

ANNEX ONE

OPPORTUNITY AND INTENSIFICATION AREAS

- A1.1 This Annex (which for the avoidance of doubt, forms part of the London Plan and therefore of the statutory development plan) is integral to policy 2.13 in Chapter 2, outlining how its broad principles should be applied to specific Opportunity and Intensification Areas including indicative estimates of employment capacity and minimum guidelines for new homes to 2031.
- A1.2 These estimates and guidelines are derived from a range of sources including the London Employment Sites Database (employment) and the London Strategic Housing Land Availability Assessment (homes); they will be tested through the preparation of planning frameworks and/or local development frameworks.
- A1.3 It should be noted that in some Areas the transport system would not currently support this level of growth and developer contributions may be required to underpin enhancements. The Opportunity/Intensification Area Planning Frameworks (OAPF/IAPF) for these areas can take different forms depending on local circumstances. Progress on their preparation and implementation will be reviewed in the London Plan Implementation Plan and is currently indicated in the Table below as (1) Proposed; (2) In Preparation; (3) Adopted; and (4) Under Review.

Table A1.1 Opportunity Areas

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	Strategic policy direction
1	Bexley Riverside	1,347	7,000	4,000	1	Bexley Riverside relates to parts of Erith, Crayford, Slade Green and Belvedere. Improvements in public transport accessibility, especially associated with Crossrail 1 will provide scope for intensification, particularly around Abbey Wood. Account should be taken of the Area's strategically important role in addressing London's logistics requirements including protection for inter-modal freight transfer facilities at Howbury Park and safeguarded wharves on the River Thames, as well as waste management. East London Green Grid projects such as Belvedere Links will make a significant contribution to the improvement of landscape and green infrastructure. Any new development and infrastructure brought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects.
2	Charlton Riverside	176	1,000	3,500	1	Development at Charlton Riverside should be integrated with the wider development of the south bank of the Thames to complement opportunities at Deptford/Greenwich Peninsula and Woolwich. Any managed release of surplus industrial land should be set in a wider sub regional context as part of the planning framework for the Area, taking into account safeguarded wharves such as Murphy's and Angerstein with its strategic railhead.
3	City Fringe	489	70,000	7,000	2	Contains a number of accessible, relatively central sites with significant development capacity, including Bishopsgate/South Shoreditch and Whitechapel/Aldgate. The Area provides particular scope to support London's critical mass of financial and business services and clusters of other economic activity, such as creative industries. Minor extensions of the CAZ should assist the realisation of development capacity and exploit public transport accessibility through Crossrail 1 stations at Liverpool Street and Whitechapel and at the East London Line stations. At Old Street the scale of additional development capacity is partly dependent upon operational rail requirements and improvements to interchange capacity. The area contains some of London's most deprived inner city neighbourhoods as well as affluent new quarters interspersed with affordable business premises, some serving the local communities, others meeting the needs of national and international business. Development should take account of the Tower of London World Heritage site.
4	Colindale/Burnt Oak	262	2,000	12,500	2	An area comprising a range of sites with capacity mainly for residential-led mixed use, which are at various stages in the development process including parts of the former RAF East Camp adjacent to the M1, Hendon College site, the existing Grahame Park Estate, Colindale Tube and the Hospital and library sites to the west of tube. The area also includes major development sites in Brent along the Edgware Road at Oriental City, Zenith House and Capital Way. Co-ordination of adequate provision of social and transport infrastructure across the borough boundaries is required. Appropriate developer contributions are also needed to deliver public transport improvements to support the proposed intensification of residential use.

