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To	**Members of the Regeneration Scrutiny Review Panel**
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Briefing Paper – Regeneration Programmes

This briefing paper has been produced as part of the Regeneration Scrutiny Review to provide insight and evidence on the scale and financing of regeneration programmes across a number of London boroughs. The paper includes councils that are closest in comparison to one another based on a set of indicators of the demographic and socio-economic nature of the borough, including: total population, taxbase per head of population, % unemployed, retail premises per 1,000 population, and housing benefits caseload – please see the attached excel spreadsheet for further information. Additionally, the briefing also includes Councils which are being considered by the Chairman and Vice-Chair of the Regeneration Scrutiny Review.

Closest comparator Councils with regeneration programmes include:

- Hillingdon
- Ealing
- Croydon
- Enfield
- Hounslow

In addition, Chairman and Vice-Chair requested that information on the regeneration programmes in the following boroughs also be considered by the Regeneration Scrutiny Review Panel:

- Wandsworth
- Haringey
- Waltham Forest
- Barnet

The information contained in this briefing note has been prepared using a combination of information extracted from Council web sites, regeneration strategies, project reports, developer web sites, local press stories, and Regeneration Council officers.

Hillingdon Regeneration Programme (Conservative)

Outline/Aims of Regeneration Programme:

Promoting the economic viability of Hillingdon's town centres as well as ensuring that residents across all age groups and skill levels are supported quickly and effectively into sustained employment.

Specific Projects:

1. Hayes Town Centre – Including:
   - Improvements to public realm (e.g. new parking measures, better footpaths and street lighting)
   - Shop front improvements
   - Commercial space for traders

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   - Retail apprenticeship schemes
   - Old Vinyl Factory Site
2. Uxbridge Town Centre – Focused on shop front improvements (e.g. better signage, awnings, displays etc)
3. Yiewsley and West Drayton – Improvements to public realm, landscaping, union canal bridge feature
4. Northwood Hills – High street restoration and road improvements
5. Harefield Village Centre – Public realm e.g. road resurfacements, pavement, street lighting, landscaping, shop front improvements
6. Ruislip Manor Improvements – High street modernisation, painting railway bridge, paveing, new commercial space

<u>Funding:</u>

1. Hayes Town Centre:
   - £4.5m funding from TfL
   - £240,000 grant from Mayor of London's Outer London Fund
   - £61,000 investment from local businesses through the Shop Front Improvement Scheme[1]
   - Old Vinyl Factory Site allocated £7.7m from GLA's 'Growing Places Fund' to build a Central Research Laboratory – to provide support for new hi-tech manufacturing businesses
2. Uxbridge TC:
   - Shop Front Improvement Scheme
3. Yiewsley and West Drayton:
   - £1.6m from Crossrail's 'Complementary Measures Fund'[2] for West Drayton (ring-fenced for urban realm improvements around the railway station)
4. Northwood Hills:
   - £1.3m from GLA and £461,000 match-funding from Hillingdon Council
5. Harefield Village Centre:
   - Fully funded by TfL
6. Ruislip Manor Improvements:
   - £1.4m investment from GLA and £438,000 from Hillingdon Council

Chrysalis Funding:

Hillingdon Council allocates £1m Chrysalis Funding each year to be spend on improvements of Council-owned assets. Anyone over the age of 18 in Hillingdon can apply for a project to be funded, and successful bids are chosen by a Cllr, and the Cabinet Member for Communtiy, Commerce, and Regeneration.

Since 2009, 100 projects have been awarded money, including installation of new playgrounds, refurbishing community buildings, footpath improvements, and outdoor gyms.

[1] Hillingdon Council offer local shop traders grants of up to £4,800 to help them provide better signage, awnings, displays etc. Successful business applicants pay 20% towards their improvements, while the Council pays the remaining 80%. The work is supported by designing and advertising company 'Designed by Good People'

[2] TfL and Crossrail set aside £30m in early 2014 for improving urban realm around outer London surface level rail stations and bids invited.

