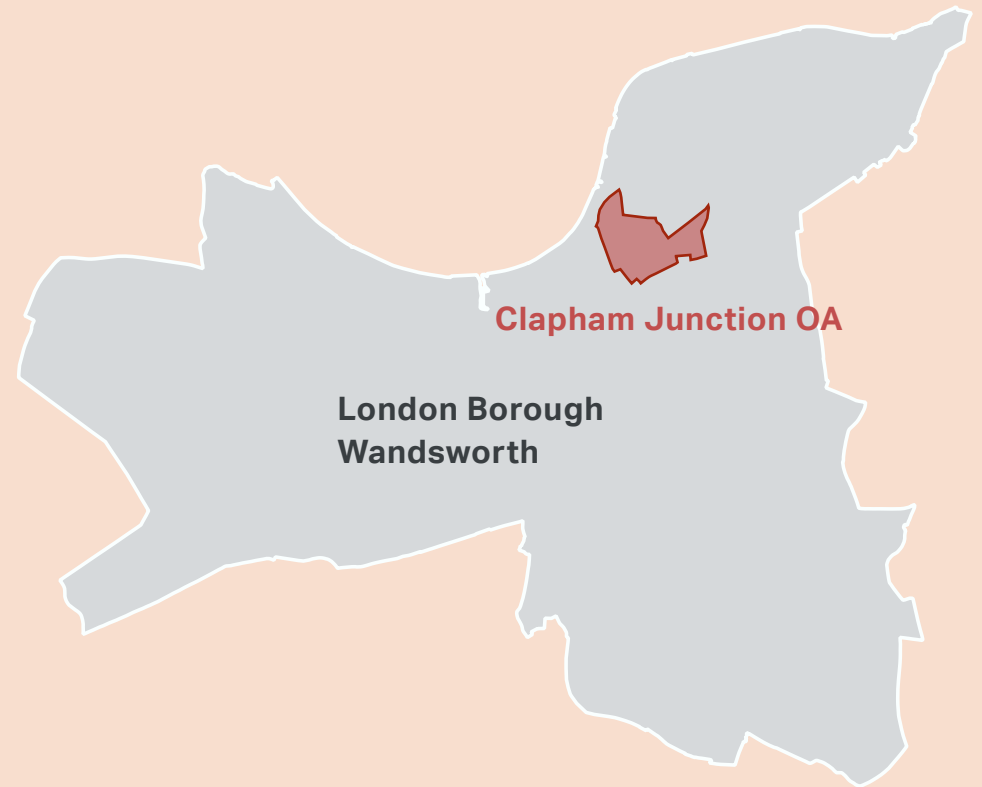


# Opportunity Area Portrait

## Clapham Junction



# Introduction

## List of acronyms and abbreviations

- OA: Opportunity Area
- LP: London Plan
- GLA: Greater London Authority
- TfL: Transport for London
- OAPF: Opportunity Area Planning Framework
- CAZ: Central Activities Zone
- LESD: London Employment Sites Database
- SHLAA: Strategic Housing Land Availability Assessment
- LB: London Borough
- RB: Royal Borough
- AAP: Area Action Plan
- SPD: Supplementary Planning Document
- SIL: Strategic Industrial Land
- LSIS: Locally Significant Industrial Sites
- BID: Business Improvement District
- CEZ: Creative Enterprise Zone

# Introduction

## Purpose of this document and clarifications



### What is a pen portrait:

- A strategic analysis/ summary of an OA.
- We collected a series of data on delivery of homes, jobs, town centres and high streets, transport, land use and industrial land to assess local change at a strategic level, to better understand places in the OAs, and evaluate how they are performing against the expectations in the London Plan 2021.



### How will this information be used?

- This evidence base supports the OA propositions in the Towards a new London Plan document.
- The OA propositions include:
  - change in the status of the OA to reflect the housing and/or infrastructure delivery since 2019
  - highlight opportunities to review the OA boundary and/ or OA designation.



### Data sources and clarifications

#### Homes

- The London Plan 2021 identifies indicative homes capacities (10 year, 22 year).
- The indicative homes capacities are based on the SHLAA 2017.
- The monitoring year for the London Plan 2021 starts in 2019.
- This document includes an overview on the progress against the SHLAA 2017 to understand what has happened in the OA.
- Acknowledging that a lot has changed since 2017, including the adoption of new development plans, the current document provides an overview of site allocations based on the latest publicly accessible information.
- All spatial data is available in the London Datastore, unless stated otherwise.
- All data relating to development progress is available via the Planning Data Hub, unless stated otherwise.

# Introduction

## Purpose of this document and clarifications

### Data sources and clarifications

#### Jobs



- The LESD is a database that records recently completed employment developments and those in the pipeline in London to produce an estimate of London’s additional employment capacity.
- Since the adoption of the London Plan 2021, a new London Employment Sites Database was produced in 2021. This provides up to date estimates by OA.
- A jobs dashboard has been produced to monitor the jobs’ performance in the OAs.

#### Local Plan status



- Local Plan status information is based on publicly available data, or information received by the boroughs.

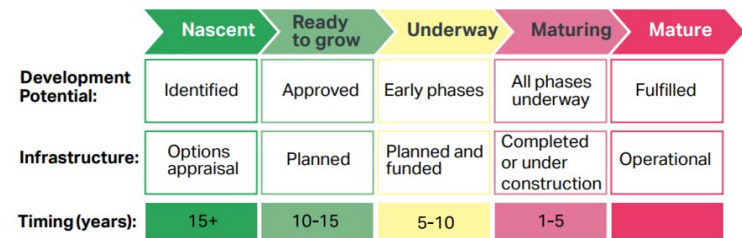
#### OA boundaries

- The London Plan designates OAs, whilst the boundary can be adopted through development plans. See more on [OA boundaries](#).

### OA status - London Plan 2021

- The OA categorisation in the Key info refers to the London Plan 2021 Figure 2.2 - OAPF process diagram, also shown below:

Figure 2.2 - OAPF process diagram

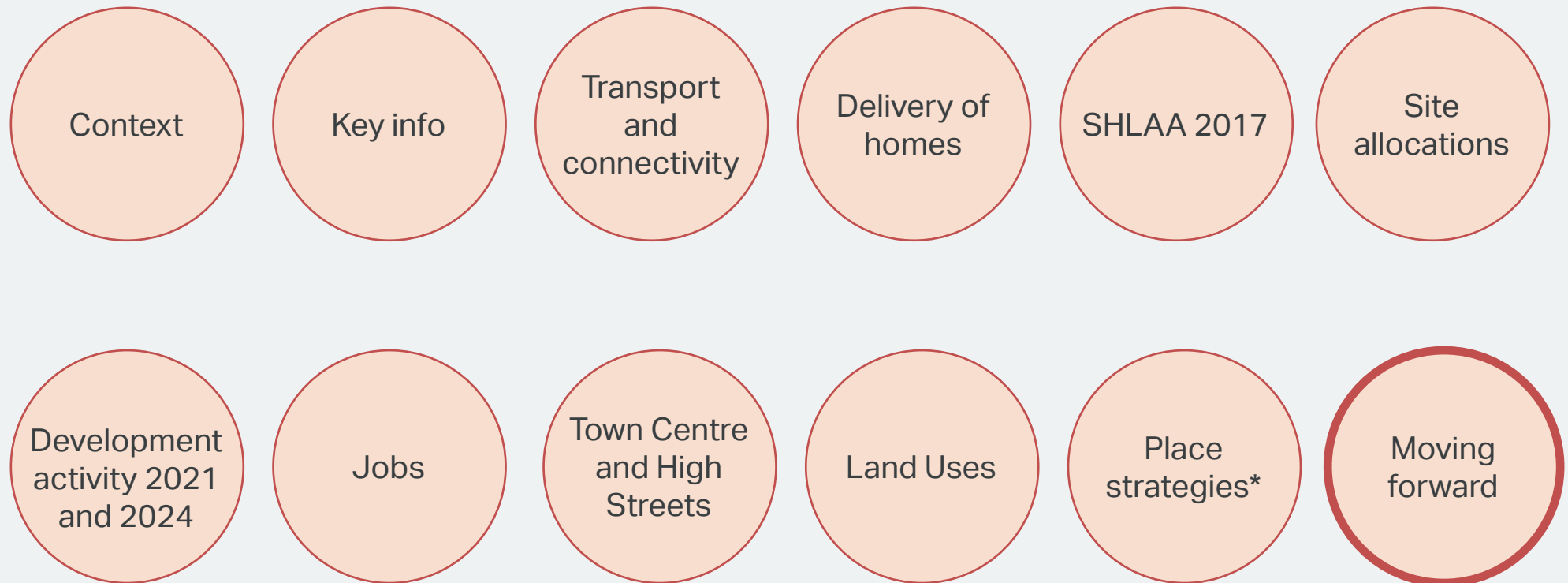


### Additional resources

- Growth Corridors: [Engagement summaries from Planning for London events \(November/December 2024\)](#)
- Opportunity Area monitoring GLA [webpage](#).

# Introduction

## Contents



\* This section refers to existing/ emerging strategies for the OA.

# Clapham Junction

## Context

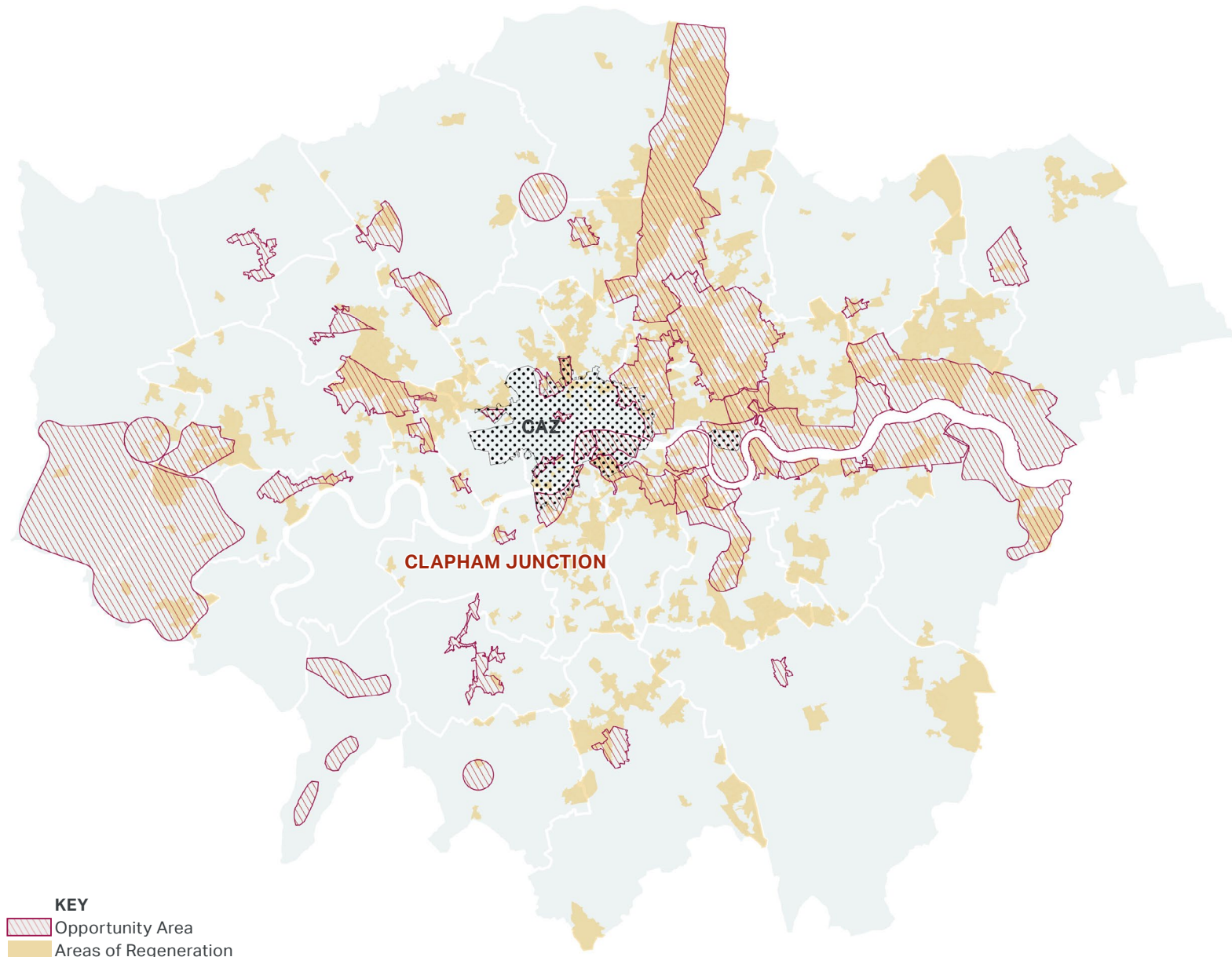
### OAs in the CAZ

- King's Cross (Maturing)
- Tottenham Court Road (Maturing)
- Victoria (Maturing)
- Waterloo (Maturing)
- London Bridge/ Bankside (Maturing)
- Euston (Ready to Grow)
- VNEB (Underway)
- Elephant & Castle (Underway)
- Part of City Fringe/ Tech City (Underway)
- Paddington (Underway)

Clapham Junction is not within the CAZ.

### Areas of Regeneration

A large part of the OA is covered by the Winstanley Regeneration area (north of the railway).