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	Strategic policy direction
5	Cricklewood/ Brent Cross	324	20,000	10,000	3	Subject to office demand, a potential Strategic Outer London Development Centre (see Policy 2.16). Brent Cross / Cricklewood also has significant potential for wider economic development, new housing and regeneration, capitalising on public transport improvements including Thameslink and the Northern Line upgrade. The Area combines former railway lands and the wider hinterland surrounding Brent Cross regional shopping centre across the A406 North Circular Road. Brent Cross is to be redeveloped to become a town centre complementing the roles of other centres nearby and with an extended mix of town centre activities. This should include a significant increase in new housing together with local ancillary services. A rail station on the Cricklewood site is proposed and new development should be phased with improvements to public transport and accessibility. A site for a major waste facility within the area will form a key role in North London Waste Strategy. There is significant potential for improvement to the public realm including restoration of the River Brent.
6	Croydon	173	7,500	10,000	1	One of the potential Strategic Outer London Development Centres, Croydon is also recognised as London's largest 'Metropolitan' town centre and one of the capital's two strategic office centres outside central London. The council's strategy will need to be built upon to re-brand the offer of Croydon to meet modern commercial needs, realising its competitive advantages and good public transport accessibility. This will entail consolidating its strengths as a strategic office location through mixed-use re-development and enhancements to the business environment. A carefully managed balance must be struck between modernising office provision and encouraging the conversion of surplus capacity to other uses including a significant increment to housing. An integrated approach to a number of sites will be needed, including East Croydon station, Fairfield Halls, Croydon College, Park Place and the Whitgift extension. Rejuvenation of the mix and vitality of supporting uses, enhancement of the environment and improvements to traffic management will help support redevelopment.
7	Deptford Creek/ Greenwich Riverside	165	4,000	5,000	1	The Area should benefit major concentrations of deprived neighbourhoods across the two boroughs and capitalise on its waterside and heritage character. Subject to resolution of wharf related issues, parts of Convoys Wharf should be developed for a range of uses. The Area as a whole has potential for a cultural quarter, for smaller scale leisure and tourism-related provision, business workspaces and additional housing. East-west connections across Deptford Creek should be addressed.

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	Strategic policy direction
8	Earls Court & West Kensington	36	7,000	4,000	2	The Area presents a significant opportunity for regeneration comprising estate renewal and housing and employment growth. A comprehensive approach should be taken to planning the future of the exhibition complex, the Transport for London Lillie Bridge Road depot, the local authority housing estates and other sites in the vicinity. The potential for a strategic leisure, cultural and visitor attraction and strategically significant offices should be explored together with retail, hotels and supporting social infrastructure. The Mayor is working with the boroughs and landowners to develop a planning framework for the area. This, informed by a transport study, will determine the optimum development capacity for the area which is likely to be significantly higher than the minimum figures shown here. Earls Court has good public transport facilities and these should be further enhanced, together with comprehensive highway and streetscape improvements. Earls Court already benefits from a strong identity, distinctive townscape and a range of heritage assets, all of which should be upheld and promoted through the regeneration and growth of the area.
9	Elephant & Castle	88	5,000	4,000	4	The Area is undergoing major transformation with significant investment in housing and potential for new retail provision integrated with a more efficient and attractive transport interchange. There is scope to create a series of connected public open spaces complemented by environmental and traffic management improvements. Resolution of these and rail related issues are crucial to the successful redevelopment of this southern gateway to central London.
10	Euston	16	5,000	1,000	1	Euston is a major national and commuter rail terminal possessing good bus and underground links to the rest of the Central Activities Zone. The station airspace and adjacent areas are underused and have potential for intensification. There is scope to re-configure Euston Square Gardens and the bus station to enhance this space and the transport interchange and also to develop the relationship with the adjacent university quarter.
11	Greenwich Peninsula	259	7,000	13,500	3	The Peninsula plays two key strategic roles, as an internationally significant leisure attraction and as a major contributor to meeting London's need for additional housing. The main focus of commercial development is at the north of the peninsula around the O2 Centre and the Jubilee Line station. Any release of industrial capacity should be managed in a sub-regional context and as part of the planning framework, recognising the roles of safeguarded wharves and the potential for a cruise liner terminal. River paths, parks and squares on the peninsula should contribute to a high quality public realm and become part of the wider East London Green Grid with potential to improve pedestrian and cycle linkages from the O2 to Greenwich town centre. Development and infrastructure provision should be co-ordinated with that in neighbouring Charlton Riverside.