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Ealing Council (Labour)

<u>Outline/Aims of Regeneration Programme:</u>

There are many new development sites in the borough, offering a mixture of housing, retail, leisure, and business development opportunities. There has been a particular focus on developing 'Thriving Town Centres'. A principal aim of Ealing's regeneration programmes is to generate extra future income from business rates. The East Acton Local Strategic Partnership (EALSP – established in 2012) for instance, decided that its future work programme for 2013 would focus on delivering projects which increase 'prosperity' in Ealing.

Ealing's economic regeneration team aims to:

- enhance the character of town centres and high streets
- improve pedestrian, cycle and vehicular movement
- support local trade
- encourage enterprise and the creation of new jobs

Specific Ealing Town Centre regeneration programmes and their aims:

- *'Good for Greenford'* – To revitalise the heart of Greenford Town Centre. The main aim being to improve safety and reduce congestion for all road users.
- *'Southall Big Plan'* – Spurred on by the arrival of Crossrail, a planning framework is being prepared which will unlock significant development potential. The framework will see Southall transformed as a town centre, to an area of major housing growth and significant employment.
- *East Acton Town Centre Development* – Make Acton the centre of choice for local residents by improving the diverse and mixed retail, leisure and community experience alongside a high quality, attractive physical environment that encourages visitors to stay longer
- *Hanwell* – A £1m town centre improvement programme, with specific focus on shopfront improvement and increasing footfall.

<u>Funding:</u>

Ealing Council was awarded £7.3m from TfL's Crossrail Complementary Measures (CCM) fund after a successful bid. This is close to a quarter of the total £28.5m pot which was made available to London. £2m of this fund has been used to help with the revitilisation of Greenford TC.

Ealing also received £500,000 from TfL's Local Implementation Plan (LIP) (supported by £148m funding from Mayor of London) for a project in Sudbury Village which will see significant interchange improvements between the two rail stations in Sudbury.

The Council has also set up a development company so that it can borrow beyond its Housing Revenue Account debt caps and build hundreds of homes that cannot be sold under the right-to-buy. The council-owned company (also known as a 'COCo') – '*Broadway Living*'– was set up in 2014 with a loan from the council's General Fund, which does not count towards the HRA borrowing cap. These firms can borrow on capital markets and build homes on behalf of local authorities to offer at below-market rents, as well as new homes for private sale or rent on the open market. In this way, the Council can continue to develop housing whilst raising income and preventing any increases in debt[3]. Ealing has committed to developing 500 homes through this

[3] Update (19/02/17) – The government has announced in the small print of a recent white paper on housing that the Right to Buy scheme will be extended to homes built by these 'arms-length' Council-owned housing

company over the next five years, as part of the regeneration of the Copley Close estate in Hanwell.

In total, more than a third of councils have set up these companies, with 36 local authorities creating such firms in the last year alone. In addition to Ealing, other London Councils which have set up COCo's include Enfield, Croydon, and Sutton. All three councils are also looking at what other services might be better provided through council-owned companies: Enfield and Sutton are looking to establish COCos for district energy provision, as in theory a company can be set up to provide any service.

Croydon Council – Croydon Town Centre 'Growth Zone' (Labour)

Outline/Aims of Regeneration Programme:

The Croydon 'Growth Zone' project consists of '39 steps' of public infrastructure projects – tram improvements, road works, new secondary schools – in a drive for growth in the Town Centre involving £500m worth of capital spending[4]. This constitutes the biggest public investment in the borough for half a century. The overall intention is to create 'A more people friendly, accessible and inclusive environment and change the overall perception of the town centre as a place to live, work and invest in.'

The Council sees its Growth Zone plan as a way to 'differentiate Croydon as a place to invest in London in a time of economic uncertainty post-Brexit.' Only three of the 39 schemes listed are expected to be completed before 2019, with 24 of the projects scheduled to be finished between 2019 and 2022.

The proposals, presented in the Council's *'Growth Zone – Overview and Financial Arrangements for Repayment'* report to Cabinet (11/07/2016), state that the new infrastructure will enable development and economic growth in Croydon leading to:

- 23,594 new jobs
- a further 5,097 jobs during construction phase
- at least 10,000 new homes
- renewal of the retail core ensuring the metropolitan centre is an attractive place to live, work and invest.