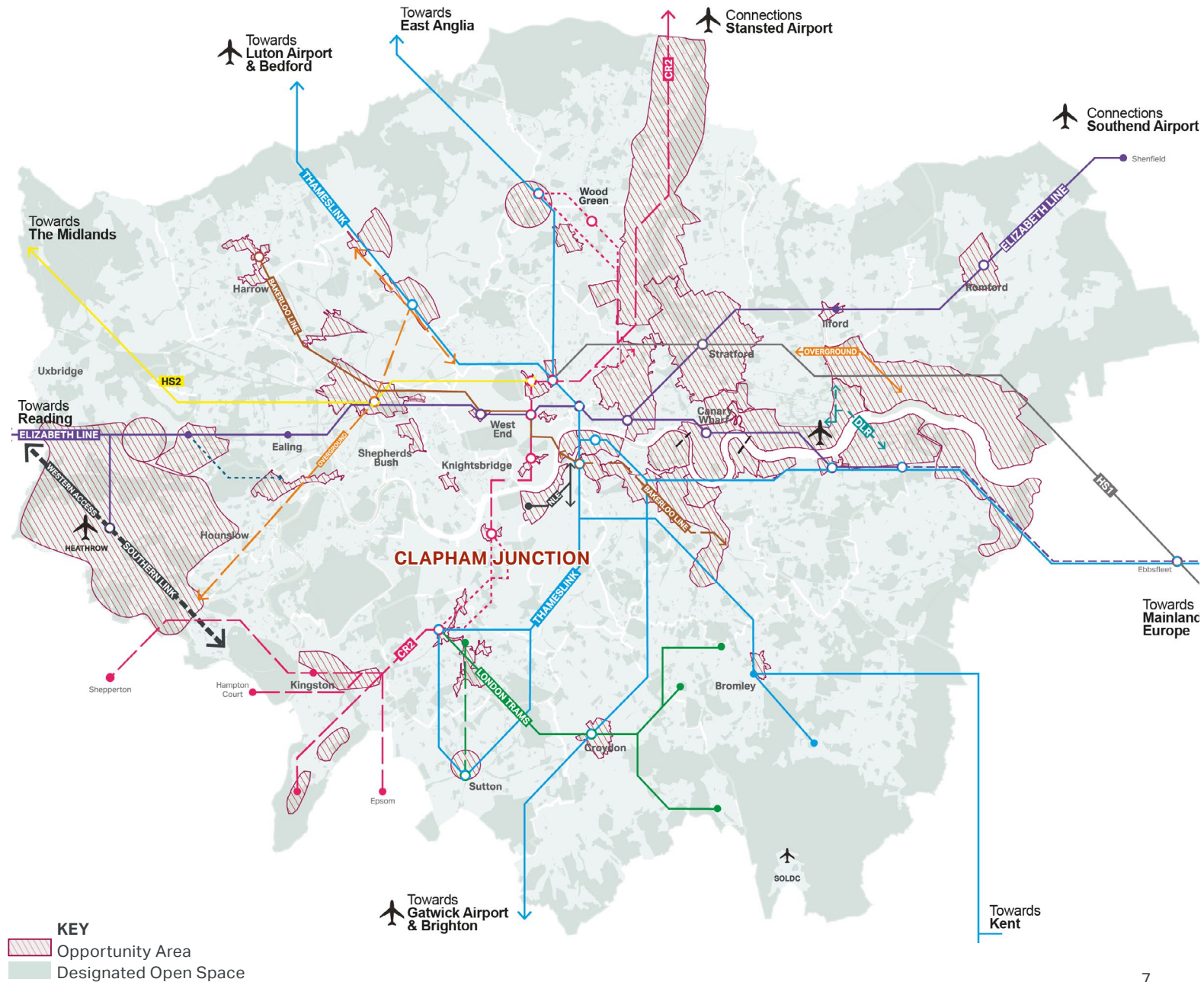


Source: Areas of Regeneration as per London Plan 2021

# Clapham Junction Context

## Transport and Growth Corridors

- Clapham Junction is strategically important to Wandsworth and the wider London region due to its status as home to one of Britain's busiest railway stations, with over 2,000 trains passing through every day (more than any other station in Europe), and more interchanges made here than at any other UK train station.
- Potential delivery timescales for Crossrail 2 (a major new line connecting south west London to north east London) are now beyond 2040.



Source: Planning Data Map

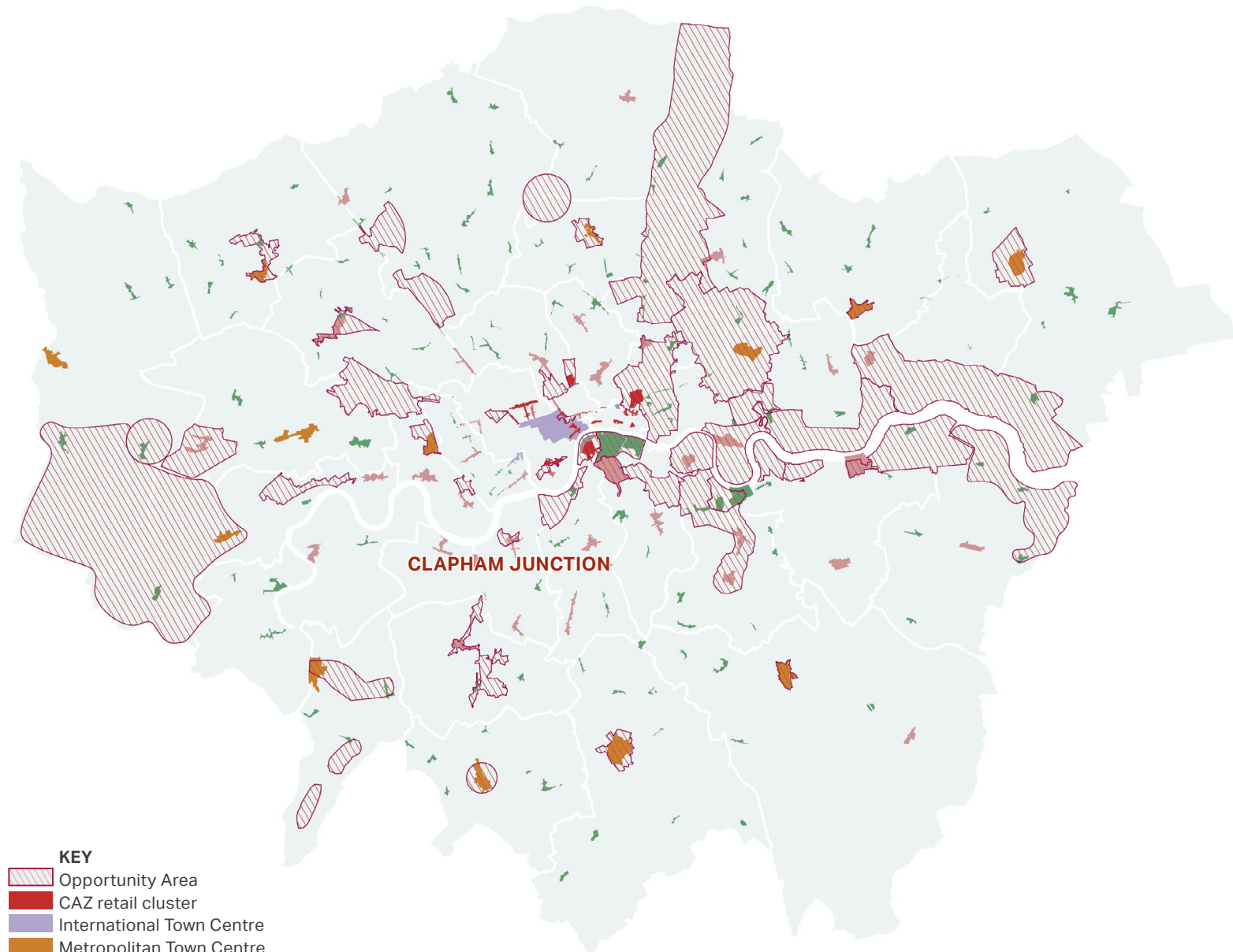
# Clapham Junction

## Context

### OAs and Metropolitan Town Centres

- Olympic Legacy (Maturing)
- Harrow & Wealdstone (Underway)
- White City (Underway)
- Croydon (Ready to grow)
- Romford (Ready to grow)
- Ilford (Ready to grow)
- Wood Green (Nascent)
- Kingston (Nascent)
- Bromley (Nascent)
- Sutton (Nascent)

Part of Clapham Junction  
Major Town Centre is within  
the OA (south).



Source: Planning Data Map

# Clapham Junction

## Key info

### London Plan Designation Year

2004 2008 2011 2016 2021

### Borough

London Borough Wandsworth

### Area



### OA specific plans

No OAPF. The Urban Heart Masterplan is underway.

