Michael,

I am contacting you from Related Argent, one of the largest privately-owned property and urban regeneration businesses in the UK. You may be familiar with our work at schemes such as King's Cross in London and Brindleyplace in Birmingham.

I'd first like to extend my belated congratulations on your appointment as Chair of the New Towns Taskforce. We have followed the launch of the Taskforce with great interest and have been impressed with the progress you have already made to address the housing emergency and to support the Government with its plans to deliver New Towns across the UK, which we too support.

As you may be aware, we are now well underway with the creation of our own 'new town' in Brent Cross (albeit with only 6,700 homes planned, rather than 10,000!). Brent Cross Town is a 180-acre, £8bn mixed-use town development in north London which began in partnership with Barnet Council in 2016.

Like King's Cross – which has delivered 1,749 homes, 40% of which are affordable - Brent Cross Town is also starting to make a major contribution to housing need, as referenced by Sir Keir Starmer in his visit to the development just prior to the general election. We currently have over 1,000 homes under construction or nearing completion at Brent Cross Town across a range of asset classes, including affordable, market sale and student accommodation. In 2025, we will be commencing the construction of the next phase of multi-generational homes, including later living, co-living and more student accommodation.

So far, we have partnered with L&Q and Sovereign Network Group (SNG) to deliver much-needed affordable homes across the site. We are progressing the construction of these homes at an ambitious pace and will have our first affordable and private residents moving in very soon.

As well as the creation of new homes, Brent Cross Town will be a vibrant new town centre, with 50 new retail and leisure opportunities, three schools, more than 50 acres of park space and playing fields and new state-of-the-art indoor and outdoor sporting facilities.

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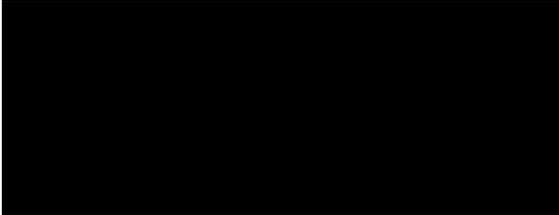
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We would be delighted to facilitate this visit, so if this is of interest, please do let me know via email at [REDACTED] [@relatedargent.co.uk](mailto:[REDACTED]@relatedargent.co.uk).

Yours sincerely,



[REDACTED]  
Chief Executive Director, Related Argent

END

# Brent Council, NT002

## Call for Evidence New Towns Taskforce - GOV.UK

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- 
- 

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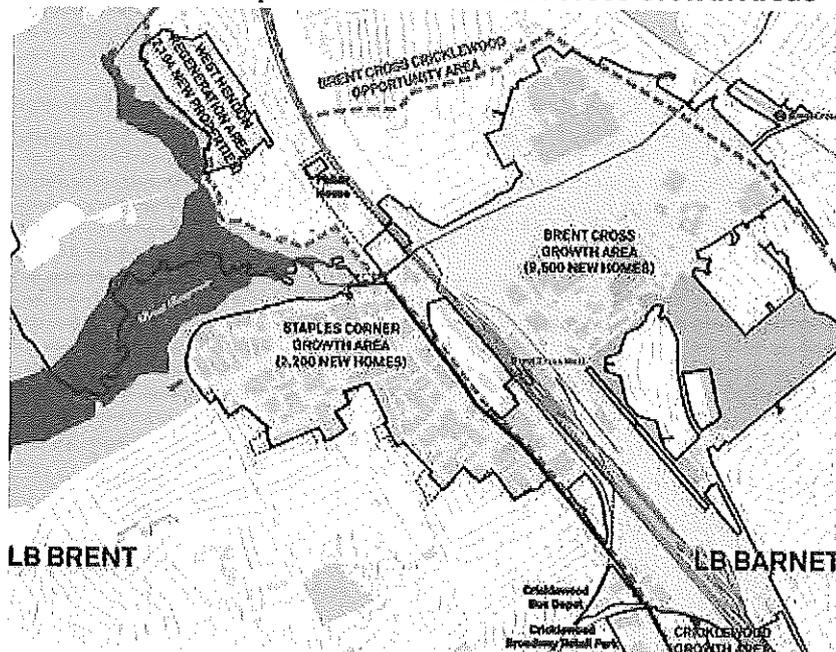
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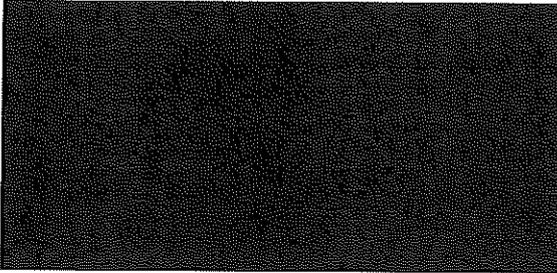
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We would be delighted to facilitate this visit, so if this is of interest, please do let me know via email at [REDACTED]

