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October 2009

Published by
Greater London Authority
City Hall
The Queen’s Walk
London SE1 2AA

www.london.gov.uk
enquiries 020 7983 4100
minicom 020 7983 4458

ISBN 978 1 84781 292 6

Cover photo © Richard Linton/GLA

How to give your views
This draft replacement London Plan (the Spatial Development Strategy for Greater London) is published for consultation and your comments are invited. You can also view this document online at www.london.gov.uk/shaping-london/london-plan

Please reference your comments to the relevant policy or paragraph of the document.

All comments must be received by 5pm on Tuesday 12 January 2010. They should be sent to:

Boris Johnson (no stamp needed)
Mayor of London
(Replacement London Plan)
GLA City Hall
Post Point 19B
FREEPOST LON15799
London SE1 2BR

or by email to mayor@london.gov.uk with ‘Replacement London Plan’ as the title.

Please note, if you send in a response by email it is not necessary for you also to send in a hard copy. All representations will be made available for public inspection.

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We can all think of small cities that are lovely to live in – tranquil and green and blessed with efficient public transport.

And then we can think of big cities that are global economic powerhouses – teeming with the noise, energy and ambition of millions of people.

I want London to have the best of both worlds.

I want London to be the best big city on earth.

That means a place that brims with opportunity and talent and economic activity of all kinds, but also one where the pace of life can suddenly slow from one street to the next; where children can grow up in safety – where people can be seen walking or cycling with no purpose other than enjoyment.

That is why we are publishing simultaneously these three documents – the London Plan, the Economic Development Strategy and the Mayor’s Transport Strategy – because taken together they help to outline my vision and strategy for London.

To understand what needs to be done, try Googling our city with one of those satellite maps. Zoom in and out of London from on high.

You will see how the world beneath you is divided into two categories. There is private space – that is, homes and gardens occupied by individuals and their families.

But more than half of the London landscape – by area – is shared space: roads, parks, canals, rivers, squares, shops, piazzas, malls, stations, monuments and museums. This shared space is a vast and complex environment in which millions of perfect strangers must move, meet and negotiate.

What is it like in that shared space? Are people stressed, tense, crowded, unhealthy, unhappy, snappy or even downright hostile?

Or are they relaxed and good-humoured, surrounded by things of beauty both natural and man-made?

The genius of a big city lies in the way it organises that shared space, for the benefit of visitors and inhabitants alike.

We want to make that shared space ever safer, so that it is always pleasant to visit a park, and so that public transport is never threatening.

We need to bridge the gap between rich and
poor, to fight illiteracy and youthful poverty of ambition – not just because they are evil in themselves, but because they lead to the criminal disorder that affects everyone.

To make that shared space safer, we need to make it more beautiful. That is why we are seeking a world reputation for new and improved public spaces that Londoners will cherish for decades to come.

We will tackle stress and overcrowding by building houses that once again have decent-sized rooms, and we will insist on architecture that once again delights the eye.

London is now poised to lead the world in new green technology – from electric cars to home insulation to a new low-carbon bus to a bike hire scheme – that will help reduce CO₂, sweeten the air, generate jobs and save consumers money at the same time.

Wherever we can we want to plant more trees, protect green space and push ahead with the expansion of an efficient and world-beating public transport system. These plans set out the fundamental economic and environmental importance of these transport investments for the whole of the Greater London area.

We want to let Londoners make the most of their innate talent and flair so that they make London’s economy even more productive and successful and we want all Londoners to have the opportunity to find fulfilling jobs. That also means ensuring the conditions are right for the businesses that employ them to flourish.

This is a vast and disparate city, the product of centuries of immigration and technological change. But with energy and enthusiasm we intend to bring our communities together – celebrating our different traditions while sharing the humour and friendliness that unite us as Londoners.

Whatever the current economic difficulties, I have no doubt of one thing.

With its growing population and astonishing base of skills and resources, London will not only lengthen its lead as the greatest city on earth.

It will come to be seen as the best big city on earth, the best big city to live in.

I believe these strategies will help us to achieve that ambition.

I look forward to your comments and suggestions.

Boris Johnson
Mayor of London
0.1 This introduction explains what this draft replacement London Plan is, what it covers and the process it has to go through before it is formally published.

What is the London Plan?

0.2 Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. Under the legislation establishing the Greater London Authority (GLA), the Mayor has to produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review. Boroughs’ local development documents have to be ‘in general conformity’ with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not. The general objectives for the London Plan, and the process for drawing it up, altering and replacing it, are set out in the Greater London Authority Act 1999 (as amended), detailed regulations and guidance in Government Office for London Circular 1/2008.

The London Plan is intended to be¹:

- the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years
- the document that brings together the geographic and locational (although not site specific) aspects of the Mayor’s other strategies – including those dealing with:
  - Transport
  - Economic Development
  - Housing
  - Culture
  - a range of social issues such as children and young people, health inequalities and food
  - a range of environmental issues such as climate change (adaptation and mitigation), air quality, noise and waste.

0.3 Under the legislation setting up the GLA, the London Plan should only deal with things of strategic importance to Greater London². The legislation also requires³ that the London Plan should take account of three cross-cutting themes:
0.4 The Mayor also has to have regard to the principle that there should be equality of opportunity for all people, and to:

- reducing health inequality and promoting Londoners’ health
- climate change and the consequences of climate change
- achieving sustainable development in the United Kingdom
- the desirability of promoting and encouraging use of the Thames, particularly for passenger and freight transportation
- the need to ensure consistency between the strategies prepared by the Mayor
- the need to ensure consistency with national policies and international treaty obligations notified to the Mayor by Government and
- the resources available to implement the Mayor’s strategies.

Under the Crime and Disorder Act 1998, the GLA also has to do all it reasonably can to prevent crime and disorder.

0.5 In drawing up the London Plan, the Mayor also has to have regard to relevant European Union legislation and policy instruments like the European Spatial Development Perspective (ESDP)⁴.

Why is the London Plan being ‘replaced’?

0.6 The Mayor is legally required to keep the London Plan under review⁵. Government guidance also sets out the procedure to be followed when he decides that the Plan should be amended (or ‘altered’ under planning law), or when he decides there should be a completely new (or ‘replacement’) Plan.

0.7 The first London Plan was published in 2004. Since then, two sets of alterations have been made to it, and an updated version, bringing these alterations together, was published in February 2008. Although it has been kept up-to-date, the basis of the Plan and the policies it sets out date back to before 2004. Much has changed since then and the status of the Plan has altered with new planning legislation giving it formal status as part of the development plan.

0.8 London elected a new Mayor in May 2008. Shortly after his election, he consulted on ‘Planning for a Better London’ (July 2008), which outlined his intended approach to planning. Consultees argued strongly that rather than changing the Plan incrementally over his term of office, he should move straight to a full review leading to a replacement London Plan – especially as this would lessen uncertainty faced by boroughs in drawing up their development plan documents and by the development industry in looking at which policies would apply to their projects.

0.9 The Mayor also believes it is very important to set a clear spatial framework reflecting his policies and priorities as early as possible, something impossible with a more incremental approach. With all this in mind, he announced an immediate full review of the London Plan in 2008, leading to formal publication of a replacement plan towards the end of 2011. Initial proposals were published in a document entitled ‘A New Plan for London’ in April 2009 – formally for consultation with the London Assembly and the GLA functional bodies (the London Development Agency, London Fire and Emergency Planning Authority, Metropolitan Police Authority and Transport for London),
although comments were invited from anyone who wished to give them. The comments received have been taken into account in drawing up this document.

0.10 The Mayor is also reviewing his Economic Development and Transport strategies and is consulting on his draft London Housing Strategy. He has also published ‘Leading to a Greener London’, an environment programme for the capital. This will make it easier to see how issues are dealt with across all these documents and to ensure they are consistent in approach. When formally completed, they will provide a joined-up suite of strategic policies for London’s future.

The basis of this document

0.11 This document is a draft replacement London Plan. It sets out draft policies and explanatory supporting material (or what the planning system calls ‘reasoned justification’). These take account of

- the legal requirements set out in paragraphs 0.2–0.4 above and the various issues that European and national legislation requires to be considered
- other requirements of planning law and Government planning policy and guidance
- Sustainability Appraisal and Habitats Regulations Assessments (see below)
- the proposals in ‘A New Plan for London’ and the comments received on it.

0.12 The document takes the year 2031 as its formal end date (the current London Plan looks forward to 2026). This date has been chosen both because Government advice suggests a twenty year planning period should be used, and because the Mayor believes a longer-term view of London’s development should be taken to inform decision-making, development and investment.

0.13 London planning does not stop with publication of a new London Plan. As explained later, the assumptions on which Plan policies are based, and the effectiveness of those policies, will be monitored. If circumstances change (a major change to the economy, for example), the Plan will be altered or, if necessary, replaced. This approach is known as ‘plan, monitor and manage’.

Integrated Impact Assessment

0.14 The development of this draft plan has been subject to a full Integrated Impact Assessment (IIA). The IIA approach addresses all of the Mayor’s legal duties to carry out comprehensive assessments of the plan and its proposed policies within one integrated process (please see the IIA report that has been published alongside this draft). The IIA covers the legal requirements to carry out a Sustainability Appraisal (SA) (including a Strategic Environmental Assessment (SEA)) and a Habitats Regulation Assessment (HRA). The IIA also considers health, equalities, and community safety.

0.15 SA is a process for assessing how the policies in the plan will affect a range of environmental, economic and social considerations, and is required under the Planning and Compulsory Purchase Act 2004. SA also meets the requirements for SEA as set out in the Environmental Assessment of Plans and Programmes Regulations 2004. The main purpose is to help integrate environmental, economic and social considerations into the preparation and adoption of plans to promote sustainable development. The Mayor is also required to undertake a Habitats Regulation Assessment (HRA) in relation to habitats of particular significance in and around London under the Conservation (Natural Habitats & c.) Regulations 1994 (as amended).
The IIA also includes a Health Impact Assessment (HIA) and an Equalities Impact Assessment (EqIA) to meet the Mayor’s duties under the Greater London Authority Act 1999 (as amended) – see paragraphs 0.2 to 0.4. Finally, the IIA covers relevant aspects of a Community Safety Impact Assessment (CsIA) to ensure that the statutory requirements of the Crime and Disorder Act 1998, and the newly enacted Police and Justice Act 2006 are also met.

The IIA is intended to help shape the preparation of the new London Plan, ensuring a wide range of sustainability issues and the importance of protecting specific habitats are taken into account at each stage of the process. The process is ‘iterative’ – the assessment is revisited at each stage as the Plan proceeds towards formal adoption. The IIA report also provides a valuable resource for anyone commenting on this draft Plan, as the assessment has helped preparation of the policies in this document – in particular the assessment of options for spatial development that were considered for the strategic direction of the Plan and its detailed policies.

The relationship with the existing London Plan

While this process is going on, it will be the London Plan published in February 2008 (the version published consolidated with alterations since 2004) that will be in force, and which will have legal status as part of the development plan. This will apply until the replacement plan is formally published. However, the draft replacement London Plan will be material considerations that can be taken into account in deciding planning applications, and they will gather weight the further into the replacement process they go.

There is a further set of alterations that are being put in place – to enable use of the planning system to seek contributions from development towards the cost of Crossrail.

The structure of this document

The Mayor wants the new London Plan to be different from the previous one – shorter, more clearly strategic and user-friendly, and arranged in topic-based chapters intended to make policies on particular issues easier to find. It is arranged as follows:

- a chapter outlining the context for the Plan and its policies
- a clear spatial vision in a chapter on ‘Places’
- topic-based chapters on London’s:
  - People (including housing and social infrastructure)
  - Economy
  - Response to climate change
  - Transport
  - Living places and spaces
  - Implementation, monitoring and review.

The content of policies is split between:

- **strategic**: strategically important statements of Mayoral policy
- **planning decisions**: policies that will be applied by the Mayor and other planning authorities in deciding planning applications
- **LDF preparation**: advice to boroughs in preparing their Local Development Frameworks, tending to fall into two categories. First, areas of flexibility, where authorities may want to consider how its particular circumstances might differ from those of London overall. Secondly, areas where it will be necessary for boroughs to carry out more detailed analyses of local circumstances on which to base policies for local use in determining planning applications.
This three part distinction is intended to make the Plan easier to use. As with the Plan as a whole, policies should be taken as a whole, and not their individual parts. ‘Planning decisions’ policies should be reflected in LDFs and ‘LDFs preparation’ policies should inform planning decisions, with ‘strategic policy’ providing the context for both. The Mayor will take all three categorisations into account in taking decisions on strategic planning proposals and the general conformity of LDFs with the London Plan. Paragraphs with policies have been lettered A, B, C/a, b, c to ease reference. Numbers are used in policies where there is a hierarchy of preferences with 1 being the first priority.

**Next steps**

0.22 This document is issued for public consultation. This is a formal stage in the replacement process, and comments should be sent to the address shown on page 2 no later than 12 January 2010. Comments received after that date may not be taken into account.

0.23 The next formal stage will be the holding of an examination in public (EiP). This will be led by an independent panel, who will review the comments received on this document and will decide:

- which issues will be discussed at the EiP
- who will be invited to take part.

0.24 The EiP is a hearing based around a detailed discussion of selected subjects covered by the draft replacement Plan. It is likely to be held in the summer and autumn of 2010. After it is completed, the Panel will produce a report recommending changes to the draft Plan for the Mayor’s consideration – the Mayor can decide to accept or reject them. Once the Mayor has decided which of the suggested changes he intends to accept, he will send a revised draft Plan to the Government Office for London with a formal notice of his intention to publish the replacement Plan. Ministers then have six weeks to decide whether or not they wish to direct that any changes should be made. The replacement plan can then be formally published.

0.25 This process is intended to enable public involvement in the Plan’s preparation. It reflects the principles in the Aarhus Convention on access to information, public participation and access to justice in environmental matters which has been ratified by the UK Government.
1.1 This chapter explains the major issues facing London over the period to 2031, providing the background to the detailed policies that follow. It then sets out the Mayor’s vision of the way London should develop over that period and detailed objectives those policies will support.

Context
1.2 The 2000 year history of London has been one of constant change. It has grown from a port and river crossing point into a bustling centre of national Government and international commerce. It has been an imperial capital, and a city embracing villages and towns as it grew. It has been home for people in all walks of life, and from all parts of the world. It has led in industrial and scientific innovation, while also enjoying a globally-recognised heritage. Wealth and poverty, old and new, city and suburban rub shoulders. Several times in its past it has fought off disaster and resisted the best efforts of planners to remake it. This is the dynamic, ever-changing city – and its people – that the policies in this plan seek to sustain.

1.3 The new London Plan looks forward to 2031, five years further than the 2008 version. It is obviously more and more difficult to say what may happen the further forward you look. It can also be hard to think beyond what is happening now and the immediate future (particularly against the background of recent dramatic developments in the global and London economy). However, we can draw on past experience to pick out some things that London will have to plan for:

A growing population
1.4 London’s population is likely to continue its steady growth.

1.5 The changes to London’s population since 1971 are shown in figure 1.1. London’s population grew until immediately before the Second World War. By 1939, London’s population reached its peak, at 8.6 million, following a period of large-scale development – the part of Middlesex now making up north-west London grew by around 800,000 in the 1930s. This period also saw the beginning of policies to constrain London’s physical growth (such as the Green Belt), encourage development in other parts of the country and reduce the density at which Londoners lived. Decentralisation accelerated in the post-war years with measures like the building of the new towns. As a result London’s population started to fall, reaching a low of 6.7 million in 1988.

1.6 London’s population has grown every year since 1988; even during the quite severe economic downturn of the early 1990s – indeed, growth accelerated then. At mid-2007 it was estimated that London’s population was 7.56 million, (up 44,000 on the previous year). Of these, 3 million lived in inner and central London and 4.56 million in outer boroughs.
1.7 The reason for the change is that more people of childbearing age have moved to the city, leading to strong natural population growth (the surplus of births over deaths). In 2008, London saw natural growth of 75,000, representing 39 per cent of the natural growth of the population of England and Wales, while having only 14 percent of their total population.

1.8 The other component of population change is migration, whether between London and the rest of the United Kingdom or between here and the rest of the world. London usually sees net out-migration to other (especially neighbouring) UK regions, partly offset by significant net in-migration from overseas. This has been the pattern in six of the past seven years.

1.9 Unless something happens to reverse these now deep-seated trends, London’s population will continue to grow between now and 2031. Is the kind of significant change that would alter these trends likely? • Could something happen that would reduce natural growth? At present, London has two-and-a-half times as many births as deaths. The rise in births peaked in London in late 2008, but no major decline in annual numbers is expected. The available evidence tends to show that economic downturns do not affect fertility rates significantly. This was confirmed by London’s experience in the 1990s. Policies to decentralise population could be put in place, as in the 1940s, but this would mean steps like building new towns outside London. This does not look likely in the near future. • Could changes to migration outweigh natural growth? It is too early to say what effect the current downturn could have on migration over the whole period to 2031, but some reduction in the net inflow into London from overseas is likely in the short term. Net inflow to the UK as a whole declined up to the third quarter of 2008, largely as a result of citizens from the ‘A8’ countries in Eastern Europe that acceded...
to the European Union in 2004 leaving the country. It also seems clear that in the short term at least, the rate of net out-migration from London to the rest of the UK will fall. Data to the end of September 2008 show London bucking the UK trend of reduced mobility and attracting record numbers of incomers from the rest of the country. The duration of these trends, and the extent to which they will revert to previous patterns as the economy improves, will have to be monitored.

1.10 There is cross-party political concern over migration. However, until the results of this are translated into firm evidence of a change in trend, it seems far more likely than not that London will have to plan for a growing population to 2031. The period is likely to see growth from the present level of 7.63 million to:

- 7.81 million by 2011
- 8.10 million by 2016
- 8.37 million by 2021; and
- 8.63 million by 2026.

By 2031 London’s population may be 8.89 million (see Figure 1.2).

A changing population

1.11 London’s population will also change in composition. Figure 1.3 compares the age structure of London’s population in 2008, with that projected for 2031. It will continue to be younger than elsewhere in England and Wales – there will be more school age Londoners in 2026 and 2031 and more aged 35–74. The number of people over 60/65 will increase, particularly significantly among the over 90s, as medical advances, improvements in lifestyles and new technologies support improved life expectancies. We will have to plan for the schools and other facilities needed by a more young people, while also addressing the needs of an ageing population.

1.12 London’s population will also continue to diversify. Black, Asian and other minority ethnic communities are expected to grow strongly as a result of natural growth and continued migration from overseas. By 2031, an additional six London boroughs are likely to have a majority of their population from

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**Figure 1.2 London’s population 1971–2031**

Source: GLA DMAG
these groups, with Harrow, Redbridge, Tower Hamlets, Ealing, Hounslow and Croydon joining Brent and Newham which have had such majorities since 2001.

1.13 An expected increase in the number of older Londoners by 2031 is likely to mean there will be more disabled people and people with particular mobility and access needs. Ensuring London and its infrastructure is accessible and inclusive will have to be a key theme of the new London Plan.

More households
1.14 Population growth of this order will tend to mean more households. Social trends will also play a part. The period to 2031 is likely to see a decrease in the number of married couples, more than offset by increase in cohabiting couples. There is also likely to be a large increase in one person households, particularly among middle-aged people, and in lone parent and other multi-adult but non-family based households. These trends mean we will have to plan for more homes, meeting the accommodation needs both of families and single person households, both of which are likely to increase in number.

From the current number of London households (3.20 million in mid-2007), the period is likely to see growth to:

- 3.32 million households by 2011
- 3.49 million by 2016
- 3.66 million by 2021; and
- 3.82 million by 2026.

By 2031 there are likely to be 3.99 million households.

A growing and ever changing economy
1.15 London’s economy is likely to resume growth, probably at a slower rate than before the current downturn. It is also likely to continue to change.
1.16 The world economy experienced dramatic changes between 2007–9, with bank collapses, a credit crunch and a severe downturn in the real economy, with increases in business failures and unemployment. However, it does seem increasingly clear that in so far as these have impacted on London, they do not signal the kind of fundamental long-term economic change here seen, for example, in the 1980s. The London Plan has to look beyond what is happening today. It does seem likely that globalisation supported by mass production, technological innovation, reducing transport and communication costs and countries across the world continuing to open their markets to international trade will support resumed economic growth. The world economy will be yet more integrated by 2031 and larger, with China, India and other currently ‘emerging’ markets having greater economic weight and providing wider markets for products and services. Closer to home, a growing London population is likely in itself to support an expanding economy, with growing demand for leisure and personal services, health and education.

1.17 Figure 1.4 shows employment in London between 1971–2006. These years saw huge economic changes as London’s once very strong manufacturing sector declined, and was more than made up for by a growth in services. In 1971, there were more than one million manufacturing jobs in London. A decade later there were 713,000 and by the end of the century, only 326,000. The picture for business services is almost the opposite, with 457,000 jobs in 1971, 500,000 in 1981 and 1.02 million by 1999. Overall, employment in London declined through the 1970s (from 4.6 million in 1971 to 4.3 million in 1979), and then fell further during the recession of the late seventies and early eighties to 4.1 million in 1983.

1.18 Employment then grew during the service sector dominated upturn of the late 1980s, reaching 4.29 million in 1989. The significant downturn of the early nineties saw employment falling to 3.8 million by 1993. There was then a period of substantial, if uneven, service driven growth, and by 1999, total employment had reached 4.4 million. London’s output expanded by 45 per cent between 1992 and 2001, while civilian workforce jobs increased by around 15 per cent over the same period. There was a further slowdown in 2002 following

**Figure 1.4 London employment 1971–2007**

![Figure 1.4 London employment 1971–2007](Source: Experian Business Services)
the collapse of the dot.com boom and the 9/11 terrorist attacks in the United States; but output rebounded and increased by 16 per cent between 2003 and 2007, while employment increased 4 per cent. By 2007, London’s total employment was 4.7 million. History shows London is an innovative city, which constantly reinvents itself and has made the most of components of business services, such as computing, which are now important but which simply did not exist to the same extent thirty years ago.