### Local Plan status

Adopted in July 2023

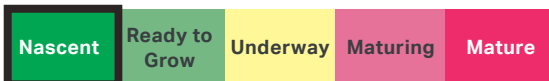
### Growth Corridor

Crossrail 2 - South

### Housing Delivery Test 2023

None

### OA status (London Plan 2021)



London Plan 2021 capacities by 2041



Source: Google Earth

KEY  
Opportunity Area

\*Note that the LESD (2021) decreased the capacity to 1,100 new jobs

# Clapham Junction

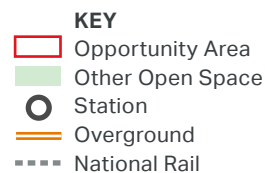
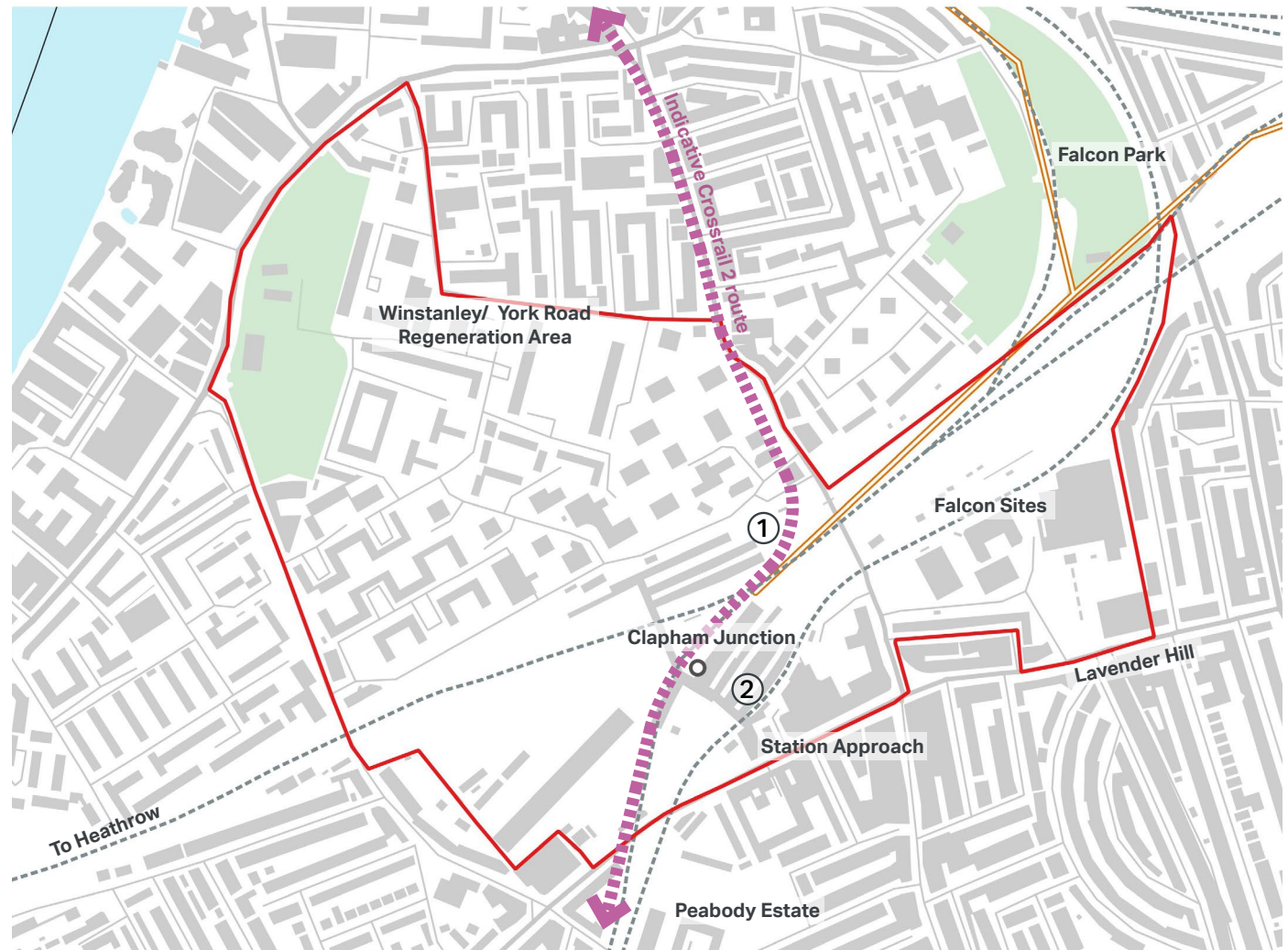
## Transport and connectivity

### ① Crossrail 2

- Potential delivery timescales for Crossrail 2 (a major new line connecting south west London to north east London) are now beyond 2040.

### ② Clapham Junction station

- In 2022, Network Rail announced a £35 million investment for Clapham Junction station to improve passenger experience and reduce congestion.
- The borough and Network Rail have appointed Weston Williamson to develop the Clapham Junction station masterplan (The Urban Heart Masterplan - see *Place Strategies* section), which is progressing with considering options, with LPA and GLA/ TfL officers coordinating input to ensure options developed up are implementable and fundable. Options are being considered, including development on the sidings.

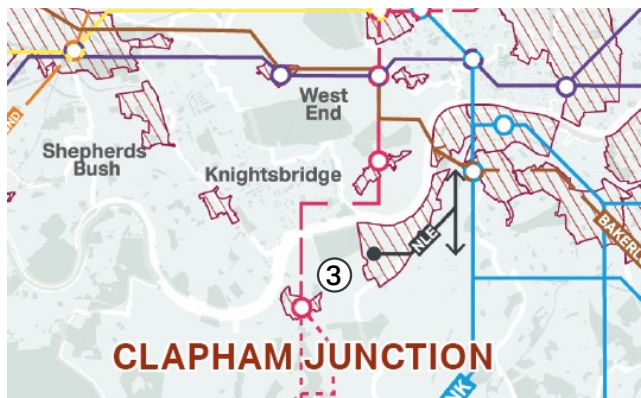


# Clapham Junction

## Transport and connectivity

### ③ Northern Line extension

- The Council recently commissioned a report on the Northern Line Extension which considered the initial feasibility of extending the Northern Line to Clapham Junction.
- It concluded that there are no physical engineering or geological constraints that would prevent the tube being extended to Clapham Junction.
- The stations are designed in such a way that would allow for a further extension to Clapham Junction in the future, but **Transport for London (TfL) has no current plans for this extension.**