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	Strategic policy direction
12	Heathrow	700	12,000	9,000	1	The Mayor supports an integrated approach to the distinct environmental and growth issues facing the area around Heathrow both within and beyond London in the three corridors covered by the 'Western Wedge' (see para 2.17) and recognises the importance of the airport as a driver for economic growth within the opportunity area and beyond. He recognises the importance of maintaining its attractiveness to business, while enhancing its environmental performance in line with Policy 6.6 Aviation. It contains a range of locations with potential to contribute to economic development without a third runway, together with new housing and environmental improvement. Any new development and infrastructure brought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects. In Hillingdon, Heathrow 'north' (including the A4 corridor) will continue to benefit from airport related growth, particularly with regard to transport and logistics, business and hotels and leisure/tourism. Stockley Park has a particular draw for a diverse range of offices including marketing and R&D, and for prestigious national and European headquarters. Uxbridge is set to grow significantly with the redevelopment of the RAF Uxbridge site, together with potential in the bio-science sectors and creative/media support services in the Uxbridge Business Park. The Hayes-West Drayton corridor contains redevelopment opportunities for a range of potential uses, including small business parks, logistics and mixed-uses. Hayes town centre offers considerable scope for the creative/media sector and for SME workspace. In Hounslow, there is capacity to continue the rejuvenation of Feltham as a town centre and to develop the borough's strategically important industrial offer. The capacity estimates indicate the broad potential of the Opportunity Area and are subject to more detailed testing.
13	Ilford	85	800	5,000	3	Ilford is both an Opportunity Area and a 'Metropolitan' town centre serving outer east London. There is scope to provide at least 5,000 additional homes on development sites in and around the town centre. Comprehensive redevelopment of key sites should reinforce its 'Metropolitan' centre role with improvements to the range and quality of the retail offer and build upon its strengths as a new leisure-oriented location to serve the wider area. Longer term development, which could include some office provision as part of a wider mix of town centre uses, will be assisted by improved transport links, particularly Crossrail 1 and the East London Transit.

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	Strategic policy direction
14	Isle of Dogs	410	110,000	10,000	2	The north of the Isle of Dogs forms a strategically significant part of London's world city offer for financial, media and business services and is recognised as part of the Central Activities Zone for office policy purposes, with Canary Wharf also functioning as a Major town centre for its workers and more local communities. Proposed transport investment including Crossrail 1 should allow it to accommodate an additional 110,000 jobs by 2031 focused on the area with particularly good and improving public transport accessibility and capacity in and around Canary Wharf. Partnership working is required to bring forward adequate land and a significant enhancement to transport capacity. Parts of the Area have significant potential to accommodate new homes and there is scope to convert surplus business capacity south of Canary Wharf to housing and support a wider mix of services for residents, workers and visitors. Retail provision in Canary Wharf has the potential to develop and serve a wider catchment, complemented by a broader range of civic, leisure and other town centre facilities. At Crossharbour there is potential for less car dependent, more sustainable development providing a wider range of uses.
15	Kensal Canalside	20	1,000	2,000	1	Kensal Canalside has significant development potential and an opportunity to promote regeneration in north Kensington and adjoining boroughs. The scope and scale of development as an Opportunity Area is dependent on resolution of a number of challenges and constraints. Improved public transport accessibility will be a major determinant of the final scale of development and this could include exploration of the potential for a Crossrail station. Rail and canal corridors form barriers to north-south movement within and beyond the site and should be addressed to knit development into the surrounding townscape. The opportunity to build over the railway tracks and to address constraints imposed by existing gasholders should be investigated.
16	King's Cross	53	25,000	1,900	3	King's Cross now functions as a European passenger gateway and has the highest public transport accessibility in London. This accessibility will improve further with the completion of Thameslink. Planning permissions have been granted in both Camden and Islington for high-density commercial development, office, retail, leisure and housing. There may be scope to consider linkages between the academic sector and businesses clustered in this location. The implementation of development must capture heritage value, secure environmental quality and minimise car use. It is vital to integrate the major rail termini, underground station and brownfield sites with the regeneration of neighbourhoods in the wider area.
17	Lewisham, Catford and New Cross	815	6,000	8,000	1	This Area contains a series of centres with scope for intensification, regeneration and renewal. There is scope for further intensification in central Lewisham where strategically important regeneration is already planned. Projects such as the Kender Triangle gyratory removal and Lewisham Gateway will provide development opportunities, improve the public realm and raise design quality in the area. The scope to address poor legibility, severance and traffic congestion should be investigated. Projects such as Waterlink Way and Deptford Loop should be further developed together with wider environmental improvements such as extensions to the East London Green Grid.