1.19 This background means we can put the current situation into some perspective, and can take a balanced view about the likelihood of renewed growth. London continues to be seen as a pre-eminent global business location; the 2008 European Cities Monitor ranked London as Europe’s top city business location (a position it has held every year since 1990). This was reinforced by the Global Financial Centres Index (published in 2007, 2008 and 2009 by the City Corporation), which ranks London as the world’s top financial centre (closely followed by New York), and by the MasterCard Worldwide Centres of Commerce Index published in 2007 and 2008, showing London first, ahead of New York. Among the reasons for this are London’s world class higher education and research institutions, its status as capital, seat of Government and legal centre, and the widespread choice of English law for dispute resolution.

1.20 For all these reasons, the projections prepared for this Plan, and those of the four independent forecasters who monitor the London economy, are all based upon London experiencing a cyclical recovery following the current recession, followed by longer term positive job growth thereafter.

1.21 Without economic growth, the situation would be dire for London. It will be essential to make sure the growing number of Londoners of employment age (16–74) over the period to 2031 have the range of opportunities they need – an issue likely to be all the more acute if jobs grow more slowly than population. A city with an economy as dependent upon the private sector as London also needs growth to ensure its fabric receives the public investment it requires. If it does not, London will not be able to go on making a significant net contribution to the national exchequer. Fortunately, the evidence available suggests no reason why growth should not happen, even if there are some changes to the size and shape of London’s financial and globally oriented business services sectors in the short to medium term.

1.22 What changes might we see to the kind of economy London has over this period? Projections prepared for this Plan suggest that the total number of jobs in London could increase from 4.68 million in 2007 to 5.45 million by 2031 – an additional 750,000 jobs over the period as a whole. Manufacturing is projected to continue to decline, from 224,000 jobs in 2007 to 89,000 by 2031, while business and financial services could grow from 1.56 million in 2007 to 1.98 million in 2031, representing 38 per cent of the new jobs (excluding sectors with falling employment such as manufacturing) projected between now and 2031. Jobs in ‘other services’ (leisure and personal services) are projected to grow by 360,000 (about a third of projected new jobs) and those in hotels and restaurants are set to grow by 235,000 (about a fifth of new jobs). Other sectors where growth might be expected include health and education, which could see around 54,000 more jobs and retail (36,000 new jobs). We can also expect changes to the way London works, as firms adjust to the imperatives of climate change and make more use of information...
and communications technology. Figure 1.5 shows these projections in the context of change since 1971:

Where in London are these jobs likely to be?
Employment has grown fastest in central and inner areas of London – unsurprisingly given that financial services and those business services strongly related to it tend to concentrate there, while sectors with lower levels of growth or declines tend to be more dispersed. There has been particularly strong growth in inner London. The trend towards a comparatively lower level of employment growth in outer London, despite it being where the majority of Londoners live, suggests that this part of the capital might not be realising its full potential to contribute to London’s success.

Persistent problems of poverty and disadvantage
Although London’s economy has been generally successful over the past twenty years, not everyone has benefited and the incidence of poverty has not fallen. Income poverty rates for children, working age adults and pensioners are higher in London than elsewhere in the UK. A quarter of working age adults, and 41 per cent of children are in poverty after housing costs are taken into account. Poverty is particularly concentrated in households with dependent children (working age people without children have poverty rates similar to those in the rest of the country). Deprivation is also concentrated among Black, Asian and ethnic minority and disabled Londoners.

As a result, London is an increasingly polarised city. On the one hand, it has seen a major growth in earnings, with significant rises both in the number of those earning high salaries, and in the amount they earn. This leaves those on low incomes or without employment further and further behind. This polarisation is associated with a range of social problems of ill-health, substance abuse and crime.
1.26 The labour market, and how individuals fare in it, is of central importance. Households with children in London are much more likely to be workless than childless ones, something reflected in their particular exposure to poverty highlighted earlier. Disabled people are almost twice as likely to be unemployed as non-disabled people. More generally, London has had higher levels of unemployment, and lower levels of employment than other parts of the country. Employment here is increasingly skewed towards occupations needing higher level skills and qualifications given the nature of the sectors in which London specialises. Rising land values have also squeezed out lower value activities. At a time when population is likely to grow, but the economy’s growth may be less robust, making sure Londoners can get better access to the jobs in their city will be a key priority.

1.27 Deprivation tends to be geographically concentrated (see Map 1.1). Looking at the factors that are brought together in the Government’s Index of Multiple Deprivation (which covers aspects like employment, housing, health, education and access to services), it becomes clear that there are particular concentrations of disadvantage, particularly in inner north-east London, running from Tower Hamlets northwards through Hackney to Haringey and eastern Enfield, eastwards to Newham and Waltham Forest and on both sides of the Thames to Barking and Dagenham and the southern part of Havering and from Lambeth and Southwark eastwards to Bexley. There is another cluster in west London, around Park Royal. This pattern is fairly consistent across the various components of the Index, although some show a rather more dispersed pattern (that for housing, for example). This

Map 1.1 Index of Multiple Deprivation (2007)
suggests the importance of geographically targeted approaches to development and regeneration, focussing investment and action on places with the highest need.

1.28 There is a clear link between deprivation and housing. London is a very expensive place to live, a problem exacerbated by the income trends identified earlier (see para 1.24). The result can be that those with lower incomes find it very difficult to access the housing they need, with many having no option but to seek social housing. This in turn can lead to social housing and deprivation being closely linked, with people finding it increasingly difficult to move on from social into other forms of housing.

A changing climate

1.29 Some climate change is inevitable. Although it is impossible to predict how these changes will impact on London specifically, it is likely that the direction and speed of change are such that the effects of this will be increasingly felt over the period of the new London Plan. By 2050, what we in this country think of as being a heat wave of the kind experienced in the summer of 2003 may well be the norm. The Government’s latest UK Climate Change Projections suggest that by the 2050s, London could see an increase in mean summer temperature of 2.7 degrees, an increase in mean winter rainfall of 15 per cent and a decrease in mean summer rainfall of 18 per cent over a 1961–1990 baseline (see Chapter 5).

1.30 London has to be ready to deal with a warmer climate, and one likely to be significantly wetter in the winter and drier during the summer. We also have to play our part in making sure the extent and impacts of future climate change are limited. Action taken now and over the period covered by the new Plan will help reduce what has to be done for the years after that.

1.31 Adapting to the climate we can anticipate over the next two decades will include making sure London is prepared for heat waves and their impacts, and addressing the consequence of the ‘urban heat island’ effect – the way dense urban areas tend to get warmer than less developed areas, and to cool more slowly. Heat impacts will have major implications for the quality of life in London, particularly for those with the fewest resources and living in accommodation least adapted to cope.

1.32 There will also be an increased probability of flooding and a need to cope with the greater consequences when it does happen. Sea levels will be higher; there will be more frequent and higher tidal surges; significant increases in peak Thames and other river flows; and the potential for more surface water flooding. It is likely that a significant proportion of London’s critical and emergency infrastructure will be at increased risk from flooding, especially as London accommodate the kind of growth expected to 2031. There are likely to be more people living and working on the floodplain – 15 per cent of London lies on the floodplain of the Thames and its tributaries, and there are 1.5 million people and 480,000 properties there already. Flooding is also likely to impact worst on deprived communities many of which are in the areas that may be affected and are less likely to be insured.

1.33 A further problem arising from climate change will be an increasing shortage of water. South–east England is already ‘water stressed’ – during particularly dry weather, London’s water consumption outstrips available supply. There is not enough water for today’s population, and per capita water usage is increasing. There are limited additional water resources available in this corner of the UK, and over time options like new reservoirs may have to be
considered. We will also have to ensure that there is adequate and appropriate water infrastructure to ensure a resilient, efficient and economic supply of water to homes and businesses.

1.34 Between now and 2031, decisions will have to be made at global, national and regional levels that will have profound consequences for the future of the planet. These issues are increasingly likely to dominate the policy agenda, and to mean changes in the way London relates to the rest of the world, how it works – and how we live our lives. They are likely to drive a shift to a low carbon economy, making resource efficiency a priority and encouraging innovation and new enterprises.

1.35 Encouraging energy efficiency is important for reasons going beyond climate change. A growing city with more households and jobs will need reliable and sustainable supplies of electricity and gas to power its homes, offices and other workplaces, transport network and leisure facilities. Energy issues, including resilience, security of supply and infrastructure provision are likely to be increasingly important in the years to 2031.

### Ensuring the infrastructure to support growth

1.36 What has been said here about energy and water highlights the importance of ensuring London has physical infrastructure adequate for the needs of a growing city, meeting the highest and most modern standards to help us use the city’s resources as efficiently and sustainably as possible. It will be important for the whole range of utility providers to work together and with the capital’s government to make sure London has the infrastructure it needs, in the places it is needed – whether this is the network of substations and power lines distributing electricity, the network of water or gas mains or the wires and fibre optic cables that facilitate the flow of information increasingly important to a modern city.

1.37 Transport infrastructure will also have a vital part to play in supporting the capital’s success and a good quality of life. The planning of transport services and the physical infrastructure they require will need to be carefully coordinated with the growth and development envisaged by this Plan and this is a key theme both of this Plan and of the Mayor’s Transport Strategy.

1.38 In addition to this hard infrastructure, a growing and increasingly diverse population will create demand for more social infrastructure, ranging from schools, colleges and universities, theatres, museums and libraries through health facilities to spaces for local groups and places of worship. A green infrastructure of green and other open spaces also has a crucial part to play in ensuring good health and a high quality of life – as well as helping to address the challenges of climate change.

1.39 All these demands will have to be managed while public resources are likely to be short. Some may be met by making better use of existing infrastructure, but it is likely that addressing them all will require the capital’s local authorities, businesses, voluntary organisations and other stakeholders concerned about London’s future development to work with the Mayor in making the strong case for future investment in the capital’s fabric. All of these organisations will have to work together to identify and optimise use of the various ways of funding infrastructure – whether making the best use of the mechanisms within the existing planning system, pressing for new revenue-raising powers or exploring innovative approaches like tax increment financing.
Securing the legacy of 2012

1.40 The Olympic and Paralympic Games will take place in London in 2012. The early part of the period covered by this Plan will see the preparations for ensuring that they are the best Games ever – the safest, greenest, most inclusive and accessible, providing a global showcase for the capital at its best and an inspirational celebration of international sport.

1.41 After the Games, it will be vital to make the most of the legacy they leave behind. This presents a unique opportunity to secure and accelerate the delivery of many elements of the Mayor’s strategies, and for this reason it is the Mayor’s highest regeneration priority for this period. The unique status of east London, and the recognition arising from association with the Games will be used to effect a positive, sustainable and fully accessible economic, social and environmental transformation for one of the most diverse, yet deprived, parts of London.

A new focus on quality of life

1.42 At its best, London can provide amongst the highest quality of life to be found anywhere. Unfortunately, this is not the universal experience of Londoners, as indicators like the disparities in life expectancy in different places across the city show. There is also a perceived tension between the demands of growth and the conditions for a good – and improving – quality of life, and a concern about the loss of things that have made living in London and its neighbourhoods a distinctive experience. It is unsurprising, therefore, that consultation on proposals for this Plan have shown a growing concern with quality of life issues, such as:

- ensuring there are enough homes meeting the needs of Londoners at all stages of their lives and whatever their circumstances, and designed so they actively enhance the quality of the neighbourhoods in which they are located
- tackling the unacceptable health inequalities that exist in one of the wealthiest cities in the world
- protecting and improving environmental quality at both local and Londonwide levels (and recognising the links between the two), with action to target problems of air quality and other forms of pollution
- ensuring a network of vibrant and exciting town centres with a range of shops and other facilities
- making sure all Londoners can have access to good quality and healthy food
- making sure Londoners in all parts of the city have adequate efficient transport networks and services, and the support for cycling and walking, to enable them to access job, social and other life opportunities, while minimising any adverse impacts on the environment or quality of life
- recognising and actively realising the whole range of benefits which networks of green and open spaces and waterways bring
- the importance of a range of readily accessible community facilities meeting the needs of a growing and increasingly diverse population
- taking effective steps to ensure Londoners feel safe in their city and their local neighbourhoods, and do not have to feel constrained in going about their lives by crime and fears about their safety
- protecting and enhancing what is distinctive about the city and its neighbourhoods, securing a sense of place and belonging through high quality architecture and design that sits well with its surroundings.

Many of these issues tie into the key trends we have already identified as facing London to 2031.
A changing planning system

1.43 The Mayor intends to take a new, more consensual approach to planning for London, working with all the agencies involved in the capital and in neighbouring regions (the East and South-East of England). This will focus more on delivery of agreed and shared objectives, less on process or structure. It will be based on a clear recognition of the need to plan for all parts of London, and all those who live, work, study or visit here.

1.44 There are other changes to planning in and for London and the UK more generally that will also have to be addressed in the new London Plan:

- the change in the London Plan’s legal status since it was first written (see para 0.2)
- the Greater London Authority Act 2007 widened the Mayor’s powers to deal with strategic planning applications and gave him responsibility for a number of new statutory strategies
- the Government has established a Homes and Communities Agency (HCA) as a national housing and regeneration agency for England
- the Government is in the course of establishing an Infrastructure Planning Commission, which will plan for major items of infrastructure such as airports
- the Government is also moving towards new development making ‘zero carbon’ contribution
- the Planning Act 2008 contains powers to introduce a Community Infrastructure Levy to raise resources to help deliver infrastructure needed to support growth through the planning system
- the Government continues to issue new policy guidance on aspects of the planning system that will have to be taken into account.

Conclusion: planning for growth

1.45 Given its background, the only prudent course is to plan for continued growth. Any other course would either require fundamental changes in policy at national level or could lead to London being unprepared for growth. The projections we have used are not targets, and for the most part it is not a question of choosing growth. There is no policy to decentralise population within the UK, and it does not appear that this is likely to change in the near future.

1.46 In practical terms this means planning for:

- A growing population – ensuring London has the homes, jobs, services, infrastructure and opportunities a growing and ever more diverse population requires. Doing this in ways that do not worsen quality of life for London as a whole means we will have to ensure we make the best use of land that is currently vacant or under-used, particularly in east London where the greatest potential exists.
- An ever more diverse population – ensuring London has the schools and other facilities needed by a growing number of younger people, while also addressing the needs of an ageing population, with homes and neighbourhoods suitable for people at all stages of their lives. We will also need to plan for the whole range of other social infrastructure London’s communities and neighbourhoods will need to support a high and improving quality of life.
- A growing and ever changing economy – London has always been at the forefront of enterprise and innovation. It already has a diverse range of economic specialisations extending beyond finance and business services to areas such as information and communications
technology, transport services, culture and creativity, the visitor economy and media and publishing. The next 20 years are likely to see continued changes to the London economy, with new sectors and enterprises emerging, building on the capital’s rich resources of research and innovation and its world-class universities and specialist institutions. This period may, for example, see significant growth in the environmental sectors – driven by an increasing shift to a low-carbon economy – applying new knowledge and techniques to the challenges facing the planet, in the creative sectors and in new forms of business services meeting the needs of new markets and a changing world. Against this background, it makes sense both to promote and support innovation and to ensure there are policies in place that allow them the space to grow in places meeting their needs, supported by the range of infrastructure they require.

- Substantial progress in tackling persistent problems of poverty and deprivation – ensuring a planning policy framework that supports action to tackle problems of unemployment and worklessness – in particular by making sure Londoners have the education and skills they need to get better access to the jobs in their city, helping to coordinate geographically targeted approaches to development and regeneration, focussing investment and action on places (such as the Regeneration Areas identified in this Plan) with the greatest need to address persistent spatial patterns of disadvantage and contributing to the promotion of greater housing choice, supporting the policies in the Mayor’s London Housing Strategy

- Making real progress in addressing climate change – in terms of both:
  - **Adaptation**: making sure buildings and the wider urban realm are designed with a changing climate in mind, encouraging urban greening – protecting, enhancing and expanding the city’s stock of green space to help cool parts of the city, continuing to manage and plan for flood risks; and
  - **Mitigation**: reducing our emissions of greenhouse gases to minimise future warming and its impacts. Development can be managed to help this – designing buildings to be energy efficient, promoting decentralised and renewable energy and patterns of development that reduce the need to travel by less environmentally friendly modes of transport.

- Careful and efficient management and use of the resources available to London, including avoiding, reducing and reusing much of what is now regarded as waste, and adequate, modern physical, transport and social infrastructure to meet the needs of a growing and vibrant city, and an diverse population.

- Improving quality of life for all Londoners and all of London – enabling growth and change, while also supporting the retention of London’s heritage and distinctiveness, and making living here a better and more enriching experience for all.

- Joint approaches by London planning authorities – and those in neighbouring regions – on the sustainable management of growth, looking at population movement and trends, housing and labour markets, commuting patterns and waste.

These actions will be essential to ensuring the capital remains a safe and attractive place to live in and to do business; they can also help ensure London gains from being an early mover in the emerging business of climate change adaptation and mitigation. Over the years to 2031, they are likely
to drive changes across issues like the economy, transport and housing.

1.47 In looking at how these challenges are to be met, it is important to remember that the private sector dominates London’s economy, accounting for 70 per cent of economic activity. Achieving all the environmental, economic and social objectives outlined in this Plan relies upon modernisation and improvement of the capital’s stock of buildings and public realm, and this in turn means encouraging private investment and development. The approach taken in this Plan is to welcome and support growth and development, but to ensure that it contributes to London’s sustained and sustainable development. Economic success, making the kind of step change needed in environmental issues and improving the health, wealth and quality of life of Londoners are inextricably linked; it is impossible over the long term to succeed in any one in isolation.

1.48 It is easy to look at the direction and pace of change highlighted here and be daunted. It is worth remembering that change presents opportunities for London, as well as challenges. The new London Plan aims to make the most of the former in addressing the latter. A growing population will support a growing economy, with more people wanting goods and services. There are parts of London in real need of development, particularly in East London and the other opportunity areas and areas for intensification identified in this Plan. In the inter-war years, London saw the creation of successful neighbourhoods where people lived and worked, and there are places in London with a need for development and regeneration and the capacity for making new neighbourhoods for the future. A coordinated approach to planning for growth and the infrastructure needed to support it will be essential to meeting the immediate needs of the city and its people and providing foundations for lasting development and improvement for future generations of Londoners – the approach at the heart of the concept of sustainable development.

Strategy: The Mayor’s vision and objectives

1.49 Against the context set out in this chapter, the Mayor has put forward a vision for the sustainable development of London over the period covered by this Plan:

Over the years to 2031 – and beyond, London should:

excel among global cities – expanding opportunities for all its people and enterprises, achieving the highest environmental standards and quality of life and leading the world in its approach to tackling the urban challenges of the 21st century, particularly that of climate change.

Achieving this vision will mean making sure London makes the most of the benefits of the energy, dynamism and diversity that characterise the city and its people; embraces change while promoting its heritage, neighbourhoods and identity; and values responsibility, compassion and citizenship.

1.50 This high level, over-arching vision is supported by six detailed objectives, embodying the concept of sustainable development and giving more detail about how it should be implemented, and linking it to the detailed policies in the following chapters:
Ensuring London is:

1 A city that meets the challenges of economic and population growth in ways that ensure a sustainable, good and improving quality of life for all Londoners and helps tackle the huge issue of inequality among Londoners, including inequality in health outcomes.

2 An internationally competitive and successful city with a strong and diverse economy and an entrepreneurial spirit that benefit all Londoners and all parts of London; a city which is at the leading edge of innovation and research and which is comfortable with – and makes the most of – its rich heritage and cultural resources.

3 A city of diverse, strong, secure and accessible neighbourhoods to which Londoners feel attached, which provide all of its residents, workers, visitors and students – whatever their origin, background, age or status – with opportunities to realise and express their potential and a high quality environment for individuals to enjoy, live together and thrive.

4 A city that delights the senses and takes care over its buildings and streets, having the best of modern architecture while also making the most of London’s built heritage and which makes the most of and extends its wealth of open and green spaces and waterways, realising its potential for improving Londoners’ health, welfare and development.

5 A city that becomes a world leader in improving the environment locally and globally, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy and consuming fewer resources and using them more effectively.

6 A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling and makes better use of the Thames, and supports delivery of all the objectives of this Plan.

1.51 The principles set out in these objectives, and particularly the third, will be applied by the Mayor to the new and existing neighbourhoods in the Lea Valley that will develop and evolve following the 2012 Olympic and Paralympic Games. (see Policy 2.4).

1.52 The Mayor’s commitment to ensuring all Londoners can enjoy a good, improving and sustainable quality of life now, over the period to 2031 and into the future, underpins the vision and objectives. The quality of life that Londoners experience when living, working, visiting and moving around London is fundamental to how they feel about the city – and to how the capital is perceived from outside. The decisions we make about our city now will shape the quality of life of those who come after us and their view of how successful we have been in our stewardship of the city. This is a fundamental theme that runs through all the chapters and policies of this Plan, in particular:

The policies dealing with:

- quality of life issues in particular places within London – particularly those on the the 2012 Games and their legacy (2.4) outer London (2.6 – 2.8), inner London (2.9), the Central Activities Zone (2.10-12), regeneration areas (2.14), town centres (2.15) and green infrastructure (2.18) – in Chapter Two (London’s Places)
consultation draft replacement London Plan

• equal life chances for all (3.1) addressing health inequalities, (3.2) ensuring an adequate supply of good quality homes for all Londoners (3.3–3.16) and sufficient social infrastructure (3.17–3.20) in Chapter Three (London’s People)

• ensuring and developing a London economy that provides jobs, goods and services Londoners need – including those on developing the economy (4.1), arts, culture and entertainment (4.6), retail, town centres and small shops (4.7–4.9), encouraging a connected economy (4.11), and improving opportunities for all (4.12) in Chapter Four (London’s Economy)

• mitigating the scale of future climate change (5.1–5.8), adapting to the change that is now inevitable (5.9–5.13) and, as part of this, ensuring high water quality and sufficient water supply and sewerage infrastructure (5.14–5.15) in Chapter Five (London’s Response to Climate Change)

• providing a transport network enabling easy access to jobs, opportunities and facilities while mitigating adverse environmental and other impacts in Chapter Six – London’s Transport)

• supporting a high quality urban living space – including building neighbourhoods (7.1), inclusive environments (7.2), high quality built environments (7.3–7.7), protection of London’s heritage (7.8–7.12), air and noise pollution (7.14–7.15), protection and enhancement of open and natural environments (7.16–7.22) and of the Blue Ribbon Network of waterways (7.24–7.30) in Chapter Seven – (London’s Living Space)

• setting out strategic priorities for use of the planning system to secure infrastructure and other benefits to support improving quality of life in Chapter Eight (Implementation, Monitoring and Review).