Yours sincerely,



END

# Enfield Council, NT003

## *Internal review of Freedom of Information request dated 10 February 2026*

At this stage, we are not in a position to release the requested material either in full or in part in advance of the government's assessments concluding.

As set out in the original response, the information relates to early-stage, non-statutory submissions made by the Council into an ongoing national Government programme and remains confidential. It is subject to continuing assessment at a Government level, and disclosure at this point would risk prejudicing both programme considerations and the Council's ability to engage effectively in future stages.

### **Application of Regulation 12(5)(e)**

By way of context, and without pre-empting the outcome of the review, the original application of Regulation 12(5)(e) was informed by the following considerations.

The requested information relates to commercially and strategically sensitive material associated with early-stage development propositions submitted into a national programme.

Disclosure at this stage could:

- Introduce land value speculation;
- Distort land assembly negotiations; and
- Prejudice the Council's and wider public sector's ability to secure value for money in delivering housing and infrastructure.

The confidentiality of such material is recognised in planning and regeneration practice, particularly where propositions remain subject to Government assessment and have not progressed through statutory planning or consultation processes.

### **Scope for partial or redacted disclosure**

The Council did consider whether any elements of the material could be disclosed on a partial or redacted basis.

However, it was concluded that:

- The material is commercially and strategically interrelated;
- Redaction would not remove the risk of market sensitivity; and
- Disclosure of contextual fragments could still prejudice ongoing programme considerations.

This assessment will be revisited as part of the internal review.

### **Public interest test**

In applying Regulation 12(5)(e), the Council has had regard to the presumption in favour of disclosure.

Public interest factors in favour of disclosure include:

- Transparency around strategic growth planning;
- Public understanding of New Town proposals; and
- Accountability in decision-making.

These were considered against the public interest in maintaining the exemption, including:

- Protecting the effective delivery of long-term housing and infrastructure;
- Avoiding artificial inflation of land values;
- Safeguarding the Council's negotiating position; and
- Ensuring Government-led programme assessments can proceed without prejudice.

On balance, it was considered that the public interest favoured maintaining the exemption at this stage.

### **Publicly available context**

To assist contextually, you may find it helpful to refer to the Council's submitted Local Plan material <https://www.enfield.gov.uk/services/planning/new-enfield-local-plan>, which is publicly available and sets out the borough's statutory spatial strategy including strategic growth locations such as Crews Hill and Chase Park and associated infrastructure planning evidence.

This provides the formal planning policy framework within which any future New Town considerations would need to be understood.

Please do let me know if anything further would be helpful in the interim.

New Towns Taskforce Open Call for Evidence  
C/O Ministry of Housing, Communities and Local Government  
Submitted via email to: [NewTownsEvidence@communities.gov.uk](mailto:NewTownsEvidence@communities.gov.uk)

13 December 2024

### Thamesmead: London's New Town

Thamesmead has the scale and potential to become London's New Town, delivering significant housing and economic growth, alongside catalysing regeneration across the wider Thames Estuary and South East region.