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	Strategic policy direction
18	London Bridge, Borough & Bankside	155	25,000	1,900	2	This Area has considerable potential for intensification, particularly at London Bridge station and its environs, complemented by improvements to public transport and interchange facilities, better pedestrian integration with the surrounding area and greater use of river passenger transport. There is scope to develop the strengths of the Area for strategic office provision as well as housing, especially in the hinterland between Blackfriars and London bridges. Mixed leisure and culture related development should enhance its distinct offer as part of the South Bank Strategic Cultural Area, and partners should work to develop and accommodate synergies with the existing centre of medical excellence. Account should be taken of the Tower of London World Heritage site and proposals for open space networks and transport and community infrastructure should be co-ordinated with those in the Waterloo and Elephant and Castle Opportunity Area and across borough boundaries.
19	London Riverside	2,500	14,000	25,000	1	Within the Area development will be focused on the Barking Riverside, Dagenham Dock, South Dagenham, Beam Reach, Beam Park and Rainham West sites with scope for intensification in Barking town centre, Rainham Village and South Hornchurch. The development strategy will include managed release of some surplus industrial land for housing and other complementary uses, and consolidating the offer of the remaining industrial land including promotion of a Green Enterprise District incorporating the London Sustainable Industrial Park at Dagenham Dock. Any new development and infrastructure brought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects. Substantial improvements in public transport will be needed, building on plans for increased capacity on the C2C rail line, and East London Transit schemes to serve London Riverside, exploring the potential for additional stations, for example at Beam Park along the current rail corridor, and extended bus services. There is scope to improve connectivity by cycling and walking across the whole area and in particular through implementation of the East London Green Grid. It is also imperative to plan for long term flood risk management. The industrial areas at River Road, Rippleside, Dagenham Dock and Rainham Employment Area support a range of different businesses. Access to rail, river wharves, trunk roads and existing warehousing clusters support the provision of strategically important logistics facilities, including inter-modal freight transfer (potentially at Renwick Road/Ripple Road), as well as consolidating the strengths of modern manufacturing excellence. At South Dagenham, along the A1306 East, and in Rainham there is potential to deliver more compact, residential-led mixed urban communities. The core employment areas have the potential to be developed as a leading centre for innovation and high-tech manufacturing, and for the growth sector of environmental technology, for example at Dagenham Dock. Barking Riverside is London's single largest housing development opportunity and the Mayor will continue to lobby for the investment to fund the DLR extension to Dagenham Dock which is necessary to deliver over 10,000 new homes. Development should create not just a good quality environment with a full range of community facilities, but a new urban quarter with a distinct character of its own and a highly attractive place to live.