1.53 It also requires action on issues outside the scope of the London Plan and addressed in other mayoral strategies and programmes (action on crime and anti-social behaviour, for example).

Policy 1.1 | Delivering the strategic vision and objectives for London

Strategic

A Growth and change in London will be managed in order to realise the Mayor’s vision for London’s sustainable development to 2031, set out in paragraph 1.49, and his commitment to ensuring all Londoners enjoy a good, and improving quality of life sustainable over the life of this Plan and into the future.

B Other mayoral plans and strategies, decisions on development proposals and investment priorities, and borough DPDs and development decisions should aim to realise the objectives set out in paragraph 1.50 so that London should be:

1 a city that meets the challenges of economic and population growth
2 an internationally competitive and successful city
3 a city of diverse, strong, secure and accessible neighbourhoods
4 a city that delights the senses
5 a city that becomes a world leader in improving the environment
6 a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities.
2.1 This chapter sets out policies to support delivery of the Mayor’s vision (see paragraph 1.49) and six detailed objectives (see paragraph 1.50) – and particularly those of ensuring London is:

- **A city that meets the challenges of economic and population growth** in ways that ensure a sustainable good and improving quality of life for all Londoners and help tackle the huge issue of inequality among Londoners, including inequality in health outcomes.

- **A city that becomes a world leader in improving the environment** locally and globally, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy and consuming fewer resources and using them more effectively.

These will be realised across London, taking account of the challenges and opportunities facing different places across the capital, the issues of sustainable management of growth facing London and its neighbouring regions in the greater south-east of England, and its links with the rest of the United Kingdom, Europe and the world.

2.2 This chapter also sets out special policies for areas of London facing particular needs or with distinctive parts to play in the capital’s development over the period to 2031, particularly using the legacy of the 2012 Games to regenerate the Lower Lea Valley. It recognises that London is a complex urban area comprising a wide range of different places which inter-relate and contribute to the vitality and success of a city that is more than just the sum of its individual parts. The geographical structure it sets out is also intended to relate land use and development capacity to existing and proposed transport provision as effectively as possible across London and the wider city region, enabling maximum use to be made of public transport.

**Spatial strategy**

2.3 Against the background of population and economic growth outlined in Chapter 1, the general approach the Mayor intends to take to the development and use of land in London is:

Not simply to support and welcome growth but to ensure that it contributes positively to the quality of life in London and to enable it to take place within its current boundaries without:

- encroaching on the Green Belt, or on London’s open spaces
- having unacceptable impacts on the environment

2.4 This will mean ensuring the most efficient use is made of London’s limited reserves of land, identifying places with the potential for development on a strategic scale, and ensuring policies are in place to enable this to happen. In spatial terms, this will mean renewed attention to the large areas of unused land in east London where there is both the potential and need for development and regeneration. It will also mean making the most of places identified...
in this chapter as having the potential for larger-scale development while also providing a supportive framework for more local action to take advantage of smaller-scale development opportunities across London.

2.5 All parts of London will have a contribution to make, and this chapter identifies opportunities and ways of realising them.

Looking beyond London

Policy 2.1 | London in its global, European and United Kingdom context

Strategic

A The Mayor and the GLA Group will, and all other strategic agencies should, ensure:

a that London retains and extends its global role as a sustainable centre for business, innovation, creativity, health, education and research, culture and art and as a place to live, visit and enjoy; and

b that the development of London supports the spatial, economic, environmental and social development of Europe and the United Kingdom, in particular ensuring that London plays a distinctive and supportive part in the UK’s network of cities.

B The Mayor will continue to seek appropriate resources and investment from Government and elsewhere to ensure London excels among world cities and as the major gateway to Europe and the UK.

2.7 London is a world city with a role in the global economy rivalled only by New York. As such, it fulfils functions and attracts investment that other cities in the United Kingdom – and in Europe – do not. It has a distinctive role to play in the spatial development of the country and continent as part of a polycentric network of cities and urban areas, and the Mayor recognises the importance of ensuring London does this in ways that promote sustainable success at European, national and city region level. He recognises the importance of this to the continued prosperity and well-being of London and its people.

2.8 The vision and objectives set out in this Plan support the European Union’s Growth and Jobs Strategy aimed at ensuring Europe has the most competitive, knowledge-based economy in the world by 2010. London will have a major part to play as one of the continent’s most important global gateways. This Plan also adopts the key concepts outlined in the European Spatial Development Perspective – an approach to spatial planning and development, promoting economic and social cohesion and balanced and sustainable development, particularly through ‘polycentric urban systems’, coordinated approaches to transport and communications and management of natural and cultural heritage to help conserve regional identity and cultural diversity in the face of globalisation.

2.9 London forms part of North West Europe, along with Paris and the Ile de France, the Randstadt cities (like Amsterdam and Rotterdam) in the Netherlands, Brussels and the Rhine/Rhur cities like Essen or Dortmund. These cities face common challenges, such as economic changes, community cohesion, infrastructure investment and delivery and local and global environmental threats. While the European
Commission’s Spatial Vision for North West Europe highlights London as one of the pivotal centres of the world economy, it also identifies the London area as a ‘bottleneck’ to cross-Europe movement, reinforcing the importance of improving transport infrastructure around and within the capital. The Mayor will support joint work and strategies to help meet these challenges, in particular looking to national governments and European institutions for help in addressing strategic transport issues such as ways of moving international through-traffic around London, instead of through it. The Mayor is also supporting joint work to address the changes climate change poses to Europe’s cities, particularly the role of green infrastructure.

2.10 London’s success is inextricably bound up with that of the United Kingdom as a whole. It has unique economic specialisation in fields such as finance, business and law that are not, and could not be, replicated anywhere else in the country. As the nation’s capital, it is a centre for Government, law and administration. It has a leading role in the UK’s visitor economy, as a gateway to the rest of the country. Overall, it makes a substantial contribution to national prosperity (for example, by making a substantial net contribution to the rest of the UK through taxation). The Mayor strongly supports working with the other nations and regions within the UK to help ensure that London’s success supports that of the country as a whole, and that it makes its proper contribution to a sustainable and balanced polycentric network of core cities.

2.11 This Plan will make a significant contribution to this through its overall strategy of seeking to accommodate the substantial population and economic growth expected over the period to 2031 within the current boundaries of Greater London. But this will only be possible on the basis of proper investment in the social and physical infrastructure needed to support growth sustainably, and through agreement with authorities and agencies at European, national, Londonwide and local levels to ensure resources are used wisely and effectively. The Mayor will continue to make the case for investment in London so it can continue to make its contribution to sustainable development at all these levels.

Policy 2.2 | London and the wider metropolitan area

Strategic
A. The Mayor and the GLA Group will, and other relevant agencies should, work with regional, sub-regional and local authorities and agencies in the East and South East of England to secure the sustainable development and management of growth in the wider metropolitan area and the greater South East of England and coordinate approaches to other strategic issues of common concern.

B. The Mayor is committed to working with the regional and local planning bodies in the South East and the East of England through the Inter-regional Forum.

LDF preparations
C. In preparing and implementing DPDs, boroughs (particularly those in outer London) should work with authorities and agencies in neighbouring regions outside Greater London to develop common approaches to issues of cross-border significance.

2.12 London is at the centre of a city-region covering a large part of South East England, home to 21 million people and some 11.5 million jobs. This is a rapidly growing and developing area; over the next two decades,
a narrower area comprising London and the surrounding 30 kilometres alone is likely to see a 13 per cent growth in population, a 15 per cent growth in households and 13 per cent growth in jobs.17

2.13 London exerts a substantial effect over South East England. It is inextricably linked with this wider region, whether looked at in terms of patterns of employment, skills and education, housing markets, airport policy, patterns of commuting, responding to environmental challenges like climate change, management of resources like water and power or the handling of waste. For all these reasons, the Mayor intends to work closely with agencies and authorities in neighbouring regions to develop and implement policies on these and other issues to help facilitate the sustainable management of growth. This is done at the moment through the Advisory Forum on Regional Planning for London, the South East and the East of England (more widely known as ‘the Inter-Regional Forum’), bringing together the Mayor and regional bodies for the East and South East of England and helping to support policy-making and the preparation of spatial strategies in the three regions.

Policy 2.3 | Growth Areas and Co-ordination Corridors

Strategic

A The Mayor will and other partners should engage with relevant agencies beyond London to identify and develop:

a linkages across, and capacity of, nationally recognised Growth Areas which include parts of London (the Thames Gateway and London-Stansted-Cambridge-Peterborough)

b timescales and mechanisms for co-ordinating planning and investment in corridors of city region importance which connect London with the wider city region, including the Western Wedge, Wandle Valley and London-Luton-Bedford corridors.

B The Mayor will work with partners in neighbouring regions to develop complementary strategies to realise the potential, and address the challenges facing, the city region as a whole, especially those dealing with population and economic growth, infrastructure and climate change.

C Through this process the Mayor will seek to ensure that:

a appropriate resources, particularly for transport (including ports and logistics) and other infrastructure (open space, health, education and other services) are made available to secure the optimum development of the Growth Areas and corridors as a whole and those parts which lie within London

b common policies and procedures are followed to ensure that there is, so far as possible, a ‘level playing field’ particularly adjacent to London’s boundaries. This will help to meet housing, energy and sustainability targets, and standards such as those for parking

c integrated policies are developed for adaptation to and mitigation of climate change, logistics provision and the adaptation of shared infrastructure

d jointly owned policies are developed to help rationalise commuting patterns, both at different times of the day and to encourage reverse commuting where appropriate, including the promotion of public transport improvements to enhance access to key destinations

e integration is achieved with other strategies to ensure that appropriate skills training is available and other barriers to work are overcome

f common monitoring data are collected, reviewed and assessed on
a regular basis and that reviews of the London Plan and regional planning documents are coordinated as far as possible.

2.14 With the scale of growth expected in London, places with the scope for accommodating new homes and jobs will be of particular importance. The Mayor supports the development of the two growth areas designated by national Government and which fall partly within London – the Thames Gateway and the London-Stansted-Cambridge-Peterborough growth area. He will work with relevant agencies in London and neighbouring regions to support their development.

2.15 The Mayor will also help coordinate the development and implementation of policies for corridors that have been identified as being of importance to London and the wider city region:

- the Western Wedge extending from west London to the Thames Valley
- the Wandle Valley corridor through south London and outwards towards Gatwick Airport
- the London-Luton-Bedford strategic coordination corridor.

2.16 Informed by the Outer London Commission, a focused approach will be taken to integrating existing and new transport infrastructure with land use and development capacity both within London and across its borders. This will provide the basis for greater economic synergies between the constellation of business locations in and around London, supported by more effective cross border working arrangements. One example is the suggestion by the West London Partnership to refine the ‘Western Wedge’ by developing the potential of three transport corridors within it.

Realising the benefits of 2012

Policy 2.4 | The 2012 Games and their legacy

Strategic

A The Mayor will work with partners to develop and implement a viable and sustainable legacy for the Olympic and Paralympic Games to deliver fundamental economic, social and environmental change within east London, and to close the deprivation gap between the Olympic host boroughs* and the rest of London. This will be London’s single most important regeneration project for the next 25 years.

B The Mayor’s priorities for the Olympic Park and the surrounding areas will be set out in his Olympic Legacy Strategic Planning Guidance (OLSPG), which will clarify and emphasise the need for a planned approach to regeneration and change, embed exemplary design and environmental quality, and help meet existing and new housing needs – particularly for families. It will also consider social and community infrastructure requirements, set out how the areas around the Olympic Park can benefit from, and be fully integrated with, emerging legacy proposals, and promote the further managed release of appropriate industrial sites for mixed use development while still retaining key industrial land, particularly within established Strategic Industrial Locations.

LDF preparation and planning decisions

C The Mayor will and boroughs should:

- reflect and give maximum planning weight to the Olympic Legacy Strategic Planning Guidance when preparing DPDs, and refer to and take account of the Olympic Legacy Strategic Planning Guidance when considering planning applications within and outside the Olympic Park
b. ensure transport projects associated with the 2012 Olympic and Paralympic Games contribute to the delivery of the Mayor’s Transport Strategy and the wider needs of London

c. establish new and enhanced north-south and east-west walking and cycling connections within and to the Olympic Park

d. promote the Olympic Park and venues as international visitor destinations for sport, recreation and tourism

e. support the creation of a high quality media and creative industry cluster at Hackney Wick that would provide premises and opportunities for local and global businesses, underpinned by strong technological infrastructure

f. support the delivery of viable and sustainable legacy uses for the new permanent facilities in the Olympic Park. This will include ensuring that the facilities meet London’s elite and recreational sport needs; that they are accessible and affordable; and that these objectives are fully reflected in their detailed design, construction and transformation

h. take the opportunities presented by the 2012 Olympic and Paralympic Games and their Legacy to increase participation in sport and physical activity among all sections of London’s population and address health inequalities.

D Planning decisions should reflect the priorities set out above.

* The five host boroughs comprise the London Boroughs of Greenwich, Hackney, Newham, Tower Hamlets and Waltham Forest.

2.17 The Olympic Park is at the fulcrum of two nationally important growth corridors: the London-Stansted-Cambridge-Peterborough corridor to the north and the Thames Gateway to the east. The 2012 Olympic and Paralympic Games, their infrastructure and investment have created the most important strategic regeneration opportunities in London for the next 25 years. Successful, viable and sustainable regeneration of the Olympic Park and its surrounding areas is the Mayor’s highest regeneration priority and offers a unique opportunity to secure and accelerate the delivery of many elements of his strategies and lessen inequality across London. The Olympic investment in east London, and the recognition arising from association with the Games should be used to effect a positive, sustainable and fully accessible economic, social and environmental transformation for one of the most diverse and most deprived parts of the capital.

2.18 The Mayor and Government have jointly established the Olympic Park Legacy Company to lead the delivery and management of the Olympic Park after the Games. It will maximise the opportunities provided by the Games’ physical legacy of world-class sports facilities, the media and broadcast centre, new housing and many hectares of new green space. In particular, the legacy Olympic Park development should be designed and built so as to guarantee its economic, social, health and environmental sustainability and physical accessibility for generations after 2012. It should form an integral and integrated part of the regenerated wider Lea Valley to meet the needs of the area’s current and future communities. The Olympic Park Legacy Company will finalise the Legacy Masterplan Framework to set out a 25 year vision for the Olympic Park to help achieve all these ambitions.

2.19 The host boroughs are developing a Strategic Regeneration Framework that aims to link the physical improvements that will be brought about by the Olympics and the
Legacy Masterplan Framework with socio-economic change in the host boroughs. The overall ambition of the host boroughs, shared by the Mayor and Government, is to achieve convergence in quality of life with the London average across a range of key indicators. The GLA and its functional bodies will take account of this ambition in the development and implementation of all strategies, plans and business plans.

2.20 The Mayor is a member of the Olympic Board, which co-ordinates the work of the bodies responsible for delivering the Games along with the London Organising Committee for the Olympic Games (LOCOG) and the Olympic Delivery Authority (ODA). The Mayor will use his established policies as a basis for influencing strategies and plans underpinning the Games’ preparation and staging, including those for design, procurement and sustainable development. The Mayoral Olympic Legacy Strategic Planning Guidance planned for 2010–2011 will draw together and formalise the key strategic planning policies and objectives that will shape the area over the next 10–20 years.

2.21 Development associated with the Games will be focused on Stratford, the Lower Lea Valley and parts of the Upper Lea Valley Opportunity Area.

Sub-regions

Policy 2.5  |  Sub-regions

Strategic

A  The Mayor will, and boroughs and other stakeholders should, develop the most effective cross boundary working arrangements and groupings to address specific issues.

B  The Mayor will monitor implementation of the London Plan and other strategies as appropriate on the basis of the sub-regional structure shown in Map 2.1.

2.22 The challenges and opportunities facing London have little regard to administrative boundaries. The Mayor strongly supports partnership-based, cross border working to address them, with working arrangements tailored to particular tasks. Strategic agencies will have a role in these where they can add value in delivering strategic and local objectives, for example by providing support for implementing Multi-Area Agreements. Where appropriate, partnership arrangements should be extended to include neighbouring authorities, especially to coordinate infrastructure provision and to address common issues affecting development corridors beyond London.

2.23 For statutory monitoring and sub-regional coordination purposes the London Plan is based on the sub-regional structure shown in Map 2.1. These boundaries have been prepared in consultation with borough councils and others, and offer a closer fit with patterns of working on the ground than previous ones. The GLA and its functional bodies will also move towards using this as the basis for engagement and resource allocation.

Outer London

2.24 Outer London (see Map 2.2) encompasses a large and hugely diverse area of the capital, ranging from the leafy residential suburbs of ‘Metroland’ to industrial suburbs like Dagenham. Its town centres and neighbourhoods play a vital role in the life and prosperity of the capital. It is where 60 per cent of Londoners live and over 40 per cent of London’s jobs are located. In general it is greener, and its people healthier and
Map 2.1 Sub-regions

Map 2.2 Outer London, Inner London and Central Activities Zone

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wealthier and enjoying a higher quality of life, than in more central areas – but it also has significant pockets of deprivation and exclusion. This part of London is likely to experience considerable population growth over the period to 2031.

2.25 However, its economic performance has given rise to concerns that it may have been relegated to a ‘dormitory’ role and that its economy and infrastructure provision have been neglected. In light of these concerns, the Mayor established the Outer London Commission specifically to ‘identify the extent to which outer London has unrealised potential to contribute to London’s economic success, the factors which are impeding it from doing so and the economic, social and environmental benefits that could be achieved’.

2.26 In its interim report, the Commission concluded that over the long term (two economic cycles), employment grew in outer London at only a quarter to a third the rate of that in either inner London or the adjacent counties. However, employment levels (rather than growth rates) in outer London are in fact more buoyant than in inner areas – partly because two fifths of outer Londoners commute out of the area to work, and partly because outer London itself has a substantial employment base, albeit one which is not growing vigorously throughout the area. Historically, employment in some parts has been contracting, in others stable or slightly increasing, and in some growth has been similar to, or better than, inner London or parts of the neighbouring counties (the Outer Metropolitan Area). Given this, a ‘one size fits all solution’ is not appropriate; nor can actions to realise the area’s potential be prescribed by artificial boundaries. Parts of inner London have outer characteristics and vice versa.

2.27 The policies set out here will both contribute towards a more balanced and genuinely polycentric pattern of development in London and help address pressures on the transport network into central London caused by the imbalance between where people live and where they work.

Policy 2.6 | Outer London: vision and strategy

Strategic

A  The Mayor will, and boroughs and other stakeholders should, work to realise the potential of outer London by recognising and building upon its great diversity and varied strengths and providing locally sensitive development frameworks to enhance and promote its distinct existing and emerging strategic and local economic opportunities, and transport requirements.

B  The Mayor will and boroughs and other stakeholders should enhance the quality of life in outer London for present and future residents as one of its key contributions to London as a whole. The significant differences in the nature and quality of outer London’s neighbourhoods must be recognised and improvement initiatives should address these sensitively in light of local circumstances, drawing on strategic support where necessary.

2.28 The Commission demonstrated that if outer London is to achieve its full potential, it is essential to consider questions of economic development, transport and other infrastructure and quality of life together. A good environment, adequate housing of the right type and a high quality of life are important to the kinds of economic activity outer London needs to be able to attract, while economic development is in turn vital to achieving...
these wider objectives. A joined up approach to ‘place shaping’ will be essential, fostering mixed use development and locally-based action to enhance the quality of places, provision of social infrastructure and sustainability of neighbourhoods. At a strategic level, the Mayor will coordinate his strategies as they affect outer London so that investment by the GLA Group and the Homes and Communities Agency realises the maximum benefit.

2.29 A generally high quality of life is one of outer London’s major assets. Maintaining this where it exists, and enhancing it where necessary, will be key to its future success – a high quality environment, and providing places where people will want to work and live, will be important to attracting and retaining the kind of economic sectors which may lift growth in outer London. Important elements of this will include ensuring high quality ‘lifetime’ neighbourhoods with sufficient, good quality social infrastructure provision and harnessing the benefits of growth to enhance residential quality and amenity. Good quality design will be essential and must respond sensitively to local context, including drawing on traditional suburban ‘rus in urbe’ themes as well as more modern ‘urban renaissance’ principles depending on local circumstances. This is likely to require the application of the general quality of life principles outlined in this Plan (see paragraphs 1.42 and 1.52) to the particular circumstances of different places in outer London.

Policy 2.7 | Outer London: economy

Strategic

A. The Mayor will and boroughs and other stakeholders should seek to address constraints on the economic growth of outer London so that it can rise above its long term economic trends by:

a. enabling existing sources of growth to perform more effectively, and increasing the competitive attractiveness of outer London for new sectors or those with the potential for step changes in output

b. identifying, developing and enhancing capacity to support both viable local activities and those with a wider than sub-regional offer including Strategic Outer London Development Centres (see Policy 2.16)

c. improving accessibility to competitive business locations (especially town centres) through: making the most effective use of existing and new infrastructure investment; encouraging walking, cycling and public transport use; and enabling the labour market to function more efficiently in opening up wider opportunities to Londoners

d. providing strategic and local coordination within development corridors, including across the London boundary, to enhance competitive advantage and synergies for clusters of related activities and business locations, drawing on strategic support through Opportunity Area Planning Frameworks as indicated in Policy 2.13

e. ensuring that appropriate weight is given to wider economic as well as more local environmental and other objectives when considering business and residential development proposals

f. prioritising improvements to the business environment in these locations including safety and security measures; partnership-based approaches like
business improvement districts; enhancing the vibrancy of town centres through higher density, mixed use development including housing; providing infrastructure for home-working; improving access to industrial locations; developing opportunities for decentralised energy networks and ensuring high quality design contributes to a distinctive business offer

gconsolidating and developing the strengths of outer London’s office market through mixed use redevelopment and encouraging new provision in competitive locations, including through the use of land use ‘swaps’

hidentifying and bringing forward capacity in and around town centres with good public transport accessibility to accommodate leisure, retail and civic needs and higher density housing, including use of the compulsory purchase process to assemble sites, and providing recognition and support for specialist as well as wider town centre functions

imanging and improving the stock of industrial capacity to meet both strategic and local needs, including those of small and medium sized enterprises (SMEs), start-ups and businesses requiring more affordable workspace

jcoordinating investment by different public agencies to complement that of the private sector and promoting the competitive advantages of outer London for public sector employment, especially for functions of wider than sub-regional significance

kensuring that strategic and local marketing of outer London’s visitor attractions are effectively coordinated and that account is taken of its capacity to accommodate large scale commercial leisure attractions, especially in the north, east and south sectors

lensuring that locally driven responses to skills needs in outer London also help address strategic Londonwide objectives

midentifying and addressing local pockets of deprivation, and especially the strategic priorities identified as Regeneration Areas (see Policy 2.14)

nestablishing ‘tailored’ partnerships and other cross-boundary working arrangements to address particular issues, recognising that parts of inner London also have ‘outer’ characteristics and vice versa and that common areas of concern should be addressed jointly with authorities beyond London.