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companies set up to get around restrictions on housebuilding. – Please see *Independent* article here.
Existing rules which restrict Council LHA borrowing and give them only a third of the cost of building a new home once one is sold under RtB, mean that replacing Council homes is nearly impossible for LAs. In addition, the RtB scheme often sells houses to tenants for huge discounts (up to £100k), leaving Councils out-of-pocket.
LGA spokesman: "It is crucial that councils are allowed this flexibility so the delivery of additional homes remains viable."

[4] The projects to be developed in "Croydon's 39 Steps" include the Dingwall Road tram loop, provision of an additional electricity sub-station, additional buses, other public transport improvements including a westbound tram stop at Reeves Corner.

In addition to the Growth Zone development, The Croydon Partnership (a joint business venture between Westfield and Hammerson) is working on a £1.4 billion commercial redevelopment of the Whitgift Centre shopping mall.

The local authority also has plans for significant investment in cultural, community and leisure facilities across the borough including a £30m investment in Fairfield Halls and a new leisure centre at New Addington.

Funding:

Total critical infrastructure cost of the Growth Zone regeneration is £600m. The Council has found £333m by tapping into available money from a variety of public sources, including GLA, TfL, and the NHS. The Treasury are allowing Croydon to retain the business-rates revenue from the area, which will fund the necessary infrastructure needed for major developments, and will in turn both accelerate the timescale of such projects and attract more businesses to the borough. The government has also awarded Croydon a £7m revenue grant to cover the interest costs associated with borrowing in the early years of the Growth Zone project, prior to any significant uplift in Business Rates. Croydon Council predicts that all debt associated with the provision of the infrastructure will be fully repaid by 2038.

Similarly to Ealing, Croydon Council has also set up a (COCo) development company called *Brick by Brick*, to help with its goal of building 1,000 new homes by 2019. Brick by Brick is a private, independent company, with the Council acting as sole shareholder. It aims to deliver high quality new residential-led development on a range of sites across the borough. Development profits will be returned to the council as shareholder and recycled to fund council activities.

Enfield Regeneration Programme (Labour)

Outline/Aims of Regeneration Programme:

Enfield's regeneration programmes are designed to create 'vibrant, prosperous communities' – delivering new homes (mixed tenure, including affordable), new high-skilled jobs, commercial space, opportunities for investment, thriving high streets, and a new local energy company. A further specific aim is to attract major employers to the area through excellent transport and internet connections.

Specific Projects:

1. Meridian Water – Total cost: £6bn. Enfield Council's core development; delivering 10,000 new homes (including a large proportion of Private Rental Sector housing to make the area suitable for investment), and 6,700 permanent jobs. Project is due to finish in 2019. Will provide an estimated £10.7bn boost to economy by 2031.
2. Electric Quarter (Ponders End) – £40m. Redevelopment of Ponders End High Street will provide opportunities for investment, high quality homes, jobs, and a thriving high street. Alma Estate – £150m. Enfield Council's largest housing estate renewal scheme – will act as a 'catalyst' for wider regeneration of Ponders End, enhace the areas green space and public realm.
3. Ladderswood Estate – To create 517 new, mixed-tenure homes, 1,400 sqm of commercial space, a new community centre, 80-bed hotel (providing employment and training opportunities), and a new local energy centre.
4. New Avenue Estate – £160m. Part of Enfield's estates renewal programme, will increase homes on the estate from 163 to over 400.

5. Small Housing Sites – Creating residential, mixed-tenure developments that integrate into existing screen scene, and help to improve the area profile. Includes 94 ‘exemplar’ homes on 7 sites across the borough – 37 will be ‘affordable’ (20 social rent, 17 share ownership), and 57 private rent.
6. Energetik (Energy Company/Networks) – £85m. New local energy company and networks.
7. Angel Road Station Improvements – Angel Road St forms the central transport hub for Meridian Water. Improvements to the station will enhance passenger capacity through an enhanced commuter rail service.