# Clapham Junction

## Delivery of homes

### Delivery post - 2019 (London Plan 2021)

Progress against 22yr, 10 yr capacity

22 yr **2,500**

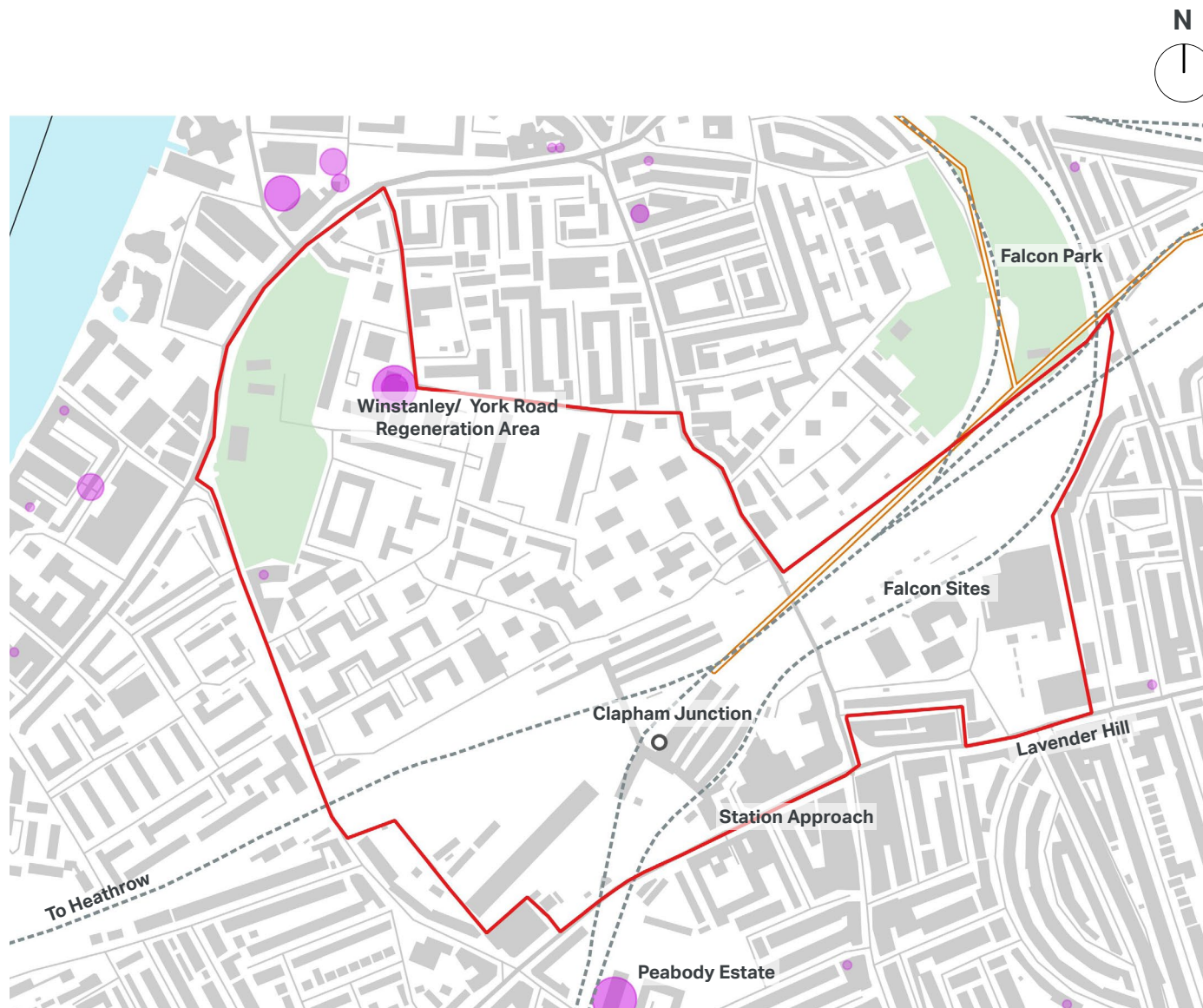
10 yr **1,144**

Completed **139**

Pipeline **2,679**

Since 2019, only 139 homes have been completed in the OA. The OA has a relatively high pipeline (against its indicative capacity). This is mainly coming from one scheme (Winstanley and York Road Regeneration) that will deliver 2,550 homes (gross) (1,791 net).

Summing up the completions until 2022/2023 and current pipeline would allow the OA to exceed its indicative capacity by 2041.



#### KEY

- Opportunity Area
- Pipeline (Planning Datahub, May 2023). Size of circle is proportionate to the number of homes.

\*[Completions](#) account for all types of supply between 2019/2020 to 2023/2024.

\*\* [Residential Pipeline in 2023/2024](#)

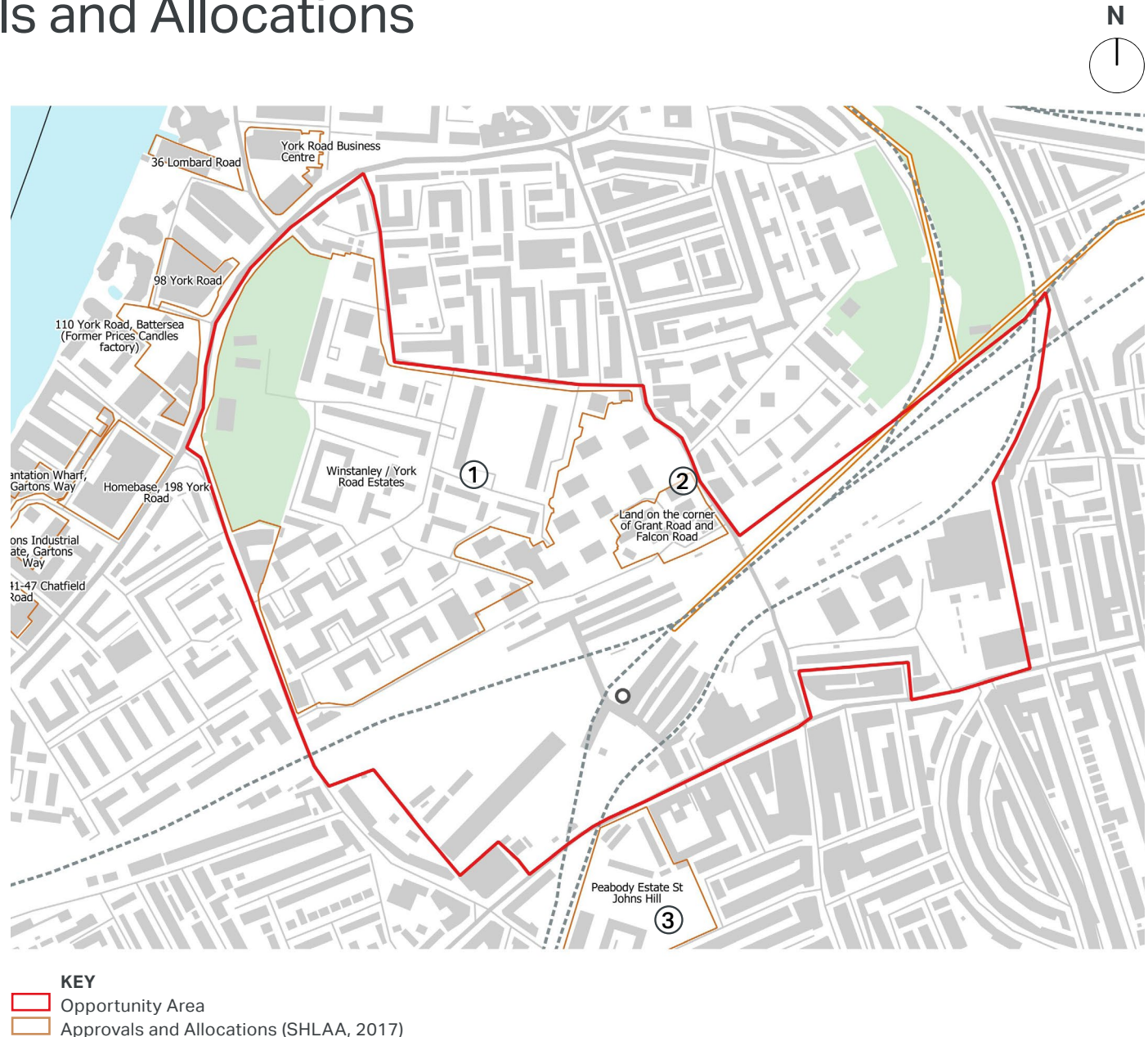
# Clapham Junction

## SHLAA 2017: Approvals and Allocations

- ① Estate regeneration is one of the two site allocations. The construction has started, and the last phase is expected to be delivered by 2030. The number of units approved is higher than what was anticipated in the SHLAA.



- ② The second allocation identified in the SHLAA 2017, and in the recently adopted local plan. The site is used for commercial, residential and ecclesiastical/community uses as well as being used as a bus station/turnaround.
- ③ Peabody estate (outside of the OA) is currently under construction. It is part of a much larger development of 599 homes being built in three stages. Phase three is a joint venture with Mount Anvil.



# Clapham Junction

## Site allocations: Local Plan

- The southern part of the OA was identified in the SHLAA 2017 as a low probability site. To date there have been no approvals. The recently [adopted Local Plan](#) identifies another three allocations in this area:
- ④ CJ4 Land at Clapham Junction Station, SW11 (currently a railway yard).
  - ⑤ CJ2 Clapham Junction Station Approach, SW11 (currently the main entrance to the station, including existing retail, commercial, office uses and associated parking).
  - ⑥ CJ1 ASDA, LIDL and Boots sites, Falcon Lane, SW11 (The site includes a large town centre commercial and retail cluster with a significant amount of parking space.)
- The allocations sum to approximately 3,000 new homes.
  - It is worth noting that the whole OA is identified as an area suitable for tall buildings.