2.30 Possible sources of employment growth in outer London can be broken into two categories:

• Existing sectors, which could grow more strongly than they have been if factors holding back their competitiveness and success are addressed. These include some private sector office-based sectors, retail, leisure/tourism, public sector activities, logistics and some other industrial type activities, economic sectors based around serving the needs of residential communities and other sectors like construction.

• New sectors – either entirely new activities which could be attracted to outer London if particular factors currently making it unattractive as a location could be addressed, or activities already existing in outer London but which could be developed on a scale so they are of a significantly different nature. Examples could include central government operations, public or state institutions of more than local importance, environmental or knowledge-based industries, opportunities presented by large-scale transport investment (such as High Speed Rail interchanges) or office-based activities that could be attracted from parts of the wider south east.
2.31 Supporting growth in either category will require a strategic approach to office provision in outer London, consolidating its strengths by releasing surplus capacity and enabling additional development in competitive locations for growth. It will also be important to consider the particular needs of new and developing sectors – many of the ‘knowledge-based’ sectors can start out and grow through home working, and may need innovative approaches to ensuring the ready availability of information and communications technology. These could range from greater business support through local libraries to bespoke town centre business centres to larger facilities such as innovation parks. The Economic Development Strategy sets out the LDA’s broader approach to supporting innovation.

2.32 There is considerable scope for growth in the leisure, cultural and visitor economy sectors, with scope for encouragement of cultural quarters in Outer London – particularly in town centres, the promotion, diversification and tighter management of the night time economy and possible potential for very large-scale commercial leisure facilities. The scope for rejuvenation of local theatres and other similar facilities and for the more positive marketing of outer London’s distinct attractions should also be considered. Residential development can indirectly create new employment, generating an estimated 230 new local jobs for every 1000 new residents.

Policy 2.8 | Outer London: transport

Strategic

A The Mayor will and boroughs and other stakeholders should recognise and address the distinct orbital, radial and qualitative transport needs of Outer London in the context of those of the city region as a whole by:

- enhancing accessibility by improving links to and between town centres and other key locations by different modes and promoting and realising the improvements to the rail network set out in Policy 6.4 and the Mayor’s Transport Strategy
- ensuring that the rail, bus and other transport networks function better as integrated systems and
- improving the quality, lighting and security of stations to agreed quality standards
- supporting park and ride schemes where appropriate
- working to improve public transport access to job opportunities in the Outer Metropolitan Area, supporting reverse commuting, and enhancing the key role played by efficient bus services in outer London
- encouraging greater use of cycling and walking as modes of choice in outer London
- more active traffic management, including demand management measures; road improvements to address local congestion; car parking policy; closer coordination of transport policy and investment with neighbouring authorities beyond London; and greater recognition of the relationship between office development and car use.

2.33 Ensuring adequate transport capacity and infrastructure (see Chapter 6) will be particularly important in planning effectively and sustainably for growth in outer London. The particular issues arising there – lower development densities and the implications of this for the viability of public transport services and the likely continued importance of the private car there should be recognised. There will be particular difficulties doing
this against the likely background of very constrained resources. There will be transport investment focussed on strategic development priorities in outer London, but this will be dependent upon a strong business case showing how it will support growth and the objectives set out in this Plan.

2.34 The Outer London Commission considered the case for a self-contained, high-speed orbital public transport system linking particular centres. It concluded that this would be unlikely to address outer London’s needs. Instead, it recommended a ‘hub and spoke’ approach, with transport networks focussing on town centres and forming a mesh-like network connecting the wider area. It considered this would better meet the likely spatial pattern of development and business locations likely in the area. The Mayor agrees with this approach, which is adopted in this Plan.

Inner London

Policy 2.9 | Inner London

Strategic

A The Mayor will, and boroughs and other stakeholders should work to realise the potential of inner London in ways that sustain and enhance its recent economic and demographic growth while also improving its distinct environment, addressing its unique concentrations of deprivation and improving quality of life for those living, working, studying or visiting there.

2.35 The part of inner London outside the central area of CAZ and Canary Wharf (see Map 2.2) contains both what is probably the country’s largest concentration of deprived communities (see Map 2.5) and some of the most challenging environments in London, and places that have experienced remarkable growth and development. After long term decline, it has grown over the last two economic cycles substantially more in absolute (261,000 jobs) and relative (23 per cent) employment terms than outer London, with a projected increase to 2031 (398,000) even greater than that expected for the Central Activities Zone. Similarly, even though its total population is 60 per cent of outer London, its level and rate of population growth have been significantly greater. With a projected increase of 725,000, it is expected to account for 55 per cent of London’s population growth to 2031.

2.36 This pattern of growth is far from uniform, with areas of marked affluence sometimes next door to highly deprived communities, as well as many, more mixed neighbourhoods. Inner London also has a very varied ethnic composition, high housing densities including many high rise estates, relatively constrained access to open space, often outdated social infrastructure and low public sector educational attainment. While this variety gives inner London part of its distinct character it also poses distinct challenges, socially, environmentally and economically.

2.37 This combination of challenges and opportunities, and the scale and pace of change in inner London justifies a distinctive planning policy approach. Overall, the objective should be to encourage growth, but to manage it in ways that help improve quality of life and opportunities for residents, thereby making a contribution to tackling London’s problems of inequality and exclusion. As with outer London, a ‘one size fits all’ approach to addressing these is not appropriate. Initiatives must be sensitively tailored to local circumstances, with strategic support to underpin them.
2.38 Policies in this Plan may need to be adapted or implemented in ways that suit local circumstances. In housing terms, the particular polarisation of the market in some parts means that there is a particular need not just to increase overall housing output but to ensure that this is affordable, especially to families (Policy 3.8). Social exclusion is a key issue and it is essential that new provision creates more mixed and balanced communities (Policy 3.10) and neighbourhoods (Policy 7.1), especially through estate renewal (Policy 3.15). Where relevant these policies can be supported by the neighbourhood renewal processes outlined in the London Housing Strategy and by the priority for investment highlighted by Regeneration Areas (Policy 2.14) which underscores the importance the Mayor attaches to community engagement in the regeneration process and the role of adequate social infrastructure, especially tackling health and educational inequalities (Policies 3.1, 3.2, 3.17–3.20). While the density of housing varies widely across Inner London, generally higher levels of public transport accessibility open up scope for higher density development, but it is essential that this is constructed to the highest standard and makes a positive contribution to quality of life here (Policies 3.4–3.5).

2.39 The economic opportunities open to inner Londoners are very varied, with relatively easy physical access to those of the CAZ (even though it may be relatively slow, with non-stopping trains passing by), as well as openings generated by more local growth. However, there are other barriers to accessing these opportunities for some residents, especially the need for skills and training. The London Skills and Employment Board Strategy, guiding investment by the London Skills Council, Job Centre Plus and the LDA, provides particular support for those who have greatest difficulty gaining access to the active labour market, as well as for career progression to take better advantage of the opportunities provided by growth in the wider London economy. Rejuvenation of inner London’s town centres (Policies 2.15, 4.7 and 4.8) will be central to opening up these opportunities and complemented by better physical access to those of CAZ and the Opportunity and Intensification Areas (Policy 2.13). Loss of industrial capacity must be weighed very carefully against the scope it can provide for relatively affordable workspace, not least in terms of the locational advantages it has in providing services for CAZ (Policy 4.4).

2.40 Some parts of inner London have exceptionally high quality environments, but too many others suffer from a legacy of ill conceived and sometimes poorly managed development which has received inadequate subsequent investment, especially in the public realm. This Plan provides clear guidance on how this should be addressed through its support for an inclusive environment (Policy 7.2), greater security through design (7.3), respect for the positive contributions made by local character (7.4), public realm (7.5), and architecture (7.6). In some areas, the Plan’s policies on tall buildings (7.7) will be particularly relevant and in others those on the contributions conservation can make to regeneration (7.9) and the role of the Blue Ribbon Network in enhancing the townscape (7.28–7.30). Of more general importance in the higher density environment of Inner London is the rigorous importance the Plan attaches to improving the quality of, and access to, open space (7.18) and play space (3.6). Coupled with the mixed use character of parts of the area this also offers particular opportunities for developing district energy infrastructure (see Policies 5.5–5.6).
The Central Activities Zone

Policy 2.10  |  Central Activities Zone – strategic priorities

Strategic

A  The Mayor will and boroughs and other relevant strategic partners should:
   a  enhance and promote the unique international, national and Londonwide roles of the Central Activities Zone (CAZ), supporting the distinct offer of the Zone based on a rich mix of local as well as strategic uses and forming the globally iconic core of one of the world's most attractive and competitive business locations
   b  in appropriate quarters shown on Map 2.3, bring forward development capacity and supporting infrastructure and services to sustain and enhance the CAZ's varied strategic functions without compromising the attractions of residential neighbourhoods where more local uses predominate
   c  sustain and enhance the distinctive environment and heritage of the CAZ, recognising both its strategic components such as the River Thames, the Royal Parks, World Heritage Sites, designated views and more local features including the public realm, smaller open spaces and distinctive buildings, through high quality design and urban management
   d  in appropriate parts of the CAZ and the related area in the north of the Isle of Dogs ensure that development of office provision is not strategically constrained and that provision is made for a range of occupiers especially the strategically important financial and business services
   e  support and improve the retail offer of CAZ for residents, workers and visitors, especially Knightsbridge and the West End as global shopping destinations
   f  sustain and manage the attractions of CAZ as the world’s leading visitor destination
   g  bring forward and implement development frameworks for CAZ Opportunity and Intensification Areas (see Policy 2.13) to benefit local communities as well as providing additional high quality, strategic development capacity
   h  enhance the strategically vital linkages between CAZ and labour markets within and beyond London in line with objectives to secure sustainable development of the wider city region
   i  address issues of environmental quality raised by the urban heat island effect and realise the unique potential for district energy networks
   j  coordinate management of nearby industrial capacity to meet the distinct needs of CAZ.

B  The Mayor will and boroughs should use the CAZ boundary shown diagrammatically in Map 2.3 as the basis for coordinating policy to address the unique issues facing the Zone. The detailed boundary should be defined in DPDs and the Mayor will work closely with boroughs and other stakeholders to prepare Supplementary Planning Guidance to coordinate implementation of strategic policy in its unique circumstances.

Policy 2.11  |  Central Activities Zone – strategic functions

Strategic

A  The Mayor will and boroughs and other relevant agencies should:
   a  ensure that developments proposals to increase office floorspace within CAZ and the north of the Isle of Dogs Opportunity Area include a mix of uses including
consultation draft replacement London Plan

Map 2.3 The CAZ Diagram

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- housing, unless such a mix would demonstrably conflict with other policies in this plan (see Policies 3.4 and 4.3)
- b seek solutions to constraints on office provision imposed by heritage designations without compromising local environmental quality, including through high quality design to complement these designations
- c identify, enhance and expand retail capacity to meet strategic and local need and focus this on the CAZ Frontages shown on Map 2.3 and in Annex 2
- d work together to prepare a planning framework for the West End Special Retail Policy Area
- e recognise, improve and manage the country’s largest concentration of night time activities in Soho/Covent Garden as well as other strategic clusters in and around CAZ in line with Policy 4.6
- f extend the offer and enhance the environment of Strategic Cultural Areas along the South Bank, around the Kensington Museum complex and at the Barbican
- g ensure development complements and supports the clusters of other strategically important, specialised CAZ uses including legal, health, academic, state and ‘special’ uses
- h secure completion of essential new transport schemes necessary to support the roles of CAZ including Crossrail; maintain and enhance the transport and other essential infrastructure and services; realise resultant uplifts in development capacity to extend and improve the attractions of the Zone; and enable CAZ uses to contribute to provision of these transport investments
- i seek capacity in or on the fringe of the CAZ suitable for strategic international convention functions.

2.41 The Central Activities Zone covers London’s geographic, economic and administrative
core. It brings together the largest concentration of London’s financial and globally-oriented business services. Almost a third of all London jobs are based there and, together with Canary Wharf, it has historically experienced the highest rate of growth in London. As the seat of national Government it includes Parliament, the headquarters of central Government and the range of organisations and associations linked with the legislative and administrative process. It is also a cultural centre, providing the base for theatres, concert halls and other facilities of national and international significance, as well as the base for a range of cultural industries of often global reach. It contains a range of retail centres, from the internationally-important West End and Knightsbridge to more local centres primarily meeting the needs of residents. It is also home for 275,000 Londoners, providing a variety of housing to meet local and city-wide needs. Finally, it embraces much of what is recognised across the world as iconic London, a mixture of unrivalled and sometimes ancient heritage and more modern architecture. All of this gives the CAZ a unique character and feel across its hugely varied quarters and neighbourhoods, which the Mayor is committed to protecting and enhancing.

2.42 In practical terms, the Mayor intends to deliver this commitment by continuing to support the unique functions the CAZ fulfils for London, the UK and internationally and the development needed to sustain them. Development in the CAZ should ensure strategic and more local needs are met, while not compromising the quality of the CAZ’s residential neighbourhoods or its distinctive heritage and environments. In particular, policies favouring mixed use development should be applied flexibly on a local basis so as not to compromise the CAZ’s strategic functions, while sustaining the predominantly residential neighbourhoods in the area. This approach could be complemented by the use of housing ‘swaps’ or ‘credits’ between sites within, or beyond the CAZ (see Chapter 3 and Policy 4.3).

2.43 Over the period of the Plan, employment in the CAZ and Isle of Dogs is expected to grow substantially, particularly driven by expansion of the office-based business services sector, as well as more jobs in areas like retail and leisure services. It will be important to ensure an adequate supply of office accommodation and other workspaces in the CAZ/Isle of Dogs suitable to meet the needs of a growing and changing economy. The projected increase in office-based employment in the CAZ/Isle of Dogs could create significant demand for new office space.

2.44 It will also be important to support the continued success of the two international retail centres at Knightsbridge and the West End, ensuring the planning system is used to protect and enhance their unique offer and to improve the quality of their environment and public realm – something particularly important in the Tottenham Court Road – Oxford, Regent and Bond streets area covered by the West End Special Retail Policy Area. It will also be important to support a range of other retail centres focused on CAZ frontages to meet the needs of the CAZ’s residents, workers and visitors.

2.45 This part of central London has a number of other specialised economic clusters, including the financial services in the City of London, the legal cluster around the Inns of Court and the Royal Courts of Justice, the university precinct in Bloomsbury/The Strand, the property and hedge fund clusters in Mayfair, medical services in and around Harley Street and ‘Theatreland’ in the West End. These clusters will be supported.
2.46 The CAZ includes many of the sights, attractions, heritage assets and facilities at the centre of London’s visitor offer. The visitor economy is important to London as a whole, and there will be a need to ensure that the CAZ retains its status as a world-class visitor destination, while also meeting the needs of those who live and work there. The CAZ night time economy presents particular challenges, meeting the needs of Londoners on a substantial scale, as well as those of visitors. Policy 4.6 identifies strategic clusters of night time activities, highlighting the strategic importance of that around Soho/Covent Garden and providing guidance on the balance to be struck in managing tensions between these and other uses. This is something that should be borne in mind particularly when considering new developments which may present opportunities to improve the quality of the public realm.

2.47 Business travel is a key element of the visitor economy in the CAZ, and London’s competitiveness could be significantly enhanced by a convention centre of international standard. The case for such a centre is compelling, and the Mayor will support efforts to enhance existing or develop new provision in appropriate locations.

2.48 This area is also home to many of the capital’s (and the country’s) leading cultural facilities, with cultural quarters of strategic importance along the South Bank and around the West Kensington and Bloomsbury museum quarters. These will be protected, and opportunities to enhance or extend them, or to improve the quality of their environments will be considered sympathetically.

2.49 The CAZ cannot be seen in isolation. Its success is critical to the overall prosperity of London and the UK; this success in turn depends on availability of a skilled workforce, goods and services from other parts of the capital and beyond. The economic, social, environmental and transport linkages between the CAZ and the rest of London, the greater south east, the wider UK and the world have to be recognised and addressed.

2.50 In particular, the period covered by this Plan will see the construction and opening of Crossrail. This will provide significant additional public transport capacity in central London, with five stations in the CAZ. Crossrail will give rise to strategic development opportunities across the CAZ, particularly at the Tottenham Court Road Opportunity Area and the Farringdon/Smithfield Intensification Area.

2.51 The Mayor will work with boroughs and other stakeholders to develop further detailed guidance to help inform the planning of the CAZ – supplementary guidance dealing with the area as a whole, and more detailed development frameworks for the Opportunity Areas within it (see Policy 2.13).

2.52 Although the northern part of the Isle of Dogs is not formally within the CAZ, it fulfils some of the same functions, particularly in supporting a globally-oriented financial and business service cluster. As a result, the same general planning policy direction for offices should be taken there as in the CAZ.

Policy 2.12 | Central Activities Zone – predominantly local activities

Strategic

A The Mayor will and boroughs and other relevant agencies should:
a work together to identify, protect and enhance predominantly residential neighbourhoods within CAZ, and develop sensitive mixed use policies to ensure that housing does not compromise CAZ strategic functions elsewhere in the zone
b work with social infrastructure providers to meet the needs of both local residents and that generated by the large numbers of visitors and workers in CAZ.

2.53 As well as being an economic hub, the CAZ is a place where many people live – including many people who also work there. It is important to take a balanced approach to addressing both the CAZ’s strategic functions and its role as a residential area and the need for the range of facilities and infrastructure this entails, taking account of the unique patterns of demand arising from the fact that these are likely to be used by visitors and workers as well as residents.

2.54 The quality and character of the CAZ’s predominantly residential neighbourhoods should be protected and enhanced. It requires a variety of housing suitable to the needs of the diverse communities living in the area. It is also important, however, to make sure that this does not compromise the strategic functions in other parts of the CAZ.

Opportunity Areas and Intensification Areas

Policy 2.13 | Opportunity Areas and Intensification Areas

Strategic

A The Mayor will:

- provide proactive encouragement, support and leadership for partnerships preparing and implementing Opportunity Area Planning Frameworks to realize their growth potential in the terms of Annex 1, recognizing that there are different models for carrying these forward; or

b build on frameworks already developed.

B Encourage boroughs to progress and implement planning frameworks to realise the potential of Intensification Areas in the terms of Annex 1, and will provide strategic support where necessary.

Planning decisions

C Development proposals within Opportunity Areas and Intensification Areas should:

- support the strategic policy directions for the Opportunity Areas and Intensification Areas set out in Annex 1, and where relevant, in adopted Opportunity Area Planning Frameworks
- seek to optimize residential and non-residential densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses
- contribute towards meeting the minimum guidelines for housing and/or indicative estimates for employment capacity set out in Annex 1
- realize scope for intensification associated with existing or proposed improvements in public transport accessibility and promote inclusive access including cycling and walking
- support wider regeneration and integrate development proposals to the surrounding areas especially Areas for Regeneration.

LDF preparation

D Within LDFs boroughs should develop more detailed policies and proposals for Opportunity Areas and Intensification Areas taking into account the above principles and partnership working on planning frameworks.
2.55 Opportunity Areas are the capital’s major reservoir of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility. Typically they can accommodate at least 5,000 jobs or 2,500 new homes or a combination of the two, along with other supporting facilities and infrastructure.

2.56 Intensification Areas are typically built-up areas with good existing or potential public transport accessibility which can support redevelopment at higher densities. They have significant capacity for new jobs and homes but at a level below that which can be achieved in the Opportunity Areas.

2.57 The broad locations of London’s Opportunity Areas and Intensification Areas are set out in Map 2.4. The strategic policy directions for London’s Opportunity Areas and Intensification Areas and minimum guidelines for housing and indicative estimates for employment capacity are set out in Annex 1.

2.58 Planning frameworks for these areas should focus on implementation, identifying both the opportunities and challenges that need resolving such as land use, infrastructure, access, energy requirements, spatial integration, regeneration, investment, land assembly and phasing. With support from strategic partners, they should set realistic programmes and timescales for delivery.

**Regeneration Areas**

**Policy 2.14 | Areas for regeneration**

**Strategic**

A Within the Areas for Regeneration shown on Map 2.5 the Mayor will work with strategic and local partners to coordinate

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Map 2.4 Opportunity and Intensification Areas

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2.59 The Mayor is committed to addressing social exclusion across London, and to tackling spatial concentrations of deprivation. Though deprivation occurs in most boroughs, it remains particularly acute and persistent around the eastern side of central London with a significant outlier in the inner parts of west London (see Map 2.5). While often neighbourhood based and strongly related to social rented housing, the reasons for social exclusion are complex and tackling them requires locally sensitive action, often across a broad front of economic, education and training, housing, social, transport, security, development and environmental measures.

2.60 The boroughs and Local Strategic Partnerships must be the key agencies in this but the GLA group can provide essential strategic support, through coordinated action by the LDA, TFL, LFEPA and Metropolitan Police and, through the London Housing Strategy, the Homes and Communities Agency, integrated with borough and central Government initiatives. The main delivery vehicles will be Community Strategies, Local and Multi Area Agreements prepared in partnership with the local communities so regeneration is ‘owned’ at the grassroots level.