Funding:

1. Meridian Water: This development has been funded primarily by Enfield Council (£350m), and its developer partners Barratt London and SEGRO. The area has been awarded Housing Zone status, providing more legislative flexibility and funding. Key additional funders include:
   - The GLA and Network Rail (who have together invested £74m – including funding for a 3rd rail track and new Meridian Water Station by 2018 which will increase train frequency and enable Crossrail 2013 to be built)
   - £1.35m from Mayor of London’s ‘London Regeneration Fund’[5] – which has been granted to ‘Building BloQs’ – a local social enterprise established in South-East Enfield, which supports the development of local employment skills and new start-up companies in areas such as construction, prototype manufacturing, and digital technology.
   - £1.35m GLA regeneration funding (matched by Meridian Water master developer money making a total of £2.7m)
2. Electric Quarter (Ponders End):
   - Growth Area Fund
   - Mayor’s Outer London Fund
   - Enfield Council Neighbourhood Regeneration Capital Programme
   - Transport for London (TfL)’s Major Schemes Programme
3. Alma Estate: Funded mainly by Enfield Council and project delivery partner ‘Countryside Properties PLC’
4. Ladderswood Estate: Developed and funded by joint-venture between ‘Mulalley’ and housing association ‘One Housing Group’ – to create ‘new Laddersdwood LLP)
5. New Avenue Estate: Funded by Developer partner Countryside Properties PLC
6. Small Housing Sites:
   - Council subsidiary will use income generated from 57 PRS homes to fund whole development
   - £690,000 from GLA (Mayor’s Care and Support Fund and Homes for Working Londoners Pot)
7. Energetik (Energy Company/Network):
   - £58m Council investment
   - £27m from Energetik
8. Angel Road Station Improvements:
   - Enfield Council Neighbourhood Regeneration Capital Programme
   - £2.5m from Local Enterprise Partnership

[5] Mayor of London’s ‘London Regeneration Fund’ provided £20m to re-energise capital’s places of work and high streets.

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Hounslow Council Regeneration Programme (Labour)

Aims of Regeneration Scheme:

The Council's Regeneration and Economic Development Strategy (2016-2020) states the following aims:

- Build more affordable housing
- New Investment in the borough
- Retain existing and grow new businesses
- Provide more quality jobs investing in highly skilled staff
- Deliver major public transport/community infrastructure
- Deliver sector development – particularly in creative, digital, and technology

Funding Sources:

Hounslow Council's Infrastructure Delivery Plan (2015-30) sets out how it aims to fund its regeneration projects. This will be through a combination of:

1. Community Infrastructure Levy (CIL) charges (Developer Contributions)
2. Council Tax
3. New Homes Bonus grants
4. Business Rates (30% retained)
5. Specific grants

1. Community Infrastructure Levy – The CIL was established to enable planning authorities to set a charge for new development in their area and use the funds collected to support providing infrastructure. It requires a local authority to demonstrate that it has an infrastructure funding gap and then use evidence to demonstrate that proposed CIL rates are economically viable. CIL is designed to be a more *flexible* and *transparent* mechanism for using developer contributions to deliver supporting infrastructure. Hounslow adopted a CIL charge in July 2015, meaning that any new development of 100sqm or more that gets planning permission will need to pay £35 per metre squared.

   The intention is for the CIL income to replace the loss of section 106 (s106) contributions (which became legally scaled back in April '15[6]). While CIL will not fully replace s106, it is the primary mechanism for developer contributions in Hounslow.

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[6] A s106 agreement is negotiated at the point of a planning application and then becomes a signed legal agreement between the council and developer. These financial contributions are subject to the conditions set out in the legal agreement and have been notoriously complicated to manage and spend as a result.

The CIL Regulations 2010 have further limited the financial and non-financial contributions that can be secured through s106 agreements. Since April 2015, Regulation 123 also limits pooling for a infrastructure type or project to five or fewer separate planning obligations. Therefore, there will be infrastructure projects which historically have been funded by s106 agreements, but which will now increasingly be funded by CIL receipts where funding is available.

However, CIL income is reduced by the fact that the Mayor of London also already charges one which is used to fund Crossrail – this reduces the amount that the Hounslow Council can charge as it is a further cost on development. Additionally, anything from 15-25% of CIL income must be ring-fenced to be spent in consultation with the local community – the 'Neighbourhood Proportion' – meaning that the Council cannot 100% guarantee that CIL income will be used to fund infrastructure projects.