With an extension of the Docklands Light Railway (DLR), Thamesmead could deliver up to 20,000 homes directly, with a further 10,000 homes on the north side of the river at Beckton. Peabody is the major landowner in Thamesmead, and, with timely support and investment, can deliver at speed, ensuring Thamesmead makes a significant impact in helping the government meet its housing ambitions.

### Summary

- Location - On the south bank of the Thames to the east of the Royal Docks and Woolwich, Thamesmead is home to around 47,000 people. It is one of the UK's largest and most exciting growth opportunities, with scope to more than double the population of the town.
- Housing - Plans to provide 20,000 additional new homes through mixed-tenure developments are in place, directly contributing to meeting the Government's housing targets and driving regeneration and growth across the wider Thames Estuary and South-East region.
- Thamesmead Waterfront - A rejuvenated mixed-use riverside community at Thamesmead Waterfront will be a new destination, with cultural curation, leisure, connectivity, sustainability and wellbeing at the forefront of the masterplan.
- DLR Extension - Supported by the Mayor of London, the proposed DLR extension to Thamesmead unlocks significant growth potential with up to 30,000 homes across both sides of the river. And with certainty and partnerships in place, delivery at Thamesmead Waterfront can begin within four years.
- Urban Extension - Taskforce support would enable delivery of the Waterfront as an urban extension to Thamesmead, with accelerated physical and social regeneration in the south and central areas of the town. It would support the Government's growth ambitions across the entire region. A strategic review of land-use designation and tenure mix in industrial zones could create further opportunity for housing delivery.

### About the town

Thamesmead has all the makings of a thriving place – its balance of city and natural landscape, strong sense of community and the opportunity to create much-needed new homes and good quality neighbourhoods. However, physical constraints, along with poor connectivity and accessibility, as well

as an historic lack of infrastructure investment, have so far constrained the social and economic potential of the town.

### **Peabody's work in Thamesmead**

Peabody is leading the 'whole place' regeneration of Thamesmead, with a mission to improve, grow and look after the town for the long-term. As owners and stewards of two-thirds of the land in Thamesmead, we're able to work at scale on shared aspirations with communities and partners.

We've achieved a lot in recent years. Examples include an estate renewal programme in South Thamesmead and two new developments in West Thamesmead. With taskforce support, there is an opportunity for additional homes, delivered more quickly, in the south of the town. More details of Peabody's work in Thamesmead can be viewed via our dedicated website: <https://www.thamesmeadnow.org.uk/>

### **Thamesmead Waterfront: a catalyst for growth**

Thamesmead Waterfront, in north Thamesmead, is one of the largest and most deliverable opportunities for housing growth in London. It is a nationally significant opportunity. The 100 hectare site offers the potential to deliver up to 15,000 new homes, thousands of new jobs, a new and expanded town centre, and a major new park for London. With green spaces, walking and cycling infrastructure, this is also a project that aligns with the Government's goal of prioritising active lifestyles and reducing health inequalities.

A new Thamesmead Waterfront Joint Venture was created by Peabody and Lendlease in 2019. Lendlease is a globally integrated real estate group with operations in Australia, Asia, Europe and the United States. It's a company that has an unparalleled legacy of creating places where communities thrive. Peabody and Lendlease, alongside an expert consultant team, have established the vision, masterplan principles and an assessment of development capacity for the scheme. The JV is also part of a committed public/private partnership group (see below) developing the business case for the extension of the DLR to Thamesmead.

### **DLR extension to Thamesmead**

Thamesmead has historically been poorly served by public transport, with a lack of transport infrastructure investment in comparison to other areas of London. The Thamesmead postcode of SE28 is the only postcode in the capital without a train or tube station. This poor provision of transport infrastructure has so far constrained development, employment and enterprise potential in the town.