2.61 LDFs should make complementary provision for necessary development, for example, recognising under-served market areas
and securing capacity for new shops, identifying local centres as the foci for wider neighbourhood renewal and where necessary protecting industrial land to provide capacity for relatively affordable workspace.

**Town Centres**

**Policy 2.15 | Town Centres**

**Strategic**

A The Mayor will and boroughs and other stakeholder should coordinate the development of London’s network of town centres in the context of Map 2.6 and Annex 2 so they provide:

a the main foci beyond the Central Activities Zone for commercial development and intensification including residential development

b the structure for sustaining and improving a competitive choice of goods and services conveniently accessible to all Londoners, particularly by public transport, cycling and walking

c together with local neighbourhoods, the main foci for most Londoners’ sense of place and local identity within the capital.

Changes to the network should be coordinated strategically with relevant planning authorities including those outside London.

**Planning decisions**

B Development proposals in town centres should conform with policies 4.7 and 4.8 and:

a sustain and enhance the vitality and viability of the centre

b accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations

c support and enhance the competitiveness, quality and diversity of town centre retail, leisure and other consumer services
d be in scale with the centre
e promote access by public transport, walking and cycling

f promote safety, security and ‘lifetime neighbourhoods’
g contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure

h reduce delivery, servicing and road user conflict.

**LDF preparation**

C Boroughs should:

a in light of local and strategic capacity requirements (Policy 4.7), identify town centre boundaries, primary and secondary shopping areas in LDFs proposals maps and set out policies for each type of area in the context of Map 2.6 and Annex 2

b in coordination with neighbouring authorities, identify other, smaller centres to provide convenient access, especially by foot, to goods and services needed on a day to day basis, develop their role as foci for local neighbourhoods, and relate these centres to the network as a whole to achieve its broader objectives

c support and encourage town centre management, partnerships and strategies including Business Improvement Districts to promote safety, security and environmental quality

d promote the provision of Shopmobility schemes and other measures to improve access to goods and services for older and disabled Londoners.

2.62 London’s town centres are a key spatial priority of the London Plan, providing access to a range of services and enabling all parts of London to make a greater contribution to London’s economic success.
A spread of successful town centres across London complements the role of the Central Activities Zone and supports the ‘polycentric’ structure promoted by the European Spatial Development Perspective.

2.63 In outer and inner London, town centres are the most accessible locations on the public transport system and the centres of their communities. They are key locations for a diverse range of activities, including retail, leisure and office space as well as housing, social infrastructure and public open space. They are also key nodes for more effective land use and transport integration, enabling intensification, encouraging walking, cycling and greater use of public transport and fostering social inclusivity, especially for the substantial numbers of London households who do not have access to a car. Improved accessibility, particularly by public transport, cycling and walking will underpin their competitiveness and their contribution to Londoners’ quality of life.

2.64 A wide range of uses will enhance the vitality and viability of town centres. Leisure uses contribute to London’s evening economy and ensure that town centres remain lively beyond shopping hours. So too does more and higher density housing, which can lever in resources for comprehensive town centre renewal as part of mixed use redevelopment and expansion. In some centres, there is scope to bring redundant offices or under-used space above shops into more active uses, especially housing. Particular care should be taken in the location, design and management of housing, especially in relation to night time activities. Agglomeration of activities in town centres will make them more economically sustainable, attractive for investors and consumers and more resilient to challenges from existing out of centre retail locations. Town centres should also provide a range of civic services and facilities such as accessible public toilets, affordable childcare facilities, police shops and Shopmobility schemes. Sensitive town centre management, including Business Improvement Districts in appropriate locations, should seek to resolve any tensions which may result from a varied mix of uses. Finally, strong emphasis should be placed on improvements to the public realm and security to enhance their attractiveness and reinforce their identities. The Mayor’s Economic Development and Transport strategies also reflect the priority he attaches to the rejuvenation of town centres.

2.65 The Plan’s town centre policies are intended to provide Londoners with convenient and sustainable access to the widest range of competitively priced goods and services. It therefore provides a framework to coordinate the changing roles of individual centres, guiding evolution of the network as a whole toward this end. Each level in the network has different, complementary and sometimes specialist roles to play in this process, for example in arts, culture, entertainment and night time economic activity (see Annex 2).

2.66 The current role of town centres should be tested through regular town centre ‘health checks’. This process should ensure that the network is sufficiently flexible to accommodate change in the role of centres and their relationships to one another. Centres can be reclassified in the light of these through subsequent reviews or alterations to this plan and DPDs. Changes to the upper tiers in the network (Major and above) should be coordinated first through this Plan.

2.67 Annex 2 provides strategic guidance on policy directions for individual town centres, including their potential for growth. It has been informed by the latest Londonwide retail need study, town
centre health checks\(^5\), the 2009 office policy review\(^6\) and collaborative work with the boroughs and Outer London Commission. Potential future changes to the categorisations of centres within the network (subject to implementation and planning approvals), together with the roles of other centres in the regeneration process are set out in Annex 2. Boroughs should identify and promote the complementary offers of the other smaller centres in the network including neighbourhood centres and local shopping parades. These play a key role in meeting ‘walk to’, everyday needs and are often the kernel of local ‘Lifetime’ neighbourhoods.

2.68 The Mayor requires a proactive partnership approach to identifying and bringing forward capacity for different types of town centre related uses within or on the edges of centres whilst restraining inappropriate out of centre development (see policy 4.7). This is the essential complement to Policy 2.15, helping to reinvigorate town centres, widening their roles and offers, developing their identities, enhancing agglomeration benefits and encouraging more sustainable modes of travel.

### Strategic outer London development centres

#### Policy 2.16 | Strategic outer London development centres

**Strategic**

A The Mayor will and boroughs and other stakeholders should identify, develop and promote strategic development centres in outer London or adjacent parts of inner London with one or more strategic economic functions of greater than sub-regional importance (see para 2.69) by:

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Map 2.6 London’s town centre network

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- coordinating public and private infrastructure investment
- bringing forward adequate development capacity
- placing a strong emphasis on creating a distinct and attractive business offer and public realm through design and mixed use development as well as any more specialist forms of accommodation
- improving Londoners’ access to new employment opportunities.

2.69 In investigating possible sources of new economic growth or existing sources which could help achieve a step change in economic performance, the Outer London Commission highlighted business locations with specialist strengths which potentially or already function above the sub-regional level and generate growth significantly above the long term outer London trend. Some of these locations are technically in inner London, but have economic significance for outer areas. They include:

<table>
<thead>
<tr>
<th>Strategic function(s) of greater than sub-regional importance</th>
<th>Potential outer London development centres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leisure/tourism</td>
<td>Wembley, parts of Greenwich, Richmond/Kingston, Hillingdon and the Wandle Valley</td>
</tr>
<tr>
<td>Media</td>
<td>White City, parts of Park Royal</td>
</tr>
<tr>
<td>Logistics</td>
<td>Parts of Bexley, Barking &amp; Dagenham, Havering, Hillingdon, Hounslow, Park Royal</td>
</tr>
<tr>
<td>Other transport related functions</td>
<td>Parts of Hillingdon, Hounslow, Royal Docks, Biggin Hill</td>
</tr>
<tr>
<td>Strategic office</td>
<td>Croydon, Stratford, Brent Cross/Cricklewood (subject to demand)</td>
</tr>
</tbody>
</table>

| Higher Education | Uxbridge, Kingston, Greenwich. Possibly Croydon, Stratford, Havering |
| Industry        | Upper Lee Valley, Bexley Riverside |
| Retail          | Brent Cross |

2.70 This list is not exhaustive and requires detailed testing. The Mayor will work with relevant stakeholders to explore the potential of these and other locations for strategically significant, specialist growth in ways which will not undermine the prospects of other business locations; will help achieve his wider objectives and will take account of the principles set out in Policies 2.6–2.8. Work is already underway on some, notably those currently identified as Opportunity Areas, and this policy will add a new dimension to their development.

### Strategic industrial locations

#### Policy 2.17 | Strategic industrial locations

**Strategic**

A The Mayor will and boroughs and other stakeholders should promote, manage and, where appropriate, protect the Strategic Industrial Locations (SILs) designated in Annex 3 and illustrated in Map 2.7, as London’s main reservoirs of industrial and related capacity including logistics, waste management, utilities, wholesale markets and some transport functions.

**Planning decisions**

B Development proposals in SILs should be refused unless:

- they fall within the broad industrial type activities outlined in paragraph 2.71
b they are part of a strategically coordinated process of SIL consolidation through an Opportunity Area Planning Framework or borough DPD

c the proposal is for employment workspace to meet identified needs for small and medium sized enterprises (SMEs) or new emerging industrial sectors

d the proposal is for small scale ‘walk to’ services for industrial occupiers such as workplace crèches or cafes.

C Development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities.

LDF preparation

D In LDFs, Boroughs should identify SILs on Proposals Maps and develop local policies to protect their function, to enhance their attractiveness and competitiveness for industrial type activities including access improvements.

Map 2.7 Strategic Industrial Locations

2.71 London’s Strategic Industrial Locations (SILs) listed in Annex 3 and illustrated in Map 2.7 are London’s main reservoir of industrial land comprising approximately 40 per cent of London’s total supply. They are of two types to meet and support the requirements of different sorts of industrial occupier:

- Preferred Industrial Locations (PIL) which are particularly suitable for general industrial, light industrial, storage and distribution, waste management, recycling, some transport related functions, utilities, wholesale markets and other industrial related activities.
- Industrial Business Parks (IBP) which are particularly suitable for activities that need better quality surroundings including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and small scale distribution.

Source: GLA 2009. © Crown copyright. All rights reserved. Greater London Authority 100032379 (2009)
IBPs are not intended for primarily large scale office development. Where office development is proposed on an IBP, this should not jeopardise local provision for light industrial accommodation where there is demand for these uses. SILs perform a particular role in London’s industrial land supply (see Policy 4.4) in accommodating strategically important logistics, waste management and transport functions as well as meeting other and more local needs including provision of relatively affordable workspace.

2.72 SILs are given strategic protection because their scale and relatively homogenous character means they can accommodate activities which elsewhere might raise tensions with other land uses. Most are over 20 hectares in size although in some areas, especially parts of West and South West London where there is particular pressure on industrial land, smaller locations, for example of 10 hectares, can be of strategic importance. Typically, SILs are located close to the strategic road network and many are also well located with respect to rail, river and canals and safeguarded wharves which can provide competitive advantage and address broader transport objectives.

2.73 SILs are important in supporting the logistics system and related infrastructure which are essential to London’s competitiveness. In 2007 the London logistics sector’s output was £8 billion (3.4 per cent of London’s output) and it directly employed over 220,000 people (5.2 per cent of London’s employees). The Mayor will work with authorities in the wider south east to secure adequate provision including inter-modal freight interfaces to ensure effective logistics provision throughout the city region.

2.74 Within London, and informed by TfL’s Freight Plan, strategic logistics provision should continue to be concentrated on PILs, related to the trunk and main road network and to maximise use of rail and water based infrastructure. Innovations to make more effective use of land should be encouraged and there is particular need to develop consolidation centres and accommodate freight break bulk points more efficiently as a part of the freight hierarchy. It will be particularly important to secure and enhance strategic provision in west London, especially at Park Royal and near Heathrow; in east London, north and south of the Thames; in the Upper Lea Valley in north London and in the Purley Way/Beddington area to the south.

2.75 The boundaries of SILs should be defined in LDFs taking into account strategic and local assessments of supply and demand for industry and joint working on planning frameworks. In collaboration with the Mayor, boroughs should manage the differing offers of PILs and IBPs through coordinated investment, regeneration initiatives, transport and environmental improvements and the use of planning agreements. They should also provide local planning guidelines to meet the needs of different types of industry appropriate to each.

2.76 Development in SILs for non-industrial or related uses should be resisted other than as part of a strategically coordinated process of consolidation, or where it addresses a need for accommodation for SMEs or new emerging industries, or where it provides local, small scale, ‘walk to’ services for industrial occupiers (workplace crèches for example), or office space ancillary to industrial use.

2.77 In the Thames Gateway and parts of north London there is particular scope for strategically coordinated consolidation and/or reconfiguration of parts of some SILs.
This process must be managed carefully through Opportunity Area Planning Frameworks and/or LDFs, taking into account strategic and local assessments of industrial land demand and supply and monitoring benchmarks for industrial land release (see policy 4.4).

**Strategic network of open spaces**

**Policy 2.18 | Green infrastructure: the network of open and natural spaces**

**Strategic**

A The Mayor will work with all relevant strategic partners to protect, promote, expand and manage access to London’s green infrastructure of multi-functional green and open spaces and to secure benefits including, but not limited to, biodiversity, landscape, culture, building a sense of place, the economy, sport, recreation, local food production, mitigating and adapting to climate change, water management and the social benefits that promote individual and community health and well-being.

B The Mayor will pursue the delivery of green infrastructure by working in partnership with all relevant bodies including the Green Are Partnerships, publishing Supplementary Guidance to apply the principles of the East London Green Grid SPG across London, and beyond.

C In areas of deficiency for regional and metropolitan parks, opportunities for the creation of parks should be identified and their implementation be supported such as in the Wandle Valley Regional Park. The Mayor will support this work.

**Planning decisions**

D Enhancements to London’s green infrastructure should be sought from development and where a proposal falls within a regional or metropolitan park deficiency area (Policy 7.17), it should contribute to addressing this need.

E Development proposals should:

- incorporate appropriate elements of open space that are integrated into the wider network of green infrastructure
- encourage the linkage of green infrastructure to the wider public realm to improve accessibility for all and develop new links, including Green Corridors and Green Chains and the innovative use of street trees.

**LDF preparation**

F Boroughs should:

- follow the guidance in PPG 17 and undertake audits of all forms of open space and assessments of need. These should be both qualitative and quantitative, and have regard to the cross-borough nature and use of many open spaces
- produce Open Space Strategies that cover all forms of open space. These should identify priorities for addressing deficiencies and should set out positive measures for the management of open space. Theses strategies and their action plans need to be kept under review
- Within DPD policies to ensure that green infrastructure needs are planned and managed to realise the current and potential value of open space to communities and to support delivery of the widest range of linked environmental and social benefits
- In London’s urban fringe, support through appropriate initiatives, the Green Arc vision of creating and protecting an extensive and valued recreational landscape of well-connected and accessible countryside around London for both people and for wildlife.
In a dense conurbation like London where open spaces have to be multi-functional, the term green infrastructure refers to the network of all open spaces that provides multiple benefits to Londoners (shown in Map 2.8). The network should be actively managed and promoted to support the myriad functions it performs. All development takes place within a wider environment and green infrastructure should be seen as an integral element and not as an ‘add-on’. Its value is evident across all of London and at all scales and the Mayor wishes to see the network maintained and enhanced and gaps between parts of the network closed.

Identification of the East London Green Grid has set the sub regional framework for the enhancement of and integration of green infrastructure into the development of that area and complements the Green Arc Initiative that aims to improve access to, and the quality of, the countryside around London. The Mayor, working with the boroughs, Design for London, London Parks and Green Spaces Forum and other key stakeholders, will support the extension of this approach across London.

Identification of the East London Green Grid has set the sub regional framework for the enhancement of and integration of green infrastructure into the development of that area and complements the Green Arc Initiative that aims to improve access to, and the quality of, the countryside around London. The Mayor, working with the boroughs, Design for London, London Parks and Green Spaces Forum and other key stakeholders, will support the extension of this approach across London.

Green infrastructure performs many of the following functions:

- protection and enhancement of biodiversity, including mitigation of new development
- making a positive contribution to climate change by adapting to and mitigating its impact
- improving water resources, flood mitigation and reduced flood risk through sustainable urban drainage systems
- increasing recreational opportunities, access to and enjoyment of open space to promote healthy living
consultation draft replacement London Plan

- creating a sense of place and opportunities for greater appreciation of the landscape and cultural heritage
- promoting walking and cycling
- as a place for local food production, in line with the Mayor’s ‘Capital Growth’ strategy
- as an outdoor classroom.

2.81 Open space strategies are a key element in promoting and enhancing London’s network of open spaces. These need to be kept under review by Boroughs and action plans produced to ensure that the strategies are implemented. These action plans should be used proactively in developing LDD policy, masterplanning and identifying opportunities provided by development applications (Policy 7.18). The Mayor has published best practice guidance on the preparation of open space strategies jointly with CABE Space16.

The Key Diagram
2.82 The Key Diagram brings together the main components of the spatial strategy of this Plan outlined above. It shows the emphasis upon growth within the existing London boundary while protecting the Green Belt and open spaces, but with policy and transport linkages in the main development corridors into the surrounding regions. It outlines growth areas of national importance: Thames Gateway and London-Stansted-Cambridge-Peterborough, as well as those of importance to the wider south east region: London-Luton-Bedford; Wandsworth-Croydon-Crawley (‘Wandle Valley’) and the Thames Valley/’Western Wedge’. The Central Activities Zone is highlighted together with the Metropolitan town centres which will be crucial to sustainable communities. The other main spatial categories – Opportunity Areas, Areas for Intensification, and Areas for Regeneration – are shown diagrammatically. The Key Diagram also includes the largest new transport proposals and existing airports. The Key Diagram should be looked at in conjunction with Map 2.2 (Outer, Inner CAZ), Map 2.4 (Opportunity and Intensification Areas), Map 2.5 (Regeneration Areas), Map 2.6 (Town Centres) and Map 2.8 (Open Spaces).
3.1 This chapter sets out policies to support delivery of the Mayor’s vision and objectives – and particularly those of ensuring London is:

- A city that meets the challenges of economic and population growth in ways that ensure a sustainable, good and improving quality of life for all Londoners and helps tackle the huge issue of inequality among Londoners, including inequality in health outcomes.
- A city of diverse, strong, secure and accessible neighbourhoods to which Londoners feel attached, which provide all of its residents, workers, visitors and students – whatever their origin, background, age or status – with opportunities to realise and express their potential and a high quality environment for individuals to enjoy, live together and thrive.
- A city that delights the senses and takes care over its buildings and streets, having the best of modern architecture while also making the most of London’s built heritage and which makes the most of and extends its wealth of open and green spaces and waterways, realising its potential for improving Londoners’ health, welfare and development.

These will be realised by ensuring that London’s people and communities have the opportunities, facilities, social infrastructure and homes they need to support a good and improving quality of life in the years to 2031. This chapter brings together policies to enable the planning system to help deliver equal life chances for all by reducing health inequalities, supporting social infrastructure provision such as health, education and sports facilities, creating genuinely sustainable neighbourhoods, while setting out a suite of housing policies to help deliver more homes for Londoners which meet a range of needs and are of high design quality. These issues are central to meeting the challenges of a growing and ever-more diverse population.

**Ensuring equal life chances for all**

**Policy 3.1 | Ensuring equal life chances for all**

**Strategic**

A. The Mayor is committed to ensuring equal life chances for all Londoners. Meeting the needs and expanding opportunities for all Londoners – and where appropriate, the needs of particular groups and communities – is key to tackling the huge issue of inequality across London. The provision of social infrastructure is an important part of meeting this commitment.

**Planning decisions**

B. Development proposals should protect and enhance facilities that meet the needs of particular groups and communities. Proposals involving loss of these facilities without adequate justification or provision for replacement should be resisted.
C Development proposals should have regard to the Supplementary Planning Guidance ‘Accessible London: Achieving an Inclusive Environment’ and other guidance issued by the Mayor.

LDF preparation

D Within DPDs boroughs should make appropriate provision for facilities and services to address identified needs of local communities and groups.

E Boroughs may wish to identify significant clusters of specific groups such as disadvantaged and socially excluded groups and consider whether provision of cultural facilities, meeting places or places of worship is appropriate.

3.2 London’s diversity is one of its greatest strengths and one of the things its residents most appreciate about their city: more languages and cultures are represented here than in any other major city. The Mayor is committed to securing a more inclusive London which recognises shared values as well as the distinct needs of the capital’s different groups and communities, particularly the most vulnerable and disadvantaged. He recognises that the city’s strength is that it is far more than the sum of the communities and neighbourhoods that make it up. The GLA has a statutory duty to promote equality for all people in its work. The Mayor’s Equality Framework promotes an approach that brings Londoners together, rather than dividing them. In order to do so, the Mayor has adopted a new definition of equality that focuses on promoting equality for those groups who enjoy legal protection against discrimination, but also for other groups who may face discrimination and disadvantage.

3.3 The Mayor is committed to ensuring a London that provides equal life chances for all its people, enabling them to realize their potential and aspirations, make a full contribution to the economic success of their city – and share in its benefits – while tackling problems of deprivation, exclusion and discrimination that impede them. Addressing the spatial needs of London’s people and communities is essential to enable them to enjoy and contribute to a safe, secure, accessible and sustainable environment, and to ensure these are taken into account in new development.

3.4 Helping people, groups or communities to find consensual strategies or common grounds on which they can work together to create a common vision and a sense of belonging are important to realising these aims, and to sustaining cohesive communities. These should be built on the bonds that unite rather than the differences that separate.

3.5 It is important that the needs of all in society, including for example faith groups, are addressed – if necessary through coordinated action with neighbouring boroughs. How these needs should be met is a matter for local determination; delivery will be the responsibility of boroughs working with communities, through local strategic partnerships and other relevant locally based organisations to identify those with greatest needs in a particular area, and the mechanisms by which they can be met. They should also be reflected in Statements of Community Involvement.

3.6 The Mayor encourages all Londoners, especially those who have not previously done so, to engage in strategic and local decision making. He also seeks to make London more ‘age friendly,’ for example through the Mayor’s Action Plan for Older People and by securing recreation facilities for children (Policy 3.6).
Addressing Health Inequalities

Policy 3.2 | Addressing health inequalities

Strategic

A The Mayor will take account of the potential impact of development proposals on health inequalities within London. The Mayor will work in partnership with the NHS in London, the London Health Commission and the London boroughs to reduce health inequalities and improve the health of all Londoners.