2. Council Tax – However Council tax revenue is not ringfenced and is allocated at members'discretion along with other funding sources including business rates.

3. New Homes Bonus – Introduced in 2011, the NHB is calculated by matching the additional council tax raised by new homes and properties brought back into use, with additional amounts provided for new affordable homes.
   Hounslow has received larger grants each year through NHB. Funding received is committed to financing new affordable housing and Town Centre developments.
   Received/projected NHB:
   - 2016/15 – £7.1m
   - 2016/17 – £8.3m
   - 2017/18 – £8.1m

4. Business Rates – The Council receives 30% of BR receipts. Total income received each year: £42m. As with CT, BR is not ringfenced and is allocated at members'discretion along with other funding sources including business rates.

5. Specific Grants: Many infrastructure projects will be eligible for specific grants. Potential sources include: Heritage Lottery Fund, Greater London Authority (GLA) Outer London Fund, and specific TfL grants.

<u>Notable grants/awards received:</u>

- Award of £18.5m from the Mayor of London (given to support the Hounslow Town Centre Housing Zone) which will part-fund delivery of 3,500 new homes by 2025
- £2.5m from the mayor's Outer London Fund,
- Successful bid for Govt's 2011 Private Finance Programme – to be used to help build new schools and rebuild Hounslow Manor
- TfL LIP block grant. This is formula funded and currently equates to around £2.5m/ annum to help fund strategic transport improvements
- Hounslow's Feltham Town Centre regeneration has also been designated a Houzing Zone by the GLA – meaning it will share £200m with 10 other housing zones.

Wandsworth Council – Nine Elms Regeneration (Conservative)

<u>Outline/Aims of the Regeneration Programme:</u>

Wandsworth Council are working on one of the country's biggest regeneration programmes – Nine Elms on the Southbank. The overall goal is to create a high-density, mixed-use quarter of the city with a high proportion of wealth-creating commercial space.

Wandsworth Council describle the area to come as an 'Ultra-modern, exciting destination in central London', offering 20,000 new homes, 80 new community and leisure facilities, schools, parks, culture and the arts. The area will also benefit from three new attractions; a regenerated Battersea Power Station, and the new United States Embassy and New Convent Garden Market.

The Council predicts that the construction phase will provide 40,000 jobs, and once completed, the regenerated area will create an additional 25,000 permanent positions. An independent report by Volterra Partners concludes that the regeneration will deliver up to £7.9 billion in growth to the UK economy, and £9 bilion in additional tax revenues to the Exchequer.

<u>Progress/Status:</u>

Currently, the first 1,000 homes are under construction in Nine Elms, and another 13,000 have been granted planning permission. A total of 2 million square miles of new development planning permission has been approved.

<u>Funding:</u>

Transformation of the Nine Elms area requires substantial investment in existing and new infrastructure, including schools, healthcare, parks and open spaces. By working in partnership with private developers, Lambeth Council, the GLA, and TFL, Wandsworth Council has secured a total of over £10bn of inward investment across the 195 hectares district. Most of this investment has come from overseas markets, including the USA, Malaysia, and Ireland. Therefore, the vast majority of investment needed to deliver the regeneration programme is coming directly from the private sector.

The Council states that securing this investment has been crucial not only in resourcing complex planning permissions, but also in building-up momentum and confidence in the regeneration programme. Frequent collaboration with private sector partners has also enabled the Council to secure the highest possible levels of commercial space for development.

A further key factor in both the planning of the regeneration and the securing of investment has been the development of the cross-borough ‘Nine Elms Vauxhall Partnership’. This includes senior representation from the leaders of Wandsworth and Lambeth Council as co-chairs and membership at a senior level from the Mayor of London's Office and the major landowners in the area. The partnership is voluntary and works on the basis of close collaboration and a shared vision.