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	Strategic policy direction
20	Lower Lee Valley (including Stratford)	1,400	50,000	32,000	2	Currently this Area is the most important single strategic regeneration initiative for London and an urban renewal challenge of global significance including the 2012 Olympic and Paralympic Games and their legacy. The Lower Lee forms the axis linking two nationally important growth corridors: the London-Stansted-Cambridge-Peterborough corridor to the north and the Thames Gateway to the east. Any new development and infrastructure brought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites), either alone or in combination with other plans and projects. A new Metropolitan centre will be focused on Stratford town centre and a rich mix of employment, housing and open spaces across the Lower Lee Valley. Stratford is recognised as one of the capital's two strategic office centres beyond central London and a potential Outer London Strategic Development Centre with particular potential for office development. The area will contain a significant new residential community providing at least 32,000 new homes and potentially up to 40,000. There is estimated capacity for up to 50,000 new jobs including over 30,000 predominantly office jobs at Stratford City. The main Olympic Park will accelerate the realisation of the vision for the Lower Lee Valley for it to become a vibrant, high quality and sustainable mixed use new city district set within an unrivalled landscape of high quality parkland and water features which should be co-ordinated with plans for long term flood risk management. An Opportunity Area Planning Framework for the area was adopted in 2007 and the Mayor is working closely with the Lower Lee Valley Olympic Boroughs to prepare Olympic Legacy Planning Supplementary Guidance (OLPSG). This will set out how the areas around the Olympic park can benefit from and be integrated with emerging Legacy proposals and establish strategic priorities for the area. It will promote the managed release of appropriate industrial sites for mixed-use development, whilst retaining key industrial land, particularly in the Strategic Industrial Locations. Integration of the facilities and infrastructure provided for the 2012 Games with the surrounding areas, centres and communities are vital to the area's long term regeneration and success. See Policy 2.4.
21	Paddington	38	5,000	1,000	3	Significant office and residential development provision has already been made in the Area and there is scope for further high density, good quality, business and housing development. This should complement Paddington's distinct canal-side character, enhance environmental quality, support low car use and integrate with surrounding neighbourhoods.

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	Strategic policy direction
22	Park Royal/Willesden Junction	751	14,000	1,500	2	Park Royal is one of London's key industrial locations, with potential to meet modern logistics and waste management requirements as well as other industrial type functions. A range of opportunities exist for industrial related development and in selected locations outside of SIL for mixed-use intensification where there is good public transport accessibility. These selected locations include a series of 'gateway' sites identified in the Park Royal OAPF comprising the Eastern Gateway at Willesden Junction, the Southern Gateway around North Acton station, the Western gateway around the Diageo First Central site and the Northern Gateway centred around the Northfields industrial estate. Development should take account of London's future rail and water freight requirements and their land use implications, and the scope for improvements in strategic rail accessibility.
23	Royal Docks & Beckton Waterfront	1,100	6,000	11,000	2	Key issues to be addressed include maximising the benefits of the Crossrail station at Custom House, future growth of London City Airport, capitalising on the success of ExCel and its potential as a focus for further visitor/business related growth and improving connections to London Riverside. For Thameside West, strategic development principles are set out in the adopted Lower Lee Valley OAPF. Thameside East, West and Beckton Waterfront are also key locations for river-related industries. The management of safeguarded wharves, including scope for consolidation, will be an important issue in realising the potential of these sites.
24	Southall	46	2,000	4,000	1	The Area provides great scope to enhance the local environment and complement Southall's current strengths, including its ethnic identity and links with South Asia, by introducing a more diverse retail offer and securing a substantial uplift in housing capacity as well as improvements in social infrastructure. The imperative to deliver genuine linkages between the Southall Gas Works site and the existing Southall town centre must be secured. Integration with the wider area including Hillingdon to the west needs careful consideration. Any new development and infrastructure bought forward in this area must avoid adverse affects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects.
25	Thamesmead and Abbey Wood	811	4,000	3,000	2	The residential environment and capacity of Thamesmead should be enhanced through estate renewal integrated with strategic opportunity sites for new housing, social and recreation facilities together with improved open space and Metropolitan Open Land. Access to the riverside and adjacent spaces in Tripcock Park should be enhanced, together with measures to secure better use of landscape assets such as the Ridgeway and improved local connections through the South East London Green Chain. In view of the low lying nature of parts of the Area, particular attention should be given to flood risk management. There is scope to enhance employment capacity in the White Hart Triangle and other industrial sites, including waste management and logistics provision.