B The Mayor will promote London as a healthy place for all – from homes to neighbourhoods and in the city as a whole – by:

a coordinating investment in physical improvements in areas of London that are deprived, physically run-down, and not conducive to good health

b coordinating planning and action on the environment, climate change and public health to maximise benefits and engage a wider range of partners in action

c promoting a strong and diverse economy providing opportunities for all.

Planning decisions

C New developments should be designed and constructed in ways that improve health and reduce health inequalities.

D Health inequalities impacts of major planning applications should be considered through the use of Health Impact Assessments (HIA).

LDF Preparation

E Boroughs should:

a promote the effective management of places that are safe, accessible and encourage social cohesion

b ensure that the health inequalities impact of development is taken into account in light of the Mayor’s Best Practice Guidance on Health Issues in Planning.

3.7 The living environment has a fundamental impact on the health of a population, whether positive or negative. Good housing, employment and a good start in life can all help to reduce health inequalities at the local level, while poor environmental quality, housing conditions or pollution can exacerbate them. The Mayor in his health inequalities strategy will promote initiatives to create healthier and safer environments for all Londoners both in new and existing neighbourhoods.

3.8 The planning system can play a key role in promoting health and reducing health inequalities. The policies in this Plan seek to ensure new developments are designed and constructed in ways that improve health and reduce health inequalities and to support investments that improve areas of London that are deprived, physically run-down, and not conducive to good health. It also aims to create opportunities for employment and economic development, improve access to green and open spaces and leisure facilities (including using the planning system to secure new provision), support safe and sustainable transport systems (including walking and cycling), reduce road traffic casualties, create places for children to play and ensure there is a good array of local services. The Mayor has prepared guidance to boroughs on promoting public health. This includes guidance on a range of tools, including health impact assessments, available to help assess the impact of a development.

3.9 Housing has a major impact on the health of residents, and the policies in this Plan are intended to enable Londoners to live in well
designed, high quality homes, appropriately sized and energy efficient, warm and dry, safe, providing good access to high quality social infrastructure, green spaces, and limiting disturbance from noise, or exposure to poor air quality. The detailed design of neighbourhoods is also very important for health and well-being (see Chapter 7). Places can be designed to promote health, for example by providing attractive spaces for physical activity. The Mayor will support the delivery of new and improved facilities for sport, walking, cycling, play and other forms of physical activities, including maximising opportunities associated with the 2012 Games and their legacy.

3.10 The regeneration of existing areas is also important to reducing health inequalities. There is a large number of regeneration and neighbourhood renewal schemes in London, each providing opportunities to build health considerations into future plans. These projects also offer a potentially rich source of evidence on the links between regeneration and health, and should involve local people in the development of plans and proposals.

3.11 The voluntary and community sector has an essential role in tackling health inequalities at the local level, particularly in promoting and supporting community involvement.

Housing
3.12 With a growing population and more households, delivering more homes for Londoners meeting a range of needs, of high design quality and supported by the social infrastructure essential to a good quality of life will be a particular priority over the period covered by the Plan. This section of the Plan brings together policies on housing requirements and supply (including affordable housing), design and quality. It also covers social infrastructure, such as health, education and sports.

London’s housing requirements
3.13 Though there are differences in the type, quality and cost of housing across London, the complex linkages between them mean that for planning purposes, London should be treated as a single housing market. Many of these linkages extend beyond London, underscoring the importance of inter-regional coordination in meeting housing requirements in the wider South East, especially in the adjoining counties.

3.14 With population set to increase by 1.3 million in the 25 years to 2031, and average household size declining from 2.34 persons/household to 2.19, the number of households in London could rise by 0.9 million \(^4\). This approximates to 34,000 additional households a year. However, these figures do not represent the growth in housing requirements over the life of the Plan. This is identified through the GLA’s 2008 Strategic Housing Market Assessment (SHMA)\(^5\) which informs both the London Plan and the Mayors Housing Strategy\(^6\). As well as demographic trends the SHMA reflects the Mayor’s intention to address the existing backlog in housing need over ten years and makes assumptions on the extent of voluntary sharing by single person households. It suggests that London requires 32,600 homes per year in the decade up to 2017.

3.15 Both the GLA’s household growth and housing requirement figures approximate to the bottom end of the London housing supply range (33,100 – 44,700) suggested by the National Housing and Planning Advisory Unit (NHPAU)\(^7\), against which the Mayor is required to test the housing supply figures in this Plan. NHPAU suggests that if supply came forward at the level suggested
by the bottom end of its range, this might meet requirements arising from demographic trends but not the backlog of unmet need. Conversely, if supply came forward at the top of the range NHPAU suggests, it would meet unmet need and make homes as affordable as they were in 2007 by 2026.

3.16 The report of the London Strategic Housing Land Availability Study/Housing Capacity Study (SHLAA/HCS) demonstrates how the London Plan housing provision target of 33,400 has been tested against the NHPAU supply range, underscoring the importance of using the provision targets in Table 3.1 as minima.

Housing Supply

Policy 3.3 | Increasing housing supply

Strategic

A Working with relevant partners, the Mayor will seek provision of at least an annual average of 33,400 additional homes across London which will enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.

B This target will be reviewed by 2015/16 and periodically thereafter and provide the basis for monitoring until then.

LDF preparation

C Boroughs should seek to achieve and exceed the relevant minimum borough housing annual average target in Table 3.1 and, if a target beyond 2021 is required, roll forward and seek to exceed that in Table 3.1 until it is replaced by a revised London Plan target.

D Boroughs should identify and seek to enable development capacity to be brought forward to meet these targets having regard to the other policies of this Plan and in particular the potential to realise brownfield housing capacity through the spatial structure it provides including:

a intensification (see Policies 2.13, 3.4)

b town centre renewal (see Policy 2.15)

c Opportunity and Intensification Areas and Growth Corridors (see Policies 2.13 and 2.3)

d mixed use redevelopment, especially of surplus commercial capacity (see Policies 2.7, 2.11, 4.2-4.4)

e sensitive renewal of existing residential areas (see Policies 3.4, 3.5, 3.15).

E Boroughs must identify new, and review existing housing sites for inclusion in LDFs.

F Boroughs should monitor housing capacity and provision against the average targets in Table 3.1 and the sensitivity ranges set out in the SHLAA/HCS report of study and updated in the London Plan Annual Monitoring Report.

3.17 The housing targets in this Plan draw on the long experience of joint work in London to identify future housing capacity as well as national Government’s guidance for conducting SHLAAs. It is neither realistic nor practicable to simply translate national guidance to London because of the distinct pressures and ‘churn’ in its land market – on average 96 per cent of capacity comes from formerly used sites, often in existing use. The probability based approach adopted in London to address this has already been tested and found to be robust.

3.18 Table 3.1 provides authoritative borough housing targets, which at LDF examinations in public may be supplemented by publicly accessible land availability information and such other information as boroughs may wish to provide. Further details on derivation of the targets are set out in
the SHLAA/HCS report. The Mayor will produce supplementary guidance on implementation of these targets.

Table 3.1 Annual Average Housing Provision Monitoring Targets 2011–2021

<table>
<thead>
<tr>
<th>Borough</th>
<th>Ten year target</th>
<th>Annual monitoring target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barking and Dagenham</td>
<td>15,100</td>
<td>1,510</td>
</tr>
<tr>
<td>Barnet</td>
<td>22,550</td>
<td>2,255</td>
</tr>
<tr>
<td>Bexley</td>
<td>3,350</td>
<td>335</td>
</tr>
<tr>
<td>Brent</td>
<td>10,650</td>
<td>1,065</td>
</tr>
<tr>
<td>Bromley</td>
<td>5,650</td>
<td>565</td>
</tr>
<tr>
<td>Camden</td>
<td>6,650</td>
<td>665</td>
</tr>
<tr>
<td>City of London</td>
<td>1,100</td>
<td>110</td>
</tr>
<tr>
<td>Croydon</td>
<td>13,300</td>
<td>1,330</td>
</tr>
<tr>
<td>Ealing</td>
<td>8,900</td>
<td>890</td>
</tr>
<tr>
<td>Enfield</td>
<td>5,600</td>
<td>560</td>
</tr>
<tr>
<td>Greenwich</td>
<td>25,950</td>
<td>2,595</td>
</tr>
<tr>
<td>Hackney</td>
<td>11,600</td>
<td>1,160</td>
</tr>
<tr>
<td>Hammersmith and Fulham</td>
<td>6,150</td>
<td>615</td>
</tr>
<tr>
<td>Haringey</td>
<td>8,200</td>
<td>820</td>
</tr>
<tr>
<td>Harrow</td>
<td>3,500</td>
<td>350</td>
</tr>
<tr>
<td>Havering</td>
<td>12,350</td>
<td>1,235</td>
</tr>
<tr>
<td>Hillingdon</td>
<td>6,200</td>
<td>620</td>
</tr>
<tr>
<td>Hounslow</td>
<td>4,750</td>
<td>470</td>
</tr>
<tr>
<td>Islington</td>
<td>11,700</td>
<td>1,170</td>
</tr>
<tr>
<td>Kensington and Chelsea</td>
<td>5,850</td>
<td>585</td>
</tr>
<tr>
<td>Kingston</td>
<td>3,750</td>
<td>375</td>
</tr>
<tr>
<td>Lambeth</td>
<td>12,550</td>
<td>1,255</td>
</tr>
<tr>
<td>Lewisham</td>
<td>11,050</td>
<td>1,105</td>
</tr>
<tr>
<td>Merton</td>
<td>3,200</td>
<td>320</td>
</tr>
<tr>
<td>Newham</td>
<td>25,000</td>
<td>2,500</td>
</tr>
<tr>
<td>Redbridge</td>
<td>7,600</td>
<td>760</td>
</tr>
<tr>
<td>Richmond</td>
<td>2,450</td>
<td>245</td>
</tr>
<tr>
<td>Southwark</td>
<td>20,050</td>
<td>2,005</td>
</tr>
<tr>
<td>Sutton</td>
<td>2,100</td>
<td>210</td>
</tr>
<tr>
<td>Tower Hamlets</td>
<td>28,850</td>
<td>2,885</td>
</tr>
<tr>
<td>Waltham Forest</td>
<td>7,600</td>
<td>760</td>
</tr>
<tr>
<td>Wandsworth</td>
<td>12,800</td>
<td>1,280</td>
</tr>
<tr>
<td>Westminster</td>
<td>7,700</td>
<td>770</td>
</tr>
<tr>
<td>London Total</td>
<td>333,800</td>
<td>33,380</td>
</tr>
</tbody>
</table>

Table 3.1 only covers the period 2011–2021. As LDFs must provide 15 year targets, LDFs which come forward following publication of this Plan and before its replacement or alteration will not be covered for their full term by the current targets. The Mayor therefore commits to revising the targets by 2015/16. In order to provide guidance for any intervening period, LDFs should roll forward the annual targets in Table 3.1.
3.20 Monitoring the housing provision figures is an essential part of the ‘plan, monitor and manage’ approach taken to ensure that the London Plan delivers as many additional homes each year as is practicable. Annex 4 sets out the components of the targets which the Mayor will use for monitoring provision.

3.21 The SHLAA/HCS methodology provides for phasing of development of individual sites in the future. However, an annual monitoring target based on the average capacity estimated to come forward over ten years may not fully reflect unique uncertainties in housing output arising from the impact of the current economic recession. Borough may wish to highlight the implications of these uncertainties for achievement of their targets in their Annual Monitoring Reports (AMR), drawing on the strategic context provided by the SHLAA/HCS report of study, the London Plan AMR and forthcoming Housing SPG.

### Policy 3.4 | Optimising housing potential

#### Strategic and LDF preparation

A Taking into account local context, the design principles in Chapter 7 and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Development proposals which compromise this policy should be resisted.

3.22 A rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. It is not appropriate to apply Table 3.2 mechanistically. Its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential - local context, design and transport capacity are particularly important, as well as social infrastructure (Policy 3.17), open space (Policy 7.17) and play (Policy 3.6). These broad ranges also provide the framework within which boroughs can refine local approaches to implementation of this strategic policy through their LDFs. Where appropriate, they can also provide a tool for increasing density in situations where transport proposals will improve public transport accessibility in the future. It is important that higher density housing is not automatically seen as requiring high rise development.

#### Table 3.2 Density matrix (habitable rooms and dwellings per hectare)

<table>
<thead>
<tr>
<th>Setting</th>
<th>Public Transport Accessibility Level (PTAL)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 to 1</td>
</tr>
<tr>
<td>Suburban</td>
<td></td>
</tr>
<tr>
<td></td>
<td>150–200 hr/ha</td>
</tr>
<tr>
<td>3.8–4.6 hr/unit</td>
<td>35–55 u/ha</td>
</tr>
<tr>
<td>3.1–3.7 hr/unit</td>
<td>40–65 u/ha</td>
</tr>
<tr>
<td>2.7–3.0 hr/unit</td>
<td>50–75 u/ha</td>
</tr>
<tr>
<td>Urban</td>
<td></td>
</tr>
<tr>
<td></td>
<td>150–250 hr/ha</td>
</tr>
<tr>
<td>3.8–4.6 hr/unit</td>
<td>35–65 u/ha</td>
</tr>
<tr>
<td>3.1–3.7 hr/unit</td>
<td>40–80 u/ha</td>
</tr>
<tr>
<td>2.7–3.0 hr/unit</td>
<td>50–95 u/ha</td>
</tr>
<tr>
<td>Central</td>
<td></td>
</tr>
<tr>
<td></td>
<td>150–300 hr/ha</td>
</tr>
<tr>
<td>3.8–4.6 hr/unit</td>
<td>35–80 u/ha</td>
</tr>
<tr>
<td>3.1–3.7 hr/unit</td>
<td>40–100 u/ha</td>
</tr>
<tr>
<td>2.7–3.0 hr/unit</td>
<td>50–110 u/ha</td>
</tr>
</tbody>
</table>
Notes to Table 3.2
Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The setting can be defined as:

- central – areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre.

- urban – areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes

- suburban – areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.

3.23 The form of housing output should be determined primarily by an assessment of housing requirements and not by assumptions as to the built form of the development. While there is usually scope to provide a mix of dwelling types in different locations, higher density provision for smaller households should be focused on areas with good public transport accessibility (measured by Public Transport Accessibility Levels [PTALs]), and lower density development is generally most appropriate for family housing.

3.24 Where transport assessments other than PTALs can reasonably demonstrate that a site has either good existing, or planned, public transport connectivity and capacity, and subject to the wider concerns of this policy, the density of a scheme may be at the higher end of the appropriate density range. Where connectivity and capacity are limited, density should be at the lower end of the appropriate range. The Housing SPG will provides further guidance on implementation of this policy in different circumstances.

3.25 Residential density figures should be based on net residential area, which includes internal roads and ancillary open spaces. Family housing is generally defined as having three or more bedrooms. Car parking provision should be in accordance with the standards outlined in Chapter 6.

Policy 3.5 | Quality and design of housing developments

Strategic and LDF preparation
A Housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in this Plan to protect and enhance London’s residential environment and attractiveness as a place to live. Boroughs may in their LDFs introduce a presumption against development on back gardens where this can be locally justified.

Planning decisions and LDF preparation
B The design of all new housing developments should enhance the quality of local places, taking into account physical context, local character, density, tenure and land use mix, and relationships with, and provision of public, communal and open spaces, taking particular account of the needs of children and older people.

C The design of all new dwellings should take account of factors relating to ‘arrival’ at the building and the ‘home as a place of retreat’, meet the dwelling space standards set out in Table 3.3, have adequately sized rooms and convenient and efficient room layouts, meet the changing needs of Londoners over their lifetimes, address climate change adaptation and mitigation and social inclusion objectives and should be
conceived and developed through an effective design process

D Development proposals which compromise the delivery of elements of this policy should be resisted unless they are otherwise of exemplary design and make significant contributions towards achievement of other objectives of this Plan

E The Mayor will provide guidance on implementation of this policy including on housing design for all tenures.

3.26 Securing new housing of the highest quality and protecting and enhancing residential neighbourhoods are key Mayoral priorities. The number of new homes needed to 2031 will create new challenges for private developers and affordable homes providers, but also brings unique opportunities for new housing which will be remembered as attractive, spacious, safe and green and helping to shape sustainable neighbourhoods with distinct and positive identities.

3.27 New housing development should address the wider concerns of this Plan to protect and enhance the environment of London as a whole. New developments should avoid having an adverse impact on sites of European importance for nature conservation either directly or indirectly, including through increased recreation pressure on these sites. New development should also take account of the Plan’s more general design principles (Policies 7.2 to 7.12) and those on neighbourhoods (Policy 7.1), housing choice (Policy 3.8), sustainable design and construction (Policy 5.3), as well as those on climate change (Chapter 5), play provision (Policy 3.6), biodiversity (Policy 7.18), flood risk (Policy 5.12).

3.28 Directly and indirectly back gardens play important roles in addressing many of these policy concerns, as well as being a much cherished part of the London townscape contributing to communities’ sense of place and quality of life. Pressure for new housing means that they can be threatened by inappropriate development and their loss can cause significant local concern. This Plan therefore supports presumptions against development on back-gardens where locally justified. Such a presumption has been taken into account in setting the Plan’s housing targets and reflects Government’s recognition in PPS3 that there is no presumption that previously developed land, which technically includes gardens, is necessarily suitable for housing development. Local approaches to the surfacing of front gardens should also reflect the broader policies of this Plan, including the need for such surfaces to be permeable.13

3.29 The quality of individual homes and their neighbourhoods is the product of detailed and local design requirements but the implementation of these across London has led to too many housing schemes in London being of variable quality. Only a small proportion of recent schemes have been assessed by CABE14 as being ‘good’ or ‘very good’. There is clearly scope for improvement. The cumulative effect of poor quality homes and the citywide benefits improved standards would bring mean this is a strategic issue and properly a concern of the London Plan. Addressing these issues will be an important element of achieving the Mayor’s vision and detailed objectives for London and its neighbourhoods set out in Chapter One.

3.30 The Mayor regards the relative size of all new homes in London15 to be a key element of this strategic issue. Table 3.3 therefore sets out minimum space standards for dwellings of different sizes. This is based on the minimum gross internal floor area (GIA) required for new homes relative to
the number of occupants and taking into account commonly required furniture and the spaces needed for different activities and moving around, in line with Lifetime Home Standards. This means developers should state the number of occupiers a home is designed to accommodate rather than, say, simply the number of bedrooms. These are minimum standards which developers are encouraged to exceed. When designing homes for more than six persons developers should allow approximately 10 sq m per extra person.

Table 3.3 Minimum space standards for new development

<table>
<thead>
<tr>
<th>Minimum dwelling by floor area</th>
<th>Dwelling type (bedroom/persons)</th>
<th>Essential GIA (sq m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flats</td>
<td>1b2p</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>2b3p</td>
<td>61</td>
</tr>
<tr>
<td></td>
<td>2b4p</td>
<td>70</td>
</tr>
<tr>
<td></td>
<td>3b4p</td>
<td>74</td>
</tr>
<tr>
<td></td>
<td>3b5p</td>
<td>86</td>
</tr>
<tr>
<td></td>
<td>3b6p</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>4b5p</td>
<td>90</td>
</tr>
<tr>
<td></td>
<td>4b6p</td>
<td>99</td>
</tr>
<tr>
<td>2 storey houses</td>
<td>2b4p</td>
<td>83</td>
</tr>
<tr>
<td></td>
<td>3b4p</td>
<td>86</td>
</tr>
<tr>
<td></td>
<td>3b5p</td>
<td>96</td>
</tr>
<tr>
<td></td>
<td>4b5p</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>4b6p</td>
<td>107</td>
</tr>
<tr>
<td>3 storey houses</td>
<td>3b5p</td>
<td>102</td>
</tr>
<tr>
<td></td>
<td>4b5p</td>
<td>106</td>
</tr>
<tr>
<td></td>
<td>4b6p</td>
<td>113</td>
</tr>
</tbody>
</table>

3.31 Other aspects of housing design are also important to improving the attractiveness of new homes as well as being central to the Mayor’s wider objectives to improve the quality of Londoners’ environment. To address these he intends to produce guidance on the implementation of Policy 3.5 for all housing tenures in a new housing SPG, drawing on his design guide for affordable housing.16

3.32 At the neighbourhood level this SPG will address the relationship between strategic density Policy (3.4) and different local approaches to its implementation; the spaces between and around buildings; urban layout; enclosure, ensuring homes are laid out to form a coherent pattern of streets and blocks; public, communal and private open spaces and the ways these relate to each other and neighbourhoods as a whole. It will respond to the needs of an ageing population by extending the inclusive design principles of Lifetime Homes to the neighbourhood level (see Policy 7.1).

3.33 For individual dwellings the SPG will cover issues such as ‘arrival’ including the importance of creating active frontages, accommodating footpaths and entrances and shared circulation spaces; size and layout including room space standards as well as the dwelling space standards set out in Table 3.3; the home as a ‘place of retreat’ (especially important in higher density development); meeting the challenges of a changing climate by ensuring homes are suitable for warmer summers and wetter winters, and mitigating the extent of future change; and ensuring easy adaptation to meet the changing and diverse needs of occupiers over their lifetimes. It will also set out the London approach to implementation of the Code for Sustainable Homes in the context of broader London Plan policies on sustainable design and construction. The importance of an effective design process to make sure that the quality of schemes is not compromised as the development proceeds will also be highlighted. This guidance will help to provide a strategic, functional basis for a new vernacular in
London’s domestic architecture which also places greater weight on complementing and enhancing local context and character.

**Policy 3.6 | Children and young people’s play and informal recreation facilities**

**Strategic**

A The Mayor and appropriate organisations should ensure that all children and young people have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision, incorporating trees and greenery wherever possible.

**Planning decisions**

B Development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. The Mayor’s Supplementary Planning Guidance ‘Providing for Children and Young People’s play and informal recreation’ sets out guidance to assist in this process.

**LDF preparation**

C Boroughs should:

a undertake audits of existing play and informal recreation provision and assessments of need in their areas, considering the qualitative, quantitative and accessibility elements of play and informal recreation facilities

b produce strategies on play and informal recreation supported by LDF policies to improve access and opportunity for all children and young people in their area.