The Vauxhall partnership for instance commissioned a development infrastructure funding study which identified both the required infrastructure and funding for the regeneration programme. On the basis of this, a tariff approach to planning gain was adopted by both councils to pool developer contributions and enable them to bring forward the necessary infrastructure in a planned way. This tariff approach has subsequently been enshrined in the Council’s newly-adopted Community Infrastructure Levy.

A particular challenge during the Nine Elms’ regeneration programme has been ensuring that there is sufficient accessibility to the regenerated area. A major increase in public transport capacity is needed to ensure Nine Elms can deliver to its full potential as a driver of economic growth and modern sustainable new quarter of the capital. Wandsworth Council’s most significant transport project is the Northern Line Extension – a new two-station spur of the London Underground network. Funding and financing for this extension will be provided through a combination of borrowing against developer S106 contributions, Community Infrastructure Levy resources and business rate growth.
In addition to the Nine Elms’ area, Wandsworth Council are also regenerating the: Winstanley and York Road estates, Roehampton Alton Area, and Ram Brewery.

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Haringey Council (HC) – Tottenham and Wood Green Developments (Labour)

Outline/Aims of Regeneration Programme:

Haringey Council is working to develop the borough primarily through two ambitious regeneration projects – in Tottenham and Wood Green. The main aims of the regeneration is to: increase job opportunities, provide better housing, and improve transport links to the centre of London.

The Tottenham development is the largest regeneration programme in Haringey, aiming to deliver by 2025: 10,000 new homes and 5,000 new jobs (with 1 million sq ft of employment and commercial space added). It is one of the mayor Sadiq Khan's flagship housing zones and has received more than £1bn of public and private investment. Haringey Council describes this particular project as 'the next chapter of London's regeneration story.'

Specific Tottenham developments include: new neighbourhoods (such as the High Road West Development – providing 1,400 new homes), developed Tottenham Hotspur stadium (to create a 'world-class leisure destination for London'), new community hubs such as one at 163 Park Lane, and a regeneration of Northumberland Park.

The Tottenham development is underpinned by the 'Strategic Regeneration Framework (SRF)' – a 20-year vision for the future of Tottenham, which is the result of a 5-year public consultation and sets out how local people's priorities could be achieved through long-term regeneration.

The Wood Green development aims to deliver 7,700 homes and 4,000 new jobs. Its regeneration is a key objective in Haringey Council's Corporate Plan 2015-18. The Council is currently developing a detailed plan for this project called the 'Area Action Plan' (AAP) (which is currently out for public consultation).

Alongside the Tottenham/Wood Green development projects, Haringey is also working on proposals for a number of new Crossrail 2 stations, which it states will 'unlock more regeneration opportunities across the borough.'

Funding:

Haringey Council has opted to fund its regeneration programmes primarily through the Haringey Development Vehicle (HDV) – a 50:50 partnership between Haringey Council and the private partner Lendlease – a leading property group which has been chosen following a lengthy selection process

Haringey has the land needed to bring forward homes and jobs, but it lacks the necessary finance and skills. Therefore, the Council has decided to bring in the finance and skills/expertise from the private sector, whilst maintaining a share of the control over the development – and of the proceeds of it – for the Council.

This partnership operates by the Council providing some of its land to be developed, and Lendlease matching this with cash and development expertise. The decision to appoint Lendlease was approved at Haringey's 14 February Cabinet meeting, and Haringey Council will now enter into final discussions with them on how the joint venture could be established and managed

The 50/50 stake in particular is cited by the Council as 'crucial', as it means that HC will need to approve every decision made in the regeneration programme. The profits returned to the Council will go back into other regeneration initiatives, affordable housing, and funding the services provided to residents.

A final decision on whether to establish the Haringey Development Vehicle, and on proposals for the first phase of sites, is expected to be made by Haringey Council's Cabinet in the summer of 2017.