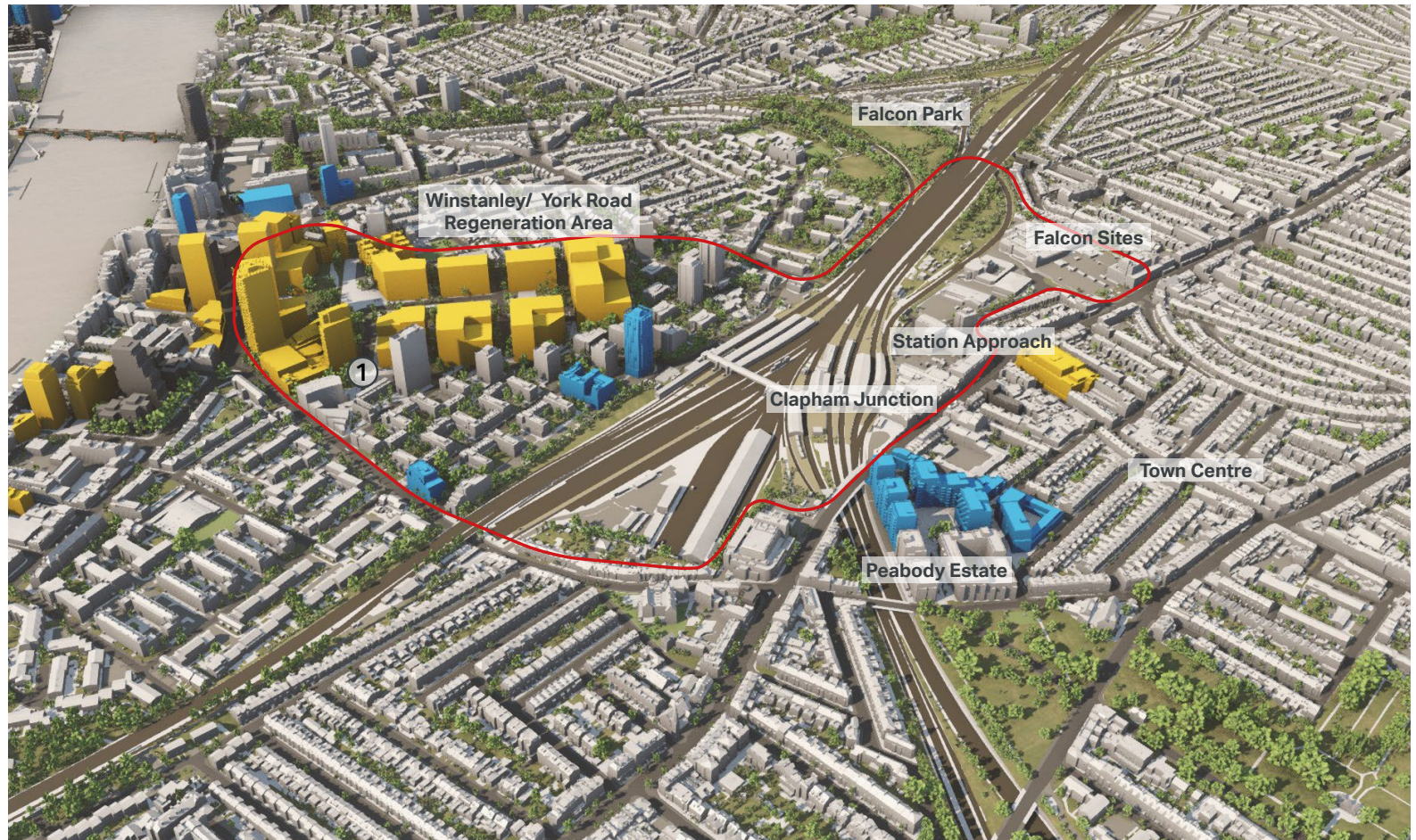


**KEY**  
 Opportunity Area  
 Site allocations (LB Wandsworth)

# Clapham Junction

## Development activity 2021

- The Council is a significant landowner and thus delivery partner in the Clapham Junction Opportunity Area.
- ① The Council has plans to bring forward significant regenerative growth at the York Road Winstanley estate which, alone, has planning permission for over 2,500 homes, community facilities and much improved permeability and accessibility.
- These plans have recently taken a positive step forward with the Council assuming full control over the delivery of the plans, with an outlook of delivering a greater number of affordable homes than what is currently consented.