The proposed DLR extension to Thamesmead will have a transformational impact, connecting residents, improving access to employment, and enabling a major uplift in housing delivery with up to 30,000 new homes across both sides of the river. The new transport link will be critical in serving the long-term housing needs of London and the wider South-East, directly at the Thamesmead Waterfront site and with the potential for onward extension east in the longer-term. This would serve other parts of Thamesmead currently suffering from poor connectivity and into the London Borough of Bexley.

The DLR extension to Thamesmead is the priority transport and housing project for the Mayor of London. A partnership between the Mayor, Royal Borough of Greenwich, London Borough of Newham, private sector developers, MHCLG, Homes England and the Department for Transport has funded and developed considerable work on the feasibility and business case for the scheme. The Outline Business Case is due to be submitted to Government in spring 2025. The project also has local

support, with a recent public consultation carried out by TfL showing that 85% of local residents support the project.

With government support, the DLR extension to Thamesmead, and the associated housing delivery, could be delivered quickly, efficiently and in parallel, making a significant contribution to the growth agenda for the region and the whole of the UK.

### **New Towns Taskforce**

Support for Thamesmead from the New Towns Taskforce would help to provide certainty and acceleration in the development programme alongside the critical infrastructure required. It would allow partners to build on the momentum of the work to date, bringing a renewed focus to overcoming barriers to delivery. It would build on the significant regeneration and renewal in the town that's already underway and help to create new opportunities for alternative funding and financing mechanisms and land use to support new additionality and delivery. We look forward to working with the New Town Taskforce, alongside our partners and stakeholders, to realise the full potential of Thamesmead for generations to come.

Yours faithfully,



John Lewis  
Executive Director Sustainable Places  
Peabody

## Appendix 1



*Thamesmead Waterfront: Site Location Plan*



*Thamesmead Waterfront: Red Line Boundary*

# Southwark Council, NT005

**1 Please give information describing the location:** Old Kent Road Opportunity Area, London

**a. Working contact name, job title, and contact details of submission author:** Tim Cutts, Head of Regeneration Old Kent Road; tim.cutts@southwark.gov.uk

**b. Name of organisation this submission is from and its type** London Borough of Southwark

**c. Location details.** Old Kent Road, London, SE1/SE15; X534409 Y177865

**d. Details of local authority and the level of formal or informal local support**

The development is entirely within the boundaries of LB Southwark. The targets for homes and jobs in the Opportunity Area are adopted in the local plan (the Southwark Plan 2022) and have the support of the Mayor of London.

The council is also preparing the Old Kent Road Area Action Plan (AAP) to coordinate and manage growth in the area. The draft AAP has been through three rounds of public consultation, with 2,238 comments received. In the most recent consultation 79% of respondents supported/supported in part the AAP ambition to provide 20,000 new homes and 10,000 new jobs, while 83% supported the proposals for new and improved open spaces and 75% supported the approach towards good quality design and retention of heritage.

**e. Details of the land ownership and development promotion arrangements.**

The land in the Opportunity Area is in multiple ownerships. The local planning authority is London Borough of Southwark. Within the council, the Old Kent Road Planning and Growth team oversees the regeneration of the Opportunity Area, combining the council's statutory planning function with coordinating a wider regeneration programme, including working with other council departments, infrastructure providers and TfL.

At a strategic level, the council has a growth partnership agreement with GLA, TfL and LB Lewisham, chaired by London's Deputy Mayor for Planning, Regeneration and the Fire Service and established to coordinate growth along the Bakerloo Line Extension corridor.

**f. Stage of planning process (if commenced) and stage of master-planning process**

The vision and site allocations for the Opportunity Area are adopted in the 2022 Southwark Plan. The draft Old Kent Road AAP which provides more detailed policy and masterplans is at Regulation 19 stage and Southwark are planning to submit for examination-in-public in March 2025.