3.34 In a densely urbanised city like London, safe and stimulating play facilities are essential for a child’s welfare and future development. However, many children still do not have adequate access to such facilities and some existing provision can be unsuitable. LDFs should address this by providing policies on play provision, including the need for high quality design. Through the development of play strategies, boroughs should ensure the integration of play provision into overall open space strategies. Particular consideration should be given to consultation with children and young people in the design of new provision to understand their changing needs. Appropriate provision should be included for different age groups, including consideration of communal space, roof gardens and indoor space for young children. Appropriate arrangements for management and maintenance of play and communal facilities should be provided. Wherever possible, playspace should include grassed or wooded areas.

3.35 New development including housing should make provision for playspace. This should normally be made on-site and in accordance with LDF play policies for the area. Where development is to be phased, there should be early implementation of the play space. Off-site provision, including the creation of new facilities, improvements to existing provision and an appropriate financial contribution secured by legal agreement towards this provision may be acceptable where it can be demonstrated that it fully satisfies the needs of the development whilst continuing to meet the needs of existing residents.

**Policy 3.7 | Large residential developments**

**Strategic, planning decisions and LDF preparation**

A Proposals for large residential developments including complementary non-residential uses are encouraged in areas of high public transport accessibility.
Those on sites of over five hectares or capable of accommodating more than 500 dwellings should be subject to planning framework to coordinate provision of social, environmental and other infrastructure and create neighbourhoods with a distinctive character, sense of local pride and civic identity in line with Chapter 7. Frameworks should be prepared in consultation with local communities and other stakeholders.

Large new developments make a significant contribution to meeting housing need and provide opportunities to create particularly attractive neighbourhoods with distinctive identities and the critical mass to support social, physical and environmental infrastructure and to provide employment opportunities. For these new neighbourhoods to be successful, it is essential that they become places where people choose to live and work. A coordinated approach to their development is essential.

Planning frameworks for these areas should take particular account of:

- The relationships between the pattern and scale of development and movement within the site, adjacent areas and connections with the wider transport network. The highest development densities and most varied mixes of uses should be located where there is the highest public transport accessibility. Planning from the outset for desire line based permeability for pedestrians and cyclists and minimising car dependence will be particularly important.
- Other linkages with neighbouring areas so that the new development is designed to be firmly embedded within the wider community. This will require close coordination with service providers as well as existing community organisations.
- Social infrastructure provision (see Policies 3.17–3.20) with particular attention being paid to access to health, education and other essential services, appropriately phased and coordinated with provision in neighbouring areas so that the development is attractive from the outset as well as being fully sustainable when completed, and takes account of Lifetime Neighbourhood criteria and inclusive design principles (Policies 7.1 and 7.2).
- The opportunities large scale development provide for decentralised energy generation and provision, sustainable design and construction and coordinated neighbourhood management, especially in securing and maintaining a high quality public realm, safety measures, planting and open space and play provision.

Policy 3.8 | Housing choice

Strategic

Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments.

LDF preparation

Taking account of housing requirements identified at regional, sub-regional and local levels, boroughs should work with the Mayor and local communities to identify the range of needs likely to arise within their areas and ensure that:

- new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles
of different sectors, including the private rented sector, in meeting these
b provision of affordable family housing is addressed as a strategic priority in LDF policies
c all new housing is built to ‘Lifetime Homes’ standards
d ten per cent of new housing is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users
e account is taken of the changing age structure of London’s population and, in particular, the varied needs of older Londoners, including for supported and affordable provision
f other supported housing needs are identified authoritatively and coordinated action is taken to address them in LDF and other relevant plans and strategies
g strategic and local requirements for student housing meeting a demonstrable need are addressed by working closely with higher and further education agencies and without compromising capacity for conventional homes.

3.38 Within the broad requirement between 2007 and 2017 for 144,000 more market homes and for 182,000 additional affordable homes, the Mayor is committed to promoting a real choice of homes for Londoners across the range of tenures to meet their needs at prices they can afford. The SHMA demonstrates the diversity and complexity of London’s housing requirements, ranging from the clear priority need for affordable family homes, through those to meet the substantial projected growth in smaller households, to more specialist needs such as those of London’s growing numbers of older people. Different tenures will have particular roles in meeting these requirements, with renting as well as owner occupation playing an important part in the private sector and, in the affordable sector, a more diverse range of intermediate housing products providing greater flexibility for movement between tenures. The Mayor’s London Housing Strategy provides guidance on the housing management measures and short to medium term investment which will help underpin this.

3.39 These requirements across London have little regard to administrative boundaries. It is essential that new provision anticipated in LDFs reflects strategic as well as local needs. This will require close working between the GLA and boroughs to ensure local, sub regional and the Londonwide SHMAs are coordinated and that effective account is taken of sub-regional and strategic needs, especially when setting affordable borough housing targets. To support this process, the Mayor is already engaging with boroughs and sub-regional and local Housing Market Partnerships. He will provide benchmarks in supplementary guidance to inform and support coordination of their approaches to meeting strategic as well as local needs for different types of housing, and local implementation of the strategic affordable housing target, including the breakdown between social and intermediate housing (Policy 3.12). This will be informed by and coordinated with allocation of short to medium term affordable housing investment devolving from the London Housing Strategy.

3.40 The Londonwide SHMA identifies housing requirements for the decade to 2017 and will be reviewed by 2015/16. As part of the review process the Mayor will work with stakeholders to investigate the costs and benefits of carrying out a Londonwide SHMA sufficiently robust to inform local needs assessments effectively. As an interim measure the current annual average strategic housing requirement of 32,600
dwellings pa should be rolled forward to provide a longer term context for LDFs.

3.41 The London SHMA and other evidence shows that failure to provide enough larger homes has seen over-crowding among families grow by a third over the decade to 2007. There is a particular need for social rented family homes. Conversely, there is little net requirement Londonwide for larger market homes. However, boroughs’ SHMAs may identify local variations in this broad pattern to be addressed in LDFs.

3.42 Many Londoners already require accessible or adapted housing in order to lead dignified and independent lives: 30,000 have an unmet need for wheelchair accessible housing and more than 100,000 need redesigned bathing facilities. More Londoners are living longer and more older people are choosing to remain in their own homes rather than go into residential institutions. To address these and future needs, all London’s future housing should be built to Lifetime Homes standards and 10 per cent should be designed to be wheelchair accessible or easily adaptable for wheelchair users. LDF policy departures from these requirements must be justified by authoritative evidence from local needs assessments.

3.43 Boroughs should undertake assessments of the short and longer term supported housing needs of vulnerable and disadvantaged groups, taking account of the wide range of requirements which will arise as London’s population ages, the importance of continuity of care, and access to family and friendship networks as well as statutory responsibilities for care. In view of the scale of the projected growth in London’s older population and the housing affordability issues it raises, this Plan supports boroughs in seeking application of the principles of its affordable housing policies (Policies 3.11–3.14) to the range of developments – including those falling within Use Class C2 – which cater specifically for older people. The way in which these principles can be applied most effectively will vary with local circumstances and will require close integration between planning and other borough strategies to meet social needs. Such an integrated approach will also be required to address the needs of other groups which may require accommodation-based, supported care services such as hostels, refuges and foyers, as well as housing needs connected with particular types of occupation eg health workers, police, hotel staff.

3.44 London’s universities make a significant contribution to its economy and labour market (Policies 3.19 and 4.10). It is important that their attractiveness and potential growth are not compromised by inadequate provision for new student accommodation. While there is uncertainty over future growth in the London student population and its accommodation needs, even if requirements from overseas students associated with the London Higher group of universities (the largest recent source of demand for new accommodation), was to fall by a half, this could still approximate to a need for 20,000–25,000 places over the 10 years to 2021. New provision may also tend to reduce pressure on other elements of the housing stock currently occupied by students, especially in the private rented sector. The SHLAA/HCS has identified capacity for over 17,000 student places 2011–2021.

3.45 Addressing these demands should not compromise capacity to meet the need for conventional dwellings, especially affordable family homes, or undermine policy to secure mixed and balanced communities.
This may raise particular challenges locally, and especially in parts of inner London where almost three quarters of the capacity for new student accommodation is concentrated. The Mayor will provide strategic support and a forum for boroughs, higher and further educational establishments and developers to work together to address these issues (including scope for a more dispersed distribution and different forms of provision) and to monitor future demand and capacity. Unless student accommodation is secured through a planning agreement for occupation by members of specified educational institutions for the predominant part of the year, it will normally be subject to the requirements of affordable housing policy (Policies 3.11–3.14). While student accommodation is accounted as part of overall housing provision, it should be monitored separately because it meets distinct needs.

3.46 Almost one in five London households now live in privately rented homes, often at a cost lower than in the owner occupied sector and the sector is set to play an increasingly important role in meeting London’s diverse housing needs. In all boroughs, the average cost of private renting is lower than owner occupation. Over half of the one in eight households in London that move home each year move into this sector. The Mayor and Homes and Communities Agency will work with institutional investors to encourage greater institutional involvement, more professional and less fragmented management, greater stability, high quality standards and, potentially, longer term rental periods and affordable homes for rent. He will investigate how changes to the Use Classes Order might support this. More generally, the planning system should complement policies in the London Housing Strategy to support growth in private renting where this will result in well managed, good quality accommodation, mixed and balanced communities and sustainable neighbourhoods. Shared accommodation or houses in multiple occupation can meet distinct needs and reduce pressure on other elements of the housing stock, though its quality can give rise to concern. Where it is of reasonable standard it should generally be protected and the net effects of any loss should be reflected in Annual Monitoring Reports.

Policy 3.9 | Gypsies and travellers (including travelling show people)

LDF preparation

A In accordance with Government requirements, Boroughs should translate the relevant pitch targets set out in Table 3.4 into specific LDF site allocations on the basis of:

a Core Strategy site allocation criteria which are fair, reasonable, realistic and effective in achieving these targets and reflect the priority to address needs arising from groups already living in caravans on sites

b this new provision being additional to existing capacity and subject to monitoring

c net existing and new capacity being protected.

3.47 With support from the GLA, the boroughs have undertaken a Gypsy and Traveller Accommodation Assessment (GTAA), following Government guidance. As required by Circulars 1/2006 and 4/2007, the Mayor has identified the number of pitches required for each Borough (Table 3.4) ‘in the light of the GTAA and a strategic view of needs across the region’. In taking this view he has followed the process required by Government including
coordination with the London Housing Strategy, engagement with a wide range of stakeholders including individual boroughs, London Councils, adjacent regions, the London Gypsy and Travellers Forum (which receives GLA support), and other representatives of the traveller communities and Government.

3.48 In coming to his view of needs across the region the Mayor has carefully considered those of stakeholders expressed in informal consultation on options for addressing this matter, as well as more strategic issues such as application of national guidance on pitch provision in the unique circumstances of London. These include:

- The role that bricks and mortar accommodation can play in meeting the housing needs of individuals falling within government’s definition, and the dangers of taking a formulaic national approach to assessing need in highly urban areas: 72 per cent of the need identified by the GTAA comes from gypsies and travellers who already live in bricks and mortar accommodation
- The limited supply of land in London to accommodate housing of any type; the unique development pressures on it; the high densities at which housing development must take place to meet overall housing requirements and the need for realism over the viability and deliverability of any form of housing requiring public subsidy, especially in light of London land costs
- At Londonwide level, the balance which has to be struck in these distinct circumstances between meeting the special requirements of a group which requires provision at a density equivalent to an average of 50 dph when the average density to meet wider housing requirements is some 140 dph and at a time when affordable housing resources are likely to be limited for at least the medium term and must be distributed equitably and effectively to meet wider-ranging needs in what will remain a uniquely high cost land market
- Within London, the balance which has to be struck between meeting needs in ways which support existing community networks, which will tend to reinforce the existing pattern of provision, and a geographically wider distribution which enables more equitable and efficient use of scarce housing land and finance resources.

3.49 The Mayor has therefore taken the strategic Londonwide view that the identified needs of defined groups already living in caravans on pitches should be addressed as a priority within the pan London monitoring benchmark of 538 pitches pa. This is based on the midpoint between meeting the needs of these groups and, with minor statistical correction, meeting the additional needs of those identified by the GTAA as living in bricks and mortar accommodation. It is supported by a commitment to address other needs if they emerge in the longer term. Performance against this benchmark will be monitored against achievement of borough provision targets (see para 3.50) to test the effectiveness of the GTAA in identifying need and to inform a review of policy by 2015/16.

3.50 Within London, the borough level distribution of the pan London figure in Table 3.4 reflects:

- A weighting between need and housing land capacity which acknowledges the travelling communities’ current geographical preferences while seeking a more even distribution of provision than in the past
• an even sub-regional apportionment of 40 additional transit pitches, to be distributed at borough level through sub-regional housing partnerships in light of negotiation between boroughs and other stakeholders
• an even sub-regional apportionment of 73 additional pitches for travelling show people to be distributed among boroughs through sub-regional housing partnerships in light of negotiation between boroughs and other stakeholders.

Table 3.4 Gypsy and Traveller Pitch Provision 2007–2017

<table>
<thead>
<tr>
<th>Borough</th>
<th>Pitches</th>
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</thead>
<tbody>
<tr>
<td>Barking &amp; Dagenham</td>
<td>14</td>
</tr>
<tr>
<td>Barnet</td>
<td>22</td>
</tr>
<tr>
<td>Bexley</td>
<td>27</td>
</tr>
<tr>
<td>Brent</td>
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<tr>
<td>Bromley</td>
<td>58</td>
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<tr>
<td>Camden</td>
<td>6</td>
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<tr>
<td>City</td>
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<tr>
<td>Croydon</td>
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<tr>
<td>Ealing</td>
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<tr>
<td>Enfield</td>
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<td>Greenwich</td>
<td>32</td>
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<tr>
<td>Hackney</td>
<td>19</td>
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<tr>
<td>Hammersmith &amp; Fulham</td>
<td>5</td>
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<tr>
<td>Haringey</td>
<td>25</td>
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<tr>
<td>Harrow</td>
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<tr>
<td>Havering</td>
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<td>Hillingdon</td>
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<tr>
<td>Islington</td>
<td>5</td>
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<tr>
<td>Kensington &amp; Chelsea</td>
<td>7</td>
</tr>
<tr>
<td>Kingston upon Thames</td>
<td>15</td>
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<tr>
<td>Lambeth</td>
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<tr>
<td>Lewisham</td>
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<td>Merton</td>
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<td>Redbridge</td>
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<td>Sutton</td>
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</tr>
<tr>
<td>Tower Hamlets</td>
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<tr>
<td>Westminster</td>
<td>2</td>
</tr>
<tr>
<td><strong>London</strong></td>
<td><strong>538</strong></td>
</tr>
</tbody>
</table>

Note: for distribution of provision to meet needs for transit and travelling show people pitches see para 3.50

3.51 The GTAA only covers the period 2007–2017 and LDFs must address a term of 15 years. In rolling forward the targets on an annualised basis until a new GTAA is prepared, boroughs should take account of Government advice that gypsy and traveller household growth is expected to be three per cent a year and that the need arising from travelling show people is expected to increase at 1.5 per cent a year\(^28\). The Mayor will work with all stakeholders to provide guidance on implementing this policy including sources of pitch provision, social and other infrastructure and measures to foster greater social inclusion.

**Policy 3.10 | Mixed and balanced communities**

**Strategic**

A Communities mixed and balanced by tenure and household income should be promoted across London through incremental small scale as well as larger scale developments which foster social diversity, redress social exclusion and strengthen communities’ sense of responsibility for, and identity with, their neighbourhoods. They must be supported by effective and attractive design, adequate infrastructure and an enhanced environment.

B A more balanced mix of tenures should be sought particularly in neighbourhoods where social renting predominates.
3.52 The Mayor is concerned that there should be no segregation of London’s population by housing tenure. London’s legacy of mono-tenure estates has in some cases contributed to concentrations of deprivation and worklessness. Coupled with some housing trends and management practices, these have been exacerbated by the tendency for new social housing to be built in the areas where it is already concentrated. Conversely, market homes have tended to be developed in areas with very little social housing.29

3.53 The London Housing Strategy outlines how management and investment in mono-tenure estates can contribute to the creation of more mixed and balanced communities. The planning system should support this process. Infill schemes in predominantly social housing estates should primarily be targeted for intermediate and market housing. New social housing development should be encouraged in areas where it is currently under represented. These are essentially local matters for boroughs to address in light of their local circumstances because the key concern is the concentrations of deprivation in individual, or groups, of mono-tenure estates rather than the overall level of social renting in a borough.

3.54 Policy 3.5 requires the design of new development to help create a more socially inclusive London. The new Housing SPG will provide guidance on implementing this policy including support for boroughs to resist forms of development which might compromise it, such as gated communities.

3.55 The definition of affordable housing set out above applies national guidance to the circumstances of the capital and should be used for planning purposes in London. Within this overarching definition:

- **social rented housing** should meet the criteria outlined Policy 3.11 and be rented housing owned and managed by local authorities or registered social landlords, or be provided by other bodies under equivalent rental arrangements agreed with them as a condition of public sector investment grant, and for which guideline target rents are determined through the national rent regime

- **intermediate housing** should meet the criteria outlined in Policy 3.11 and be available at prices and rents above those of social rent, but below market prices or rents. New intermediate homes should be affordable to households whose annual income is in the range £18,100 – £61,400.

**Affordable Housing**

**Policy 3.11 | Definition of affordable housing**

**Strategic and LDF preparation**

A Affordable housing includes social rented and intermediate housing (see para 3.55), provided to specified eligible households whose needs are not met by the market and must:

- a meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices
- b include provisions for the home to remain at an affordable price for future eligible households
- c provide for the subsidy to be recycled for alternative affordable housing provision if these restrictions are lifted.
For homes with more than two bedrooms, which are particularly suitable for families, the upper end of this range will be extended to £74,000. These figures will be updated annually in the London Plan Annual Monitoring Report.

**Market housing** is defined separately as private housing for rent or sale where the price is set in the open market.

3.56 To take more effective account of the PPS 3 requirement to have regard to local incomes and house prices in setting the upper level of the intermediate housing eligibility threshold, it must be recognised that lower quartile house prices in London are 70 per cent higher than in the country as a whole, 31 per cent higher than in the South East region and 50 per cent higher than in the East of England. The general London upper household income threshold of £61,200 is only slightly higher than the national standard threshold of £60,000 used by the Homes and Communities Agency. However, it is necessary to ensure that intermediate housing can be delivered and accessed across the range of demand and need, and in particular for larger homes, which is where the greatest need arises. The higher income threshold of £74,000 reflects the higher costs to developers and purchasers of this family sized intermediate housing.

### Policy 3.12  |  Affordable housing targets

#### Strategic

A. a The Mayor will and boroughs, the Homes and Communities Agency and other relevant partners should seek to maximise affordable housing provision and seek an average of at least 13,200 more affordable homes per year in London over the term of this Plan, and within this seek to ensure that 60 per cent is social housing and 40 per cent is intermediate housing. That priority should be accorded to provision of affordable family housing.

#### LDF preparation

B. Boroughs should set an overall target in LDFs for the amount of affordable housing provision needed over the plan period in their areas and separate targets for social rented and intermediate housing and reflect the strategic priority accorded to provision of affordable family housing.

C. LDF affordable housing targets should take account of:

   a. current and future housing requirements identified in line with Policies 3.8, 3.11 and 3.12
   b. the strategic targets and priority accorded to affordable family housing set out in section A above
   c. the approach to coordinating provision and targets to meet the range of strategic, sub-regional and local affordable housing needs in London set out in Policy 3.8, paragraphs 3.58–3.60 and Supplementary Planning Guidance
   d. the need to promote mixed and balanced communities (see Policy 3.10)
   e. capacity to accommodate development including potential sources of supply outlined in para 3.60
   f. the viability of future development, taking into account future resources as far as possible.

A. Affordable housing targets may be expressed in absolute or percentage terms in light of local circumstances, reflecting the borough’s contribution towards meeting strategic affordable housing targets in light of the framework set by the Plan and guidance in SPG, and providing a robust basis for implementing these targets through the development control process.
3.57 The joint evidence base for the London Plan and London Housing Strategy\textsuperscript{31} demonstrates that the high cost of market housing in London makes affordable housing particularly important in meeting housing needs. While the London SHMA has not taken into account the effects of the current recession, it does seek to address the key relationships between incomes and housing costs as well as demographic trends, voluntary sharing and tackling unmet need within the 10 years to 2017. Of the overall average annual requirement for 32,600 homes, it suggests that 18,200 should be affordable. However, when setting an affordable housing target account must also be taken of the deliverability of these homes. Affordable housing funding over the full term of this Plan is not known. Based on the funding that was available and the record of delivery of affordable homes over recent years, requirement and taking into account the 32,600 target, an average of 13,200 additional affordable homes per annum has been set as the strategic target for the term of the Plan. This will be monitored closely, especially in light of changing economic conditions and its adoption will not compromise delivery of a higher number.

3.58 Derivation of separate targets for social rented and intermediate housing has been informed by the SHMA and other relevant factors including the role intermediate housing can play in helping Londoners get a first step on the housing ladder, reducing the call on social rented housing, freeing up social rented homes, providing wider housing choices and securing a more balanced social mix on mono-tenure estates. Account has also been taken of the way intermediate housing development can extend the effectiveness of scarce public resources by increasing overall housing output through partnership working with the private sector.

3.59 The Mayor proposes that as a long term strategic target 60 per cent of new affordable housing should be for social renting, especially for families, and that 40 per cent should be for the range of intermediate housing products outlined in the London Housing Strategy to meet different needs, including those arising from groups which hitherto have not been able to afford market housing but have been excluded from intermediate housing. The Mayor recognises that these are challenging targets, particularly in current economic conditions, but to meet Londoners’ housing needs all stakeholders must engage to achieve them over the term of the Plan.