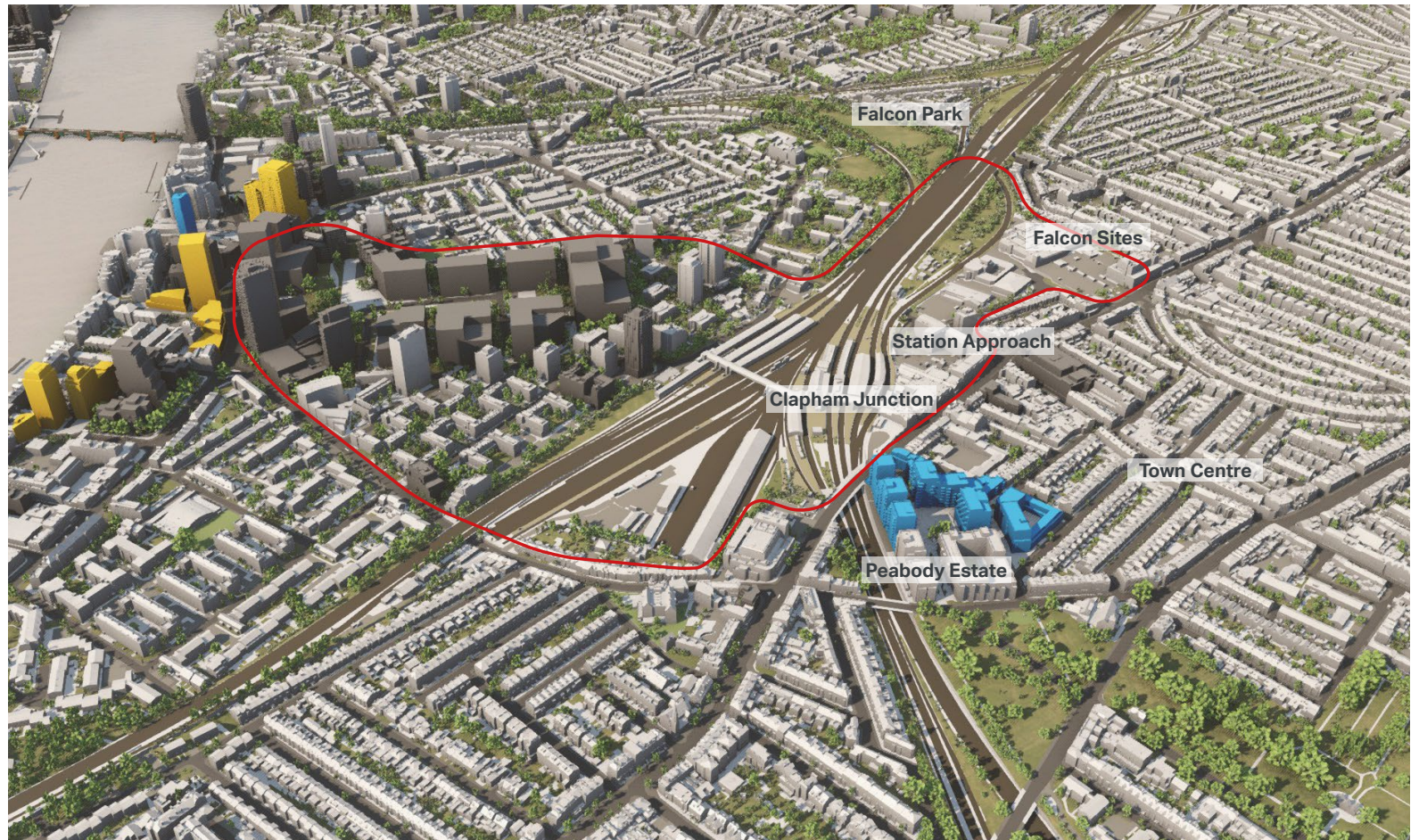
Source: vu.city

### KEY

- Consented
- Under construction
- Completed

# Clapham Junction

## Development activity 2024



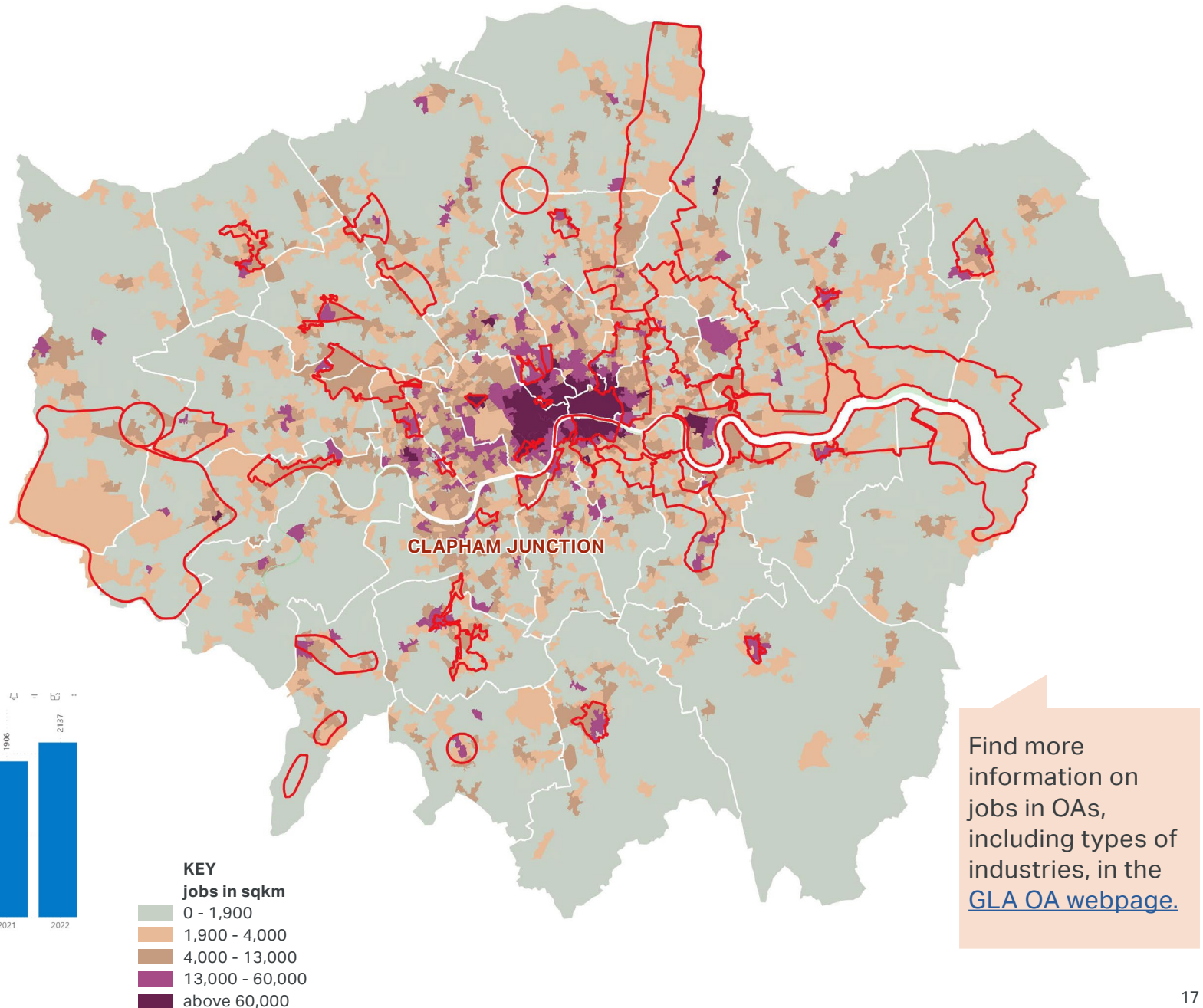
Source: vu.city

### KEY

- Consented
- Under construction
- Completed

# London Jobs

- Relatively low density.
- In 2023, Clapham Junction had 2,050 jobs,
- 2 per cent of the borough's jobs are in the OA.
- Main industry sector is Wholesale and Retail (Clapham Junction Town Centre).



Find more information on jobs in OAs, including types of industries, in the [GLA OA webpage](#).

# Clapham Junction

## Land uses

- Town centre character is evident in the land use plan.



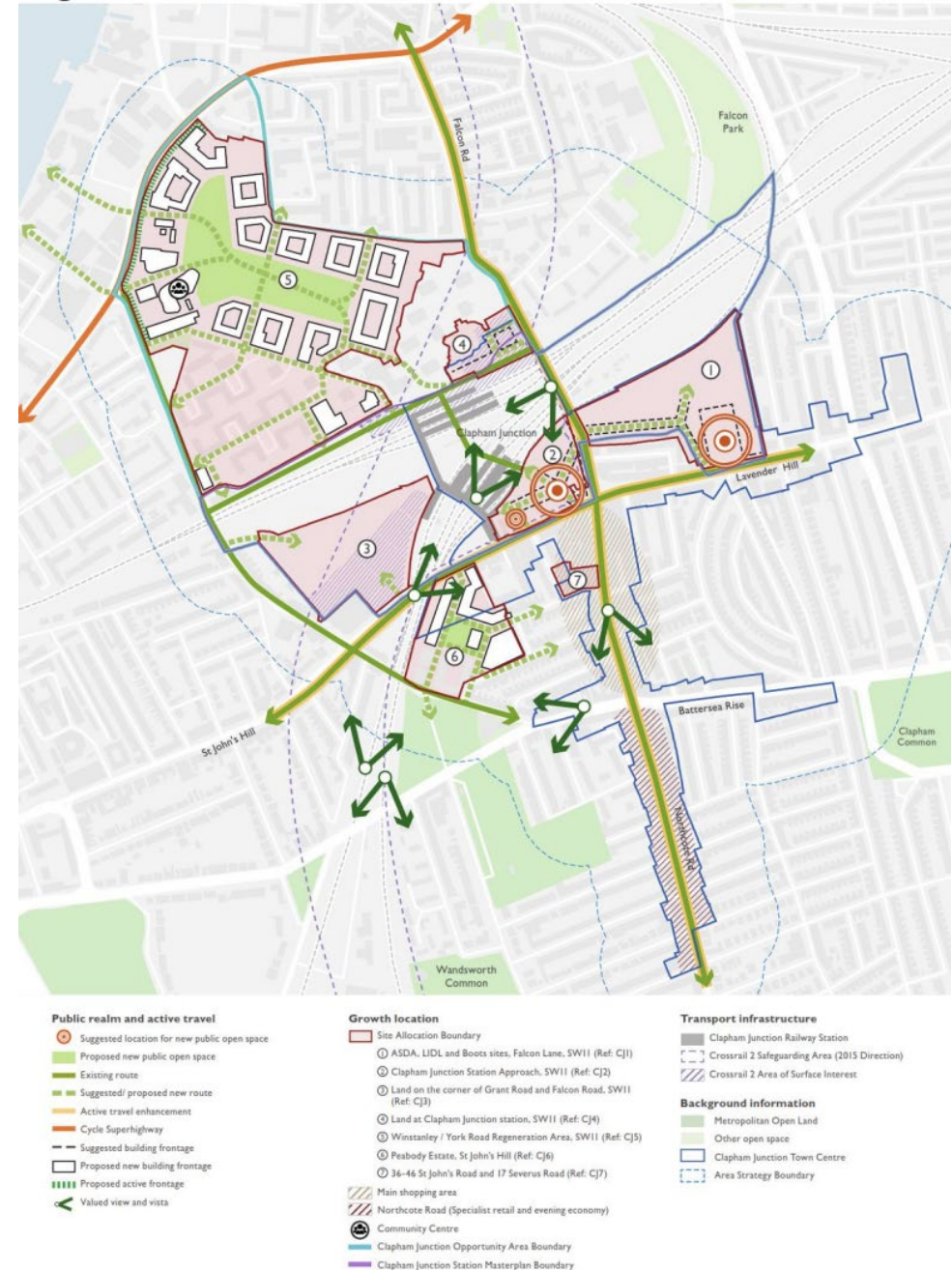
Source: OSNGB, City Intelligence Unit (GLA)