**g. Potential start date (if known).**

The masterplan is under construction. 708 homes have been completed. 1,825 homes are under construction and a further 800 are in the pipeline and expected to start construction in Q1/Q2 2025. 51% of the homes completed or under construction are affordable, meeting the Government's Gold Standard. 9561 homes and 120,000 sqm of commercial space have been granted planning consent or are subject to live applications.

**2. How does this location meet the Taskforce's research remit as set out in Section A?**

The project comprises the regeneration of brownfield land which has previously been mainly in industrial and retail use. The council has worked with the Mayor to re-allocate the land for mixed use development, retaining current levels of industrial and retail space, as well as providing new homes.

Through the Old Kent Road AAP the council has lead the masterplanning process, enabling land to be developed in an efficient and coherent way, maximising the area's growth potential, while achieving high quality development and significant social and economic benefits for the local population.

The opportunity can provide 20,000 new homes and 10,000 new jobs over a period of 15-20 years. This will support population growth of 35,000, the size of a new town.

### **3. What would be the barriers to creating a new town in this location**

The council has made good progress towards the delivery of new homes in consenting 9,500 homes in the space of 6 years and facilitating the delivery of 3,333 homes which are under construction or in the pipeline.

Key to this growth has been the preparation of the AAP which includes masterplans and design codes which have provided certainty for investors and developers, transparency for members of the public and clarity for members of the council's Planning Committee who are making decisions.

In addition the council is funding its two largest estate regeneration projects in the area at the Tustin and Ledbury Estates. The first phases are nearing completion, funding for later phases is proving challenging.

The AAP also puts in place an ambitious programme of improvements to infrastructure including to parks, health facilities and schools and the council itself has acquired 6ha of land in the Opportunity Area to help deliver this. A district heating network is under construction which will have a huge impact on reducing carbon emissions. Work is underway with TfL to design a Healthy Steet scheme for the Old Kent Road and development is contributing financially towards provision of new bus services.

The main barrier is public transport capacity and in particular the need to extend the Bakerloo Line to this new town connecting it to London's tube network. The local authority has resourced a multidisciplinary planning and regeneration team that has provided effective delivery of development in a short time scale. However current transport capacity can only support 9,500 homes (phase 1 housing) and the Bakerloo Line Extension (BLE) is essential for the accelerated delivery of both this first phase and the final second phase of 10,500 homes.

As well as providing sufficient transport capacity to ensure the development is sustainable the BLE would significantly increase private home sale values in the area and this would in turn accelerate housing, employment floorspace and s106 affordable housing delivery. In addition the borough has a well-established "land value capture" mechanisms in place and would secure significant Community Infrastructure Levy (CIL), s106, council tax and business rate receipts. In all a recent economic study of the case for the BLE estimated that it will generate £1.5bn GVA per annum and has an excellent business case.

The land for the BLE has been safeguarded and design of the stations is underway part funded by Soutwark and Lewisham. The BLE has the support of the Mayor. Southwark, TfL, Lewisham and Central London Forward have recently refreshed the funding study for the project. Southwark has committed to ringfencing 50% of its strategic CIL to help deliver the BLE.

The second phase of development, which is reliant on the BLE has been identified in the AAP and has strong support locally. The council is confident that if a solution to funding the BLE can be found, with at least 40% of its total cost being delivered from local funding sources and given that the appetite for development in the Opportunity Area remains strong, then Phase 2 homes could be consented in a similar timescale to Phase 1. But in order to achieve this at least 60% of the funding for the BLE would need to be committed by Government.

### **4. Has this prospective development previously received government support**

The Old Kent Road was awarded £9.6m through the Future High Streets Fund for a programme of transformative improvements at the south end of Old Kent Road.

Individual developers have been awarded grant funding for affordable housing, including Berkeley Homes who have been awarded a loan of £125m by Homes England to undertake infrastructure works across three sites, including Malt Street in the Old Kent Road Opportunity Area.

In 2022, Veolia were awarded £16m HNIP funding to help deliver a district heat network in the Old Kent Road Opportunity Area and Peckham, connected to the SELCHP heat from waste plant.