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	Strategic policy direction
26	Tottenham Court Road	19	5,000	420	4	There is significant potential for integrated renewal across borough boundaries recognising the Area's strategic role as part of one of London's two 'International' shopping locations in the context of the West End Special Retail Policy Area, as well as addressing more local concerns. This will include enhancing the public realm of the Tottenham Court Road and eastern Oxford Street and providing better connection between Covent Garden, Oxford Street and Bloomsbury.
27	Upper Lee Valley	3,884	15,000	9,000	2	The Upper Lee occupies a strategic position in the London-Stansted-Cambridge-Peterborough growth corridor and provides a range of development opportunities including the growth points at Tottenham Hale, Blackhorse Lane, Central Leaside and Ponders End which are considered suitable for higher density development and accessible sites within and on the edges of town centres, especially in the A1010 corridor. Four tracking of the London Stansted line will be important in unlocking development capacity, particularly at Central Leaside. Development in the Opportunity Area should provide the stimulus for regeneration in existing communities including those in Edmonton, the Tottenham corridor to Stoke Newington and around Blackhorse Lane. Proposals should be co-ordinated with those for the Lower Lee Valley Opportunity Area. Adequate capacity should be retained to meet industrial needs including waste management and strategic logistics functions. The potential for the establishment of a Green Enterprise District should be explored. Any new development and infrastructure bought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects. The location, construction and design of new development and infrastructure should avoid significant and cumulative impacts on European biodiversity sites. The Lee Valley Regional Park Authority and water utilities should collaborate with relevant boroughs in relating development to the environmental assets of the Lee Valley Park and planning for long term flood risk management. Opening up the reservoirs to the public would enhance connections east to west across the valley and increase use of the Regional Park and its water spaces. London's largest waste facility is located at Edmonton Eco Park and this facility has potential to provide heat and power to neighbouring developments. At Tottenham Hale the local road network requires reorganisation to enable more efficient use of the land. Improvements to capacity of the underground station, new bus infrastructure and services are needed to deliver higher density, mixed-use development.

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	Strategic policy direction
28	Vauxhall, Nine Elms, Battersea	195	15,000	10,000	2	As an integral part of the CAZ, this Area has scope for significant intensification and increase in housing and commercial capacity. To deliver the area's full development potential will require major transport investment and the opportunity to extend the Northern Line into the area is being investigated. Dependent on the scale of public transport improvements, the minimum homes capacity could be increased to at least 16,000. The Battersea Power Station site has the potential to become a new CAZ Frontage with potential for strategically significant mixed use development including residential, business, leisure, retail and service uses. Parts of the area may be suitable for tall buildings subject to London Plan/LDF design policies and criteria. The extensive area of low density, low value industrial uses at Nine Elms conflicts with wider strategic objectives for CAZ and industrial uses should be rationalised whilst sustaining capacity for those which are of particular importance to CAZ and capable of operating more intensively, such as the wholesale market and waste management provision. This Plan continues the requirement of the 2008 version of the London Plan to de-designate part of the historic Strategic Industrial Location in order to facilitate re-development. Safeguarded wharf capacity on the River Thames should continue to perform a key functional role and the use of waste to generate heat and power for developments should be investigated. Stronger traffic management and easier pedestrian and cycle movement will contribute to significant environmental improvements in this location. Informed by a major transport capacity study, an OAPF is being prepared in partnership with the boroughs and other stakeholders.
29	Victoria	47	4,000	1,000	4	The station, the airspace above its tracks and approaches and nearby sites have significant potential for mixed-use intensification, capitalising on enhancement to the public transport interchange and improvements to accessibility and capacity. The need to enhance important heritage features and delivery of improvements to the wider public realm will need careful management. Significant new development around Gatliff Road reflects the potential for closer synergy with the Vauxhall/Nine Elms/Battersea Opportunity Area south of the river.
30	Waterloo	78	15,000	1,900	3	The Area provides opportunities for intensification of commercial, residential and cultural facilities associated with a major transport hub, a major office location and a Strategic Cultural Area (see Policy 4.6). There is potential to enhance the South Bank and extend the cultural and entertainment offer as a major London visitor destination which can also be enjoyed by local residents and employees. This should be carefully managed to take account of local residential and other needs. In the short to medium term, reuse of the former International Station will provide significant new facilities and increased capacity for the station and the area, as well as expansion of rail services. In the long term, the station presents a major development opportunity.