# Clapham Junction

## Place strategies: Local Plan

- The Local Plan sets out Policy 'PM4 Clapham Junction and York Road/ Winstanley Regeneration Area (Strategic Policy)' to support placemaking and growth in the OA. Key points include the following:
  - Mix of uses should support the town centre character and its role as a creative and cultural cluster.
  - Opportunities for improved connectivity and wayfinding that promote active travel, walking and cycling, and help improve safety and provide direct and attractive routes to Clapham Junction
  - Improvements to the station and public transport interchange are facilitated and promoted;
  - Public realm provision
- A Cultural Strategy should be implemented as part of the programme for the regeneration of the York Road / Winstanley Regeneration Area that will support community cohesion, learning and education, health and wellbeing, and pathways to employment.
- The Local Plan identifies the need for a station masterplan (See following page).

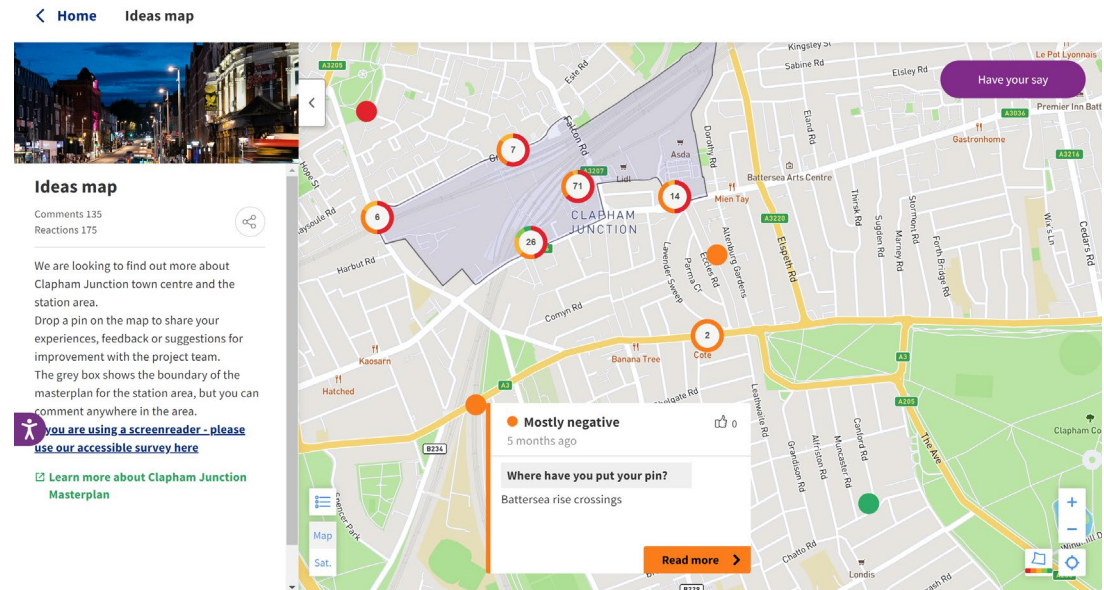
**Map 6.1 Spatial Area Map: Clapham Junction and York Road/Winstanley Regeneration area**



# Clapham Junction

## Place strategies: Clapham Junction urban heart masterplan

- As mentioned in earlier sections, work is underway to produce a masterplan for Clapham Junction station and the surrounding urban area. This work is necessary to ensure the station remains fit for purpose, and any wider development delivers the best outcomes and values for the local area.
- The Local Plan adopted in 2023 contains a recommendation for to produce a masterplan for the area.
- The masterplan will look at ways to:
  - Improve connections and walking routes
  - Strengthen the identity of the area
  - Improve wayfinding and the public realm
  - Deliver genuinely affordable housing, particularly social rented housing.
- Timeline:
  - Stage 1 – Technical analysis of Clapham Junction station January to July 2024
  - Stage 2 – Design and engagement process for wider masterplan September 2024 to January 2025 expected
  - Stage 3 - Adoption of the masterplan Winter 2025/ spring 2026 expected



[An ideas map](#) was published to find out more about Clapham Junction town centre and the station area. People can drop a pin on the map to share their experiences, feedback or suggestions for improvement with the project team. The grey box shows the boundary of the masterplan for the station area.



# Clapham Junction

## Moving forward

### Homes Delivery

- The completions since the OA designation and to until 2023 plus the existing pipeline exceeds the London Plan indicative homes capacity for 2041.
- There are 2,401 new homes in the pipeline to 2038 and 2,683 to 2041 (net). 1,791 (75 per cent) of that is York Road Winstanley Estate Regeneration. There is approximately 600 from other site allocations.
- Within the existing boundary of the Opportunity Area there are some sites immediately to the south of the railway. These sites are allocated in the Wandsworth Local Plan for new homes and town centre uses. The Station Approach site is in public land, whilst the Falcon sites are an amalgamation of private and public ownership.

### Connectivity

- A significant theme in the vision for Clapham Junction is the goal to reduce severance between the areas north and south of the station and improve wayfinding and pedestrian routes.
- The vision also looks to enhance public realm by putting pedestrians first and

promoting active travel through the creation of a network of safe pedestrian and cycle routes.

### Strategies and policies in place

- Wandsworth's adopted Local Plan sets out an area strategy for Clapham Junction and the York Road/Winstanley Regeneration Area. The Area Strategy sets out a broad vision to create an enhanced urban heart with improved public transport, new housing and new jobs whilst maintaining the distinctive character of the area.
- Part of Clapham Junction Major Town Centre is within the OA, and Clapham Station is one of the busiest in London. Some development, mainly tall buildings, could be deliverable and there is need for public realm and connectivity improvements to better integrate the station to the surrounding sites. The emerging masterplan could help support growth and a better integrated station.
- Clapham Junction is a key growth area with up to date local policies in place to support growth, and an emerging masterplan, but without the imminent arrival of a transformative transport intervention (like Crossrail 2) it is unclear what the OA designation could offer.

### Proposition

- OA to be de-designated. Potential for a future OA when Crossrail 2 is secured. Growth can be supported with the existing local plan policy.
- Opportunities include the reconsideration of the sites around the station beyond Crossrail 2, where the LPA, GLA, TfL and Network Rail have been collaborating. High level viability options will be provided to TfL to inform transport decisions going forward.
- A collaborative, partnership approach is needed to support growth and coordinated placemaking.



One Clapham Junction, BurrIDGE Gardens - to be completed in 2026. 658 new homes just outside the south western boundary of the OA.