The main reasons why Haringey Councilmay opt for the Haringey Development Vehicle regeneration financing approach:

- The cost of building new estates would run into billions of pounds, but Government rules only allow Haringey to borrow another £50m for housing
- Haringey Council's funding has been cut and Government grants to support public sector house-building are at an all-time low. The Council simply does not have the money, and cannot sustainably borrow it, to realise its ambitious plans for Haringey on its own
- However, like many councils, Haringey owns a lot of land – much of which is unused or underused, such as office buildings too big for current staff numbers. This land can be used to create the homes, jobs and opportunities
- Councils are also not as well-equipped as the private sector when it comes to development projects on this scale

Update: Of note is that Hammersmith and Fulham Council has also (on 14th February) signed its own 50:50 joint venture deal with property developer Stanhope Plc, through the creation of a co-owned company called *HFS Developments*. The Council believes this will enable them to build what they describe as 'genuinely affordable homes', and will also be a source of income for the Council – as they will be able to share profits generated through the sale of homes on the private market.

Waltham Forest Regeneration Programme (Labour)

Outline/Aims of Regeneration Programme:

- Business: Raise the productivity and resiliency of the local economy by keeping and growing local businesses with a targeted approach to certain sectors (such as the creative industries)
- Town Centres: Support and promote retail, business, cultural, leisure and residential investment in town centres
- Housing Growth: Aiming to build 12,000 new Council, affordable, and private homes by 2020
- Employment and Skills: Ensuring local residents have the skills to take advantage of opportunities for growth and to access high-quality employment
- Infrastructure: Improving local transport infrastructure and developing new community facilities

Specific Projects:

1. Walthamstow Town Centre:
   - 'The Scene' development: a complex of a cinema, restaurants, shops, and 121 new homes
   - £20m investment through 'Solum's Scheme' to develop the area around the Walthamstow Central station: Expanding the existing car park and retail space, and improving pedestrian access to the station, and improving the station square.

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- The Mall, Walthamstow: Plans to redevelop The Mall, establishing a new shopping and leisure offer, alongside homes and enhancement of public realm

2. Blackhorse Lane: One of the Council's key regeneration areas for housing development, employment, and business growth. Aiming to provide 2,500 new homes and 1,000 jobs by 2025.
3. 'Lea Valley Eastside': Made up of Lea Bridge, Church Road, and Leyton, the regeneration will provide new jobs, 4,400 homes, improved transport connections, green spaces, new schools, and healthcare.
4. Lea Bridge Station: The Newly re-opened (on 16th May 2016) Station will be provided with direct links to both Stratford and Tottenham Hale with five minute journey times, opening the area to further investment. Predicted that the Station will serve at least 352,000 passengers a year by 2031.
5. Leytonstone: Shop front and public realm improvements
6. South Chingford: Public realm and building refurbishments at Albert Crescent
7. Higham's Park: Improvements to shop fronts and installation of art work in the park
8. Wood Street: Wood Street Walls to erect a mural on the newly pedestrianized West Avenue Bridge

<u>Funding:</u>

1. Walthamstow Town Centre:
   - £1.46m Heritage Lottery Fund (funded by £1.34m Council contributions and the rest from local businesses/volunteers)
   - £670,000 London Mayor's High Street Fund (2014-15)[7] 'to improve cultural offer, provide opportunities for emerging creative industries, and boost night-time economy'
2. Blackhorse Lane:
   - Council and GLA investment (£1.1m GLA Grant from the £20m London Regeneration Fund)
   - £41,985,000 London Mayor/GLA funding – as there is a Greater London Housing Zone covering Blackhorse Lane and Northern Olympic Park.
   - £2.2m investment from Transport for London for improvements to the Blackhorse Road station and surrounding area
   - £200m private investment
3. Lea Bridge Station:
   - £5.3m Council funding
   - £1.1m Department for Transports New Station Fund
4. Leytonstone: Council secured £500,000 New Homes Bonus (Top-Slice) from GLA
5. South Chingford: Council invested £750,000
6. Higham's Park: Council secured £100,000 New Homes Bonus (Top-Slice) from GLA
7. Wood Street: £20,000 donations from local residents and businesses, and £18k from London Mayor's High Streets Fund

[7] Fund worth £9m. Bidders must demonstrate: 'Proactive Stewardship' (establishing local partnerships that encourage change/new high street strategies), 'Stimulating Activity' (Improving the look and feel of places), 'Occupying Empty Spaces' (Bringing back a 'high street bustle'), and 'Accomodating Growth'.