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	Strategic policy direction
31	Wembley	239	11,000	11,500	3	New housing and leisure-related development should be integrated with the iconic and world-class stadium and other facilities, including the Arena and Conference Centre. Supported by upgrades to the three stations, improved public transport will play a key role in managing heavy demand for mass movement, links between the stations and the strategic leisure facilities should be improved. Development should contribute to the regeneration, vitality and viability of Wembley as a town centre, including its expansion eastwards. Proposals should enhance permeability and connectivity to the wider hinterland and the potential to locate a civic facility including a school adjacent to Olympic Way should be explored.
32	White City	110	10,000	5,000	2	An area undergoing substantial change within which completion of strategically significant new retail provision at Westfield has raised the status of Shepherd's Bush to a Metropolitan town centre. The BBC is consolidating its activities within the area and this will create opportunities for further development, building upon the area's strengths in creative, media and entertainment business. It is proposed to extend the Opportunity Area to include Shepherd's Bush town centre and the White City Estate. There is potential for mixed density housing and a focal point for office development at and around the tube stations at White City and Wood Lane with other commercial, leisure, open space, education and retail uses of appropriate scale to support the local community. This will be facilitated by de-designation of the historic strategic industrial location complemented by provision for waste and other industrial functions in the Park Royal Opportunity Area. The scope to improve connectivity with the wider area should be explored and development should be related to improvements in public transport capacity. Housing-led intensification should support local regeneration, enable estate renewal and seek a mixed and balanced community. There may be scope to enhance education and research capabilities in the area linked in particular to healthcare and bio-technology. Development should promote the vitality of the town centre, particularly in the Shepherd's Bush market area, and complement the viability of other west and central London centres. An Opportunity Area Planning Framework is being prepared by the GLA and the London Borough of Hammersmith & Fulham which will set out further strategic principles including the appropriate scale, location and mix of uses taking into account studies of the creative industries, development and transport capacity.
33	Woolwich	77	5,000	5,000	3	Building on existing and proposed transport infrastructure including Crossrail, and realisation of the boroughs substantial residential capacity, Woolwich could evolve to perform a higher role in the town centre network, which subject to implementation of the OAPF, could merit Metropolitan status. Implementation of proposals for the Royal Arsenal is also raising the profile of Woolwich and encouraging the wider regeneration of the town centre. Attractive links have been completed between the Arsenal and the town centre and should be complemented by further high-quality design and environmental improvement across the town and the A206 corridor, including General Gordon and Beresford Squares. There is potential to improve links with the South East London Green Chain and neighbourhoods to the south.

Table A1.2 Intensification Areas

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	
34	Canada Water	46	2,000	2,500	2	With good public transport accessibility including stations on the Jubilee and East London Line, the Area has significant potential for mixed-use regeneration on infill sites and intensification of existing commercial sites focussed on the transport interchanges and the District shopping centre.
35	Dalston	20	1,000	1,700	2	Improved public transport accessibility from 2010 with the opening of the East London Line and a station at Dalston Junction will support a range of development opportunities in the Area. Potential exists to redevelop Kingsland Shopping Centre and secure better integration with its surroundings. Ridley Road Market is an important asset and there is scope to improve the overall environment and operation of the market and linkages with the High Street. The potential for intensification in the wider hinterland of Dalston should also be explored including sites along the A10 corridor and those in close proximity to the East London Line station at Haggerston.
36	Farringdon/Smithfield	23	2,500	850	2	This is an Area with potential for intensification on a number of sites and broader improvements to the public realm and mix of uses. These will be supported by Crossrail and the Thameslink programme at Farringdon. The scale of additional development capacity is dependent on operational rail requirements, the degree of station renewal and improvements to transport and interchange capacity. The potential for bridging over the railway cutting to expand development capacity and public space provision should be explored. Development should be set in the context of the long term consolidation of London's wholesale markets. Further opportunities for intensification are presented at Mount Pleasant. The Mayor encourages collaborative working between the three boroughs to refine the extent, opportunities and potential capacity of this Area.
37	Haringey Heartlands/Wood Green	50	2,000	1,000	3	A range of development opportunities on the railway and former industrial lands to the south-west of Wood Green town centre with significant potential for improvement, building on the area's industrial heritage. Phases of residential and mixed-use development at Hornsey waterworks sites have been completed. Other key sites with development potential include the Clarendon Road gas works and adjacent Coburg Road industrial area. Mixed-use regeneration of these sites adjacent to Wood Green town centre should support delivery of the full range of uses. Site assembly and provision of better links with the town centre and Alexandra Park are key to comprehensive development. Opportunities should be explored to redevelop parts of Wood Green town centre for high-density, mixed-use schemes and strengthen pedestrian connections to the town centre and library. Any new development and infrastructure bought forward in this area must avoid adverse affects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects.

Ref	Location	Area (Ha)	Indicative employment capacity	Minimum new homes	OAPF progress	
38	Harrow & Wealdstone	177	2,000	1,500	1	This new Intensification Area offers significant opportunity for urban renewal and intensification, providing the impetus to regenerate Wealdstone and rejuvenate Harrow town centre. Capacity exists to deliver substantial employment growth through an uplift in retail, office and hotel development within the town centres and the intensification of industrial and other business use within the Wealdstone Industrial Area. There is also scope to accommodate a substantial portion of the Borough's future housing need through the delivery of higher density residential and mixed use development on key strategic sites and renewal areas where development is matched by investment in infrastructure and achieves high standards of design and sustainability.
39	Holborn	13	2,000	200	1	Improved public transport accessibility and capacity should support selective intensification through mixed-use redevelopment at higher densities. The area has the potential to benefit from links with the nearby Tottenham Court Road Opportunity Area and Crossrail 1 station.
40	Kidbrooke	109	400	2,500	3	This area is focussed on Kidbrooke rail station and the Ferrier housing estates together with adjoining housing sites, open space and recreation facilities. The adopted SPD identifies capacity for at least 4,400 homes (gross) or a net addition of 2,500 homes. An outline planning approval has been granted for a total of 4,800 (gross) residential units. Development will be integrated with the station, providing improved bus links to north Greenwich, and with the surrounding area and across existing roads and rail links.
41	Mill Hill East	48	500	2,000	3	Redevelopment opportunities exist around the Underground station, principally at the MOD Inglis Barracks and council depot sites. Barnet Council has published an Area Action Plan and development is primarily to comprise new housing at higher densities, with a mix of uses to provide local employment, community facilities, open space and servicing.
42	South Wimbledon/ Colliers Wood	122	500	1,300	2	This location contains a range of major opportunities for intensification including South Wimbledon and Colliers Wood. Any new development and infrastructure brought forward in this area must have regard to the strategic flood risk assessment. The potential for redevelopment and reconfiguration of the edge- and out of centre retail parks at Colliers Wood to contribute towards the establishment of an integrated town centre along with improvements in public transport and local accessibility should be explored.
43	West Hampstead Interchange	18	100	800	4	A significant inner London transport interchange with potential to improve connections between rail, underground and bus and to secure an uplift in development capacity through intensification.