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Barnet Council (Conservative)

Outline/Aims of Regeneration Programme:

Barnet Council aims to create 21,000 new homes and up to 30,000 new jobs through it's regeneration and growth programme – the most in Outer London. Specifically, with seven major schemes underway in the borough, the programme aims to deliver 27,000 new social, affordable, and market rate homes in the next ten to 15 years. This is due to Barnet having a large and growing population (becoming the most populous borough in 2015 with a population of 370,000 residents). The plan is to continue to grow, through a combination of a strengthening local economy and investment in regeneration, skills, & economic development.

The Programme is based around five key priorities:

- To deliver quality new homes and neighbourhoods in the areas of the borough in greatest need of investment and renewal
- To deliver sustainable housing growth and infrastructure, and improve the condition and sustainability of the existing housing stock
- To ensure residents in all areas of the borough can share in Barnet's success while taking responsibility for the well-being of their families and their communities;
- To promote economic growth by encouraging new business growth while supporting local businesses and town centres
- To help residents to access the right skills to meet employer needs and take advantage of new job opportunities

A further key factor behind the programme is creating a *sustainable financial future for the council.* As funding received from central Government reduces to zero over the next few years, the Council will become reliant on revenue generated locally through Council Tax, Business Rates, fees and charges, and commercial income.

Barnet Council's website states that by 2025 the growth and regeneration programme will generate more than £11 million of additional recurring income for the council to spend on frontline services, together with £50 million of one-off income by the end of the decade to be invested in infrastructure.

The Council's Growth & Regeneration Annual Report states that income will generated by the Growth and Regeneration Programme via:

- Increases in business rates and council tax income as a result of house-building (forecast revenue of **£531 million** from 2016-2034)
- One-off income from central government and developer contributions known as New Homes Bonus (NHB) and Community Infrastructure Levy (CIL) – forecast at **£161 million** from 2016-2034

Specific Projects within the Programme

Brent Cross/Cricklewood
The scheme is split into the redevelopment of Brent Cross Shopping Centre in the North with associated roads and bridges, and a residential and commercial development to the South.

Dollis Valley

Annex

Creation of a new sustainable neighbourhood with mixed-tenure housing, the re-provision of community facilities and children's day care, supported by improvements in transport facilities.

Grahame Park
A new community with major infrastructure improvements, improved transport links, a newly built college campus, community health facilities, replacement library, community and children's activity centre, as well as new Council offices. The scheme is one of the largest self-funded projects in Europe and will also see the construction of around 3000 new homes.

Stonegrove and Spur Road
New mixed-tenure community that incorporates high standards of design, improved transport links, a new academy, community hall and church buildings, improved parking, open spaces and community amenities. It will also create job and training opportunities for local residents.

West Hendon
Replacement of the existing estate with new mixed-tenure housing, a new town square, improved transport links, a range of new community facilities including a new school, nursery and a new town centre and commercial hub with new shops and restaurants.
Funding Sources

Regeneration in Barnet is funded predominantly by private sector investment **(£6 billion)** because the council cannot afford to meet the demand for housing or make the required housing improvements alone. Delivery Partners Include:

- Brent Cross North: Hammerson UK PLC; Standard Life Investments
- Brent Cross Cricklewood South: Argent Related; London Borough of Barnet
- Brent Cross Thameslink: HM Government; Greater London Authority; Network Rail; LB Barnet;
- Countryside Properties UK
- L&Q
- Genesis Housing Group
- Barratt Evolution Limited
- Family Mosaic
- Barratt Metropolitan Limited Liability Partnership

Additional Funding Sources:

- **£13 million: *Income from Community Infrastructure Levy in 2016/17*** This is made up of Mayoral CIL (30% of funds) and Barnet CIL (70% of funds). These funds are used to deliver the infrastructure to support development such as roads and pavements.

- **£2.1 million: *Income from s106 developer contributions***
These are the funds that are required from the developer to support the scheme - for example by providing infrastructure or affordable housing.

- **£830k**: ***project funding from the Department of Communities and Local Government (DCLG)***

- ***Funding grant from the Greater London Authority (GLA)*** which was used to commence The Burnt Oak Town Centre Project in 2015.