3.60 Policy 3.8 outlines arrangements for coordinating local, sub regional and strategic needs assessments so the range of housing requirements can be addressed effectively in London’s complex regional housing market. In order to maximise affordable housing provision boroughs should take account of the most robust available assessment of housing capacity including those identified in Policy 3.3, and of potential sources of supply, such as:

- local authority developments, including net gain from estate regeneration
- affordable housing schemes funded independently of planning contributions from private development
- affordable housing secured through planning agreements or conditions on private residential or mixed use (including residential) development
- long term vacant properties brought back into use
- provision from non-self-contained accommodation.
3.61 In setting their affordable housing targets boroughs are required to assess the economic viability of land for housing, taking account of risks to delivery and drawing on informed assessments of public funding and developer contributions. The Mayor has already established close working relationships with the boroughs and HCA on affordable housing investment within their areas which will inform this process.

3.62 The Mayor will engage with boroughs individually to enable them to set local affordable housing targets which are in general conformity with the London Plan’s strategic targets. The supplementary guidance will provide indicative benchmarks based on the approach set out in Policy 3.12 to inform this process. It will also include guidance on local implementation of the strategic social/intermediate target and of the strategic priority for provision of affordable family homes. The Mayor recognises that, in light of local circumstances, boroughs may wish to express their targets in different ways, including in absolute or percentage terms. However the targets are expressed they must be robust in implementing a borough’s contribution to the strategic affordable housing targets through the development control process.

Policy 3.13 | Negotiating affordable housing on individual private residential and mixed use schemes

Planning decisions and LDF preparation

A The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes, having regard to:

a current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.11 and 3.12

b affordable housing targets adopted in line with policy 3.12,

c the need to encourage rather than restrain residential development (Policy 3.3),

d the need to promote mixed and balanced communities (Policy 3.10)

e the size and type of affordable housing needed in particular locations

f the specific circumstances of individual sites.

B Negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including ‘overage’ provisions and other scheme requirements.

3.63 Achievement of a borough’s affordable housing target in a particular year should not constrain maximisation of affordable housing output on individual proposals – the target applies for the term of the Plan.

3.64 In estimating provision from private residential or mixed use developments, boroughs should take into account economic viability and the most effective use of private and public investment, including the use of developer contributions. To expedite the planning process, developers should engage with an affordable housing provider prior to progressing the scheme, and provide development appraisals to demonstrate that each scheme maximises affordable housing output. Boroughs should evaluate these appraisals rigorously, drawing on the GLA ‘development control toolkit’ and other independent assessments which take account of the individual circumstances of a site, the availability of public subsidy and other scheme requirements. Boroughs are encouraged to review and bring forward surplus land in their own ownership to maximise their contribution to affordable housing provision, including the provision
of land to affordable housing providers on a nil cost or discounted basis.

3.65 The Mayor seeks to maximise affordable housing output and expects developers to make the most effective use of available affordable housing resources to achieve this end. Exceptions to the use of the full amount of available public investment to maximise output should be limited to circumstances where:

- on the highest value sites, at least the maximum level of affordable housing which would normally be achieved with public subsidy can in fact be achieved by funding entirely from development value
- some circumstances where ‘cascade agreements’ are put in place to address uncertainties over the level of grant and amount of affordable housing to be delivered
- types of provision which comply with the definition of affordable housing but are subsidised in other ways such as directly through discounted land sale, or indirectly if they offer exceptional benefits which on balance justify departures from some normal planning requirements.

Supplementary guidance will be provided on these exceptional circumstances.

3.66 The Mayor wishes to encourage, not restrain, overall residential development. Boroughs should take a reasonable and flexible approach to securing affordable housing on a site by site basis. This Plan makes clear that affordable housing provision is a particular priority when securing developer contributions (Policy 8.2).

3.67 Affordable housing provision is normally required on-site. In exceptional circumstances it may be provided off-site or through a cash in lieu contribution ring fenced, and if appropriate ‘pooled’, to secure efficient delivery of new affordable housing on identified sites elsewhere. These exceptional circumstances include those where, having secured an alternative site, it would be possible to:

- secure a higher level of provision
- better address priority needs, especially for affordable family housing
- secure a more balanced community
- better sustain strategically important clusters of economic activities, especially in parts of CAZ and north of the Isle of Dogs where it might be part of a land ‘swap’ or ‘housing credit’ (Policy 2.11).

3.68 In making arrangements for deferring planning obligations, or for the local authority retaining equity, boroughs should consider whether it is appropriate to put ‘overage’ provisions in place. Particularly in current economic circumstances, and in respect of schemes presently anticipated to deliver low levels of affordable housing, these provisions may be used to ensure that maximum public benefit is secured from increases in viability above assumptions made at the time consent is granted.

3.69 The design and quality policies in Policy 3.5 apply in full to affordable housing provision. The Mayor has published more specific guidance on this which will be incorporated in the new Housing SPG, stressing the need for affordable housing to be integrated with the rest of the development and have the same external appearance as other housing.
Planning decisions and LDF preparation

A Boroughs should normally require affordable housing provision on a site which has capacity to provide 10 or more homes, applying the density guidance set out in Policy 3.4 of this Plan and Table 3.2.

B Boroughs are encouraged to seek a lower threshold through the LDF process where this can be justified in accordance with guidance, including circumstances where this will enable proposals for larger dwellings in terms of floorspace to make an equitable contribution to affordable housing provision.

London’s Housing Stock

3.70 Small developments make an important contribution to housing provision in London and must continue to help meet London’s need for affordable as well as market housing. Affordable housing policy requirements should be applied across all the provision arising from sites which have the capacity to provide 10 or more homes. Boroughs are encouraged to set a lower threshold where appropriate in light of their local circumstances. The capacity of sites should be assessed on the basis of Policy 3.4.

3.71 Affordable housing policy should be implemented in circumstances where application of Policy 3.4 to a site or other development opportunity would normally provide capacity for 10 or more homes but a proposal, such as one for larger homes, reduces this output below the affordable housing requirement threshold. Boroughs should ensure that such proposals make an equitable contribution to affordable housing needs by applying affordable housing policy to all the capacity in terms of units which might normally be expected to come forward from the site through application of Policy 3.4. In this process Boroughs may wish to draw on the space standards set out in Policy 3.5 and further detail in the new supplementary guidance.

Policy 3.15 | Existing housing

Strategic

A The Mayor will and boroughs and other stakeholders should support the maintenance and enhancement of the condition and quality of London’s existing homes.

Planning decisions and LDF preparation

B Loss of housing, including affordable housing should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace.

C This policy includes the loss of hostels, staff accommodation and shared accommodation that meet an identified housing need, unless the existing floorspace is satisfactorily re-provided to an equivalent or better standard. The loss of housing to short-term provision (lettings less than 90 days) should also be resisted.

D Boroughs should promote efficient use of the existing stock by reducing the number of vacant, unfit and unsatisfactory dwellings, including through setting and monitoring targets for bringing properties back into use. In particular, boroughs should prioritise long term empty homes, derelict empty homes and listed buildings to be brought back into residential use.

3.72 Maintaining and improving the quality and condition of London’s stock of 3.1 million homes is a continuing concern to
individual Londoners and especially so for some groups. In 2003 36 per cent of homes across all tenures failed to meet Government’s broad Decent Homes Standard, slightly more than in the country as a whole, and in 2006 180,000 dwellings or six per cent of the stock did not meet the more stringent fitness standard providing ‘acceptable places to live’. The planning system must support the largely managerial and investment based initiatives to target this issue set out in the London Housing Strategy.

3.73 Retrofitting of the existing stock to address climate change adaptation and mitigation will be particularly important in this (Policy 5.4). Account should also be taken of Policy 3.8 to provide good quality new accommodation to meet the needs of vulnerable groups for supported housing. In some circumstances this will in turn help support broader measures set out in the Housing Strategy to reduce under-occupation and make larger homes available for families.

3.74 To address London’s housing needs and sustain its neighbourhoods, existing housing should be retained where possible and appropriate, except where there are acceptable plans for its replacement. Short term lettings especially for holiday lets, can result in a serious loss of housing, and should be resisted. Such lettings require specific planning consent under the GLC (General Powers) Acts 1973 and 1983.

3.75 Estate renewal should take into account the regeneration benefits to the local community, the proportion of affordable housing in the surrounding area (see Policy 3.10), and the amount of affordable housing intended to be provided elsewhere in the borough. Where redevelopment of affordable housing is proposed, it should not be permitted unless it is replaced by better quality accommodation, providing at least an equivalent floorspace of affordable housing.

3.76 Existing sites and premises providing either an element of care, or dedicated homes for employees such as nurses, police officers or hotel staff, are a finite resource and may be threatened by higher value uses. Where shortfalls of specialist housing needs have been identified (Policy 3.8), the possibility of other providers of specialist or supported needs accommodation using the premises should be explored.

3.77 Though the number of empty homes in London is falling and proportionately is below the national average, it is still substantial (85,000), representing three per cent of the housing stock, mostly in the private sector. Some vacancy is necessary to allow people to move and to enable renovation but 36,000 have been empty for over six months. The Mayor proposes to reduce these long term vacant properties to one per cent of the overall stock, which will require bringing at least 3,000 dwellings back into use. The London Housing Strategy provides guidance (which will be supplemented by SPG) on the range of measures necessary to achieve this.

**Policy 3.16 | Coordination of housing development and investment**

**LDF preparation**

A Boroughs should ensure that implementation of this Plan’s long term, strategic housing policies are informed by, and integrated with, the short to medium term horizon provided by their own programmes and those of other relevant agencies including those arising from the Mayor’s Housing, Economic Development and Transport Strategies, the London Plan
Implementation Plan and arrangements for partnership, cross border and sub-regional working.

3.78 Successful implementation of the housing policies of this Plan will be important to achievement of most of the Mayor’s wider objectives for London and will require positive engagement and coordination with a very wide range of public, private and voluntary sector stakeholders working to varied timescales and sometimes distinct agendas. As the single most important delivery agencies, boroughs are crucial to this process. The Mayor is committed to working with them through the different parts of the GLA group, which he intends should act in an integrated way, and through the roles he plays in other organisations, especially the Homes and Communities Agency. Where he can add value he will provide strategic support to enable the myriad local initiatives and actions tailored to their local circumstances which are necessary to achieve his broad housing objectives for London. These include social and environmental infrastructure investments through Local and Multi Area Agreements which are essential to enhancing quality of life for new as well as existing residents.

Social infrastructure

**Policy 3.17 | Protection and enhancement of social infrastructure**

**Strategic**

A London requires additional and enhanced social infrastructure provision to meet the needs of its growing and diverse population.

**Planning decisions**

B Development proposals should support the provision of additional social infrastructure in light of local and strategic needs assessments. Proposals which would result in a net loss of social infrastructure in areas of defined need should be resisted.

C Facilities should be accessible to all sections of the community (including disabled and older people) and be located within easy reach by walking, cycling and public transport. Wherever possible, the multiple use of premises should be encouraged.

**LDF preparation**

D LDFs should provide a framework for collaborative engagement with social infrastructure providers and community organisations to regularly assess the need for social infrastructure at the local and sub-regional level and secure sites for future provision or reorganisation of provision.

E Boroughs should ensure that adequate social infrastructure provision is made to support new developments. Adequate provision for social infrastructure is particularly important in areas of major new development and regeneration and should be addressed in Opportunity Area Planning Frameworks and other relevant Action Area Plans.

F The Mayor will work with boroughs and relevant social infrastructure providers to produce further guidance on social infrastructure requirements at the sub-regional and Londonwide level.

3.79 Social infrastructure covers a wide range of facilities such as health provision, nurseries, schools, colleges and universities, community, cultural, play, recreation and
sports facilities, places of worship, fire stations, policing and other criminal justice or community safety facilities and many other uses and activities which contribute to making an area more than just a place to live. At a more local level, other facilities may need to be provided, including informal recreation facilities (Policy 3.6), public toilets, drinking water fountains and seating (Policy 7.5). The whole range of social infrastructure has a major role to play in supporting London’s expected growth, particularly in places where significant new housing is proposed, making residential areas more attractive and turning them into sustainable neighbourhoods and communities. It is therefore essential to plan for high quality social infrastructure alongside the development of housing particularly in major new development and regeneration areas.

3.80 Planning for infrastructure in London is complex, with a wide range of providers and stakeholders, and various degrees of clarity and opacity around future provision and funding for investment. London is a city with a large diversity of neighbourhoods, communities and infrastructure and each area presents its own individual challenges.

3.81 Boroughs and Local Strategic Partnerships have a key role in bringing together the different parts of the public, private, community and voluntary sectors to tackle priority issues including health, education, lifelong learning, community safety, housing and transport infrastructure, and access to social, leisure, cultural activities through community strategies, local and multi area agreements. In doing so, they may wish to apply the following methodology:

- identify local communities’ needs
- assess the capacity and quality of existing infrastructure and forecast future demands
- identify any gaps in provision
- secure sites for future provision or reorganisation of existing provision
- assess available sources of funding, and consider options for addressing any shortfall
- develop new models of integrated provision, which use land effectively
- regularly monitor the delivery of services, availability against demand and quality of provision.

Data should be shared between planning authorities and service providers to inform implementation of Policies 3.17–3.20.

3.82 Existing or new developments should, wherever possible, extend the use of facilities to serve the wider community, especially within regeneration and other major development schemes. Shared and extended use of facilities, including those of schools, commercial and community-based organisations can help ensure the effective use of resources and land, encourage joined-up and coherent service delivery and shared maintenance and management costs. It can also help minimise travel distances for users and encourage community participation and inclusion. Multi-use community centres that provide flexible and accessible spaces adaptable to communities’ needs should be encouraged.

3.83 Boroughs should develop a criteria-based approach to the provision of different types of social infrastructure facilities and the expansion of existing facilities, taking into account the location and layout of facilities. Facilities should be:

- easily accessible to all sections of the community (including disabled people and older people)
- easily accessible by walking and cycling
- well connected to public transport
3.84 Voluntary and community groups often find it difficult to find premises suitable for their needs; unused or underused facilities should be brought into use as much as possible to help address their accommodation needs.

Policy 3.18  |  Healthcare facilities

Strategic

A  The Mayor will support provision of high quality healthcare provision appropriate for a growing and changing population, particularly in areas of underprovision or where there are particular healthcare needs.

Planning decisions

B  Development proposals which provide high quality healthcare facilities will be supported in areas of identified need, particularly in places with accessibility by public transport, cycling and walking. Where local health services are being changed, the Mayor will expect to see replacement services operational before the facilities they replace are closed.

C  Relevant development proposals should take into account the Mayor’s Best Practice Guidance on Health Issues in Planning.

LDF preparation

D  In LDFs boroughs should identify and address significant health issues facing their area.

E  Boroughs should work with the NHS, social care services and community organisations to assess the need for healthcare facilities at the local and sub-regional level regularly, and to secure sites for future provision or reorganisation of provision.

F  Boroughs should promote the continued role and enhancement of London as a national and international centre of medical excellence and specialised facilities.

3.85 This Policy complements Policies 3.17 on social infrastructure and 3.2 on tackling health inequalities. Boroughs should refer to all three policies when planning for healthcare facilities.

3.86 London’s health service is vital to maintaining and improving Londoners’ quality of life. Its influence goes far beyond the primary role it plays in delivering health care. It is one of the capital’s major employers, employing over 140,000 people in London (excluding contract workers) and over 4,000 in each borough. The National Health Service (NHS) faces complex challenges when working to ensure that health service provision matches need in a growing and changing city. It has difficulty maintaining staffing levels in some parts of London where the workforce is highly mobile; this is exacerbated by London’s relatively high housing prices, making it hard for frontline staff to afford accommodation in the areas where they work. Policy 3.8 addresses this housing issue.

3.87 The NHS in London has embarked on a ten year plan – Healthcare for London – to transform health and healthcare in the capital and make it among the best in the world. Local Delivery Plans provide the vision and strategy for how the NHS will modernise services locally, improve the health of the local populations, and narrow inequalities in health outcomes. Service improvements will include new primary
healthcare centres, or polyclinics, offering extended GP services together with services normally provided at hospital, such as outpatient appointments, minor surgery and diagnostics, and a range of community services such as support for people with long-term conditions, health information and housing and benefits advice. Borough planners will need to work closely with colleagues in Primary Care Trusts (PCTs) to understand and reflect such changes in LDFs. Local Strategic Partnerships will be an important mechanism to better meet the health needs of the population and improve delivery of services at both strategic and local levels.

3.88 Demographic trends and national and local policy approaches will partly determine the scale of healthcare need in particular locations. New or improved healthcare facilities may be needed as part of large scale commercial and housing developments to address additional demands. Boroughs may wish to apply the suggested methodology under Policy 3.17 when assessing the needs for healthcare facilities. The needs of older Londoners particularly, in respect of residential and nursing home provision, also need to be considered (see Policy 3.8). Boroughs should develop a criteria based approach to the provision of health and social care facilities, taking into account accessibility and layout of facilities.

3.89 London forms the hub of health-related research and development in the southeast of England and is where 25 per cent of UK doctors are trained. It is thus a centre for clinical, training and research excellence. The networks, research and facilities that support London’s role as a centre of medical excellence and specialist facilities, and their enhancements, will be supported.

3.90 Many policies included within this Plan have a part to play in promoting good health and seeking to address inequalities in health.

**Policy 3.19 | Education facilities**

**Strategic**

A  The Mayor will support provision of early years, primary and secondary school and further and higher education facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice, particularly in parts of London with poor educational performance.

**Planning decisions**

B  Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged. Proposals which result in the net loss of education facilities should be resisted, unless it can be demonstrated that there is no ongoing or future demand.

C  Development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged.

D  Development proposals that encourage co-location of services between schools and colleges and other provision should be encouraged in order to maximise land use, reduce costs and develop the extended school or college’s offer. On-site or off-site sharing of services between schools and colleges should be supported.

**LDF preparation**

E  LDFs and related borough strategies should provide the framework to assess the need for pre-school, school, higher and further education institutions and
A growing city with an increasing number of young people will need more educational facilities at all levels. At the same time, policy is likely to favour greater choice of school provision, particularly in parts of London with problems of poor educational performance. Planning policies supporting the allocation of sufficient space for education and facilitating development of schools and colleges in appropriate places will be essential to London’s continued economic success, tackling exclusion and disadvantage and improving quality of life. Areas with poor educational performance are defined as those where fewer than 30 per cent of pupils achieve five or more A*–C grades at GCSEs and equivalent including GCSEs in English and Maths (as set out in National Indicator 78).

This Policy complements Policy 3.17 on social infrastructure. Boroughs should refer to both policies when planning for education facilities.

**Early years provision**

Access to adequate, affordable and high quality early years provision plays a key role in children’s development and enables parents to go back to work. To address the shortage of childcare facilities in London, boroughs should make regular assessments of provision for childcare and draw up proposals to address any shortfalls. Boroughs should plan the location and development of children’s centres to meet the needs of local communities in consultation with parents, the private, voluntary and independent sectors, primary care trusts, Jobcentre Plus and other key partners, to deliver a range of services.

Early years facilities should be safe, accessible for all (including disabled children), multi-functional and provide both indoor and outdoor learning opportunities. Proposals for housing and commercial facilities should provide suitable childcare for those in need of it, in particular in disadvantaged areas.

**Primary and secondary schools**

Access to a high quality school education is a fundamental determinant of the future opportunities and life chances of London’s children and young people. London’s population will continue to be younger than elsewhere in England and Wales and by 2031, its school age population is projected to increase by almost 17 per cent. At the same time, it is likely that national education policy will favour greater diversity in the nature of supply, with an increasing range of specialist schools. Boroughs should ensure adequate school provision to cope with this increase, including the availability of land for any potential school expansion.

Land already in educational use should be safeguarded and new sites secured to meet additional demands or changes in provision. Boroughs should identify at an early stage the need for additional schools arising from development and regeneration, particularly where there are existing shortages. Development can be a catalyst for positive change. The identification of suitable sites should be carried out taking into account policies in this Plan, and in particular accessibility by public transport as well as by cycle and by foot.
3.97 School facilities can provide venues for a range of community activities, including children’s centres, one stop health centres, and cultural and sports activities, where children and parents feel comfortable to access them. School facilities such as sports, training and meeting facilities should be capable of use by the wider community outside school hours. Maximum use of schools in the evenings and at weekends will reduce the land requirement for other uses.

3.98 Partnership working with other schools and with wider children’s services should be developed in order to offer more to children than any one partner could alone. Schools should look to make arrangements to use local off-site provision when these are not fully used during school day.

3.99 In order to support educational attainment and adapt to changing work and lifestyle patterns, the needs for facilities for children with special needs and additional pre or after school activities need to be considered. The Mayor supports the role of uniformed and non-uniformed youth organisations delivering positive activities that improve the life chances of London’s children and young people.

Higher and further education

3.100 Higher education in London provides an unparalleled choice of undergraduate and postgraduate degrees, continuing professional development and advanced research. It is also a major employer and attracts major international companies able to benefit from the universities’ research reputation, such as in pharmaceuticals and life sciences. Universities also play a vital part in ensuring Londoners have the higher order skills necessary to succeed in a changing economy, and for the capital to remain globally competitive (Policy 4.12). The Mayor will support and provide a forum for higher education institutions (HEIs) to work with boroughs and other stakeholders to plan future developments, including student accommodation (Policy 3.8) in locations with good public transport access, taking account of their sub-regional and wider spheres of operation and capacity to contribute to the wider objectives of this Plan.

3.101 Access to further education (FE) is important for both the large proportion of Londoners who do not go into higher education and, in some places, for sixth form provision. FE colleges provide a key role in skills development and life long learning and will assist with Londoners’ employment (Policy 4.12). They also provide valuable community facilities and services, and the Mayor will support the protection and enhancement of FE colleges and facilities.

Policy 3.20 | Sports facilities

Sports Facilities

Strategic

A. The Mayor’s Sports Legacy Plan aims to increase participation in and tackle inequality of access to sport and physical activity in London particularly amongst groups/areas with low levels of participation.

Planning decisions

B. Development proposals that increase or enhance the provision of sports and recreation facilities will be supported. Proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted. Temporary facilities may provide the means of mitigating any loss as part of proposals for permanent re-provision. Wherever possible, multi-use public facilities for sport and recreational activity should be
encouraged. The provision of floodlighting should be supported in areas where there is an identified need for sports facilities to increase sports participation opportunities, unless the floodlighting gives rise to demonstrable harm to local community or biodiversity.

C Where sports facility developments are proposed on existing open space, they will need to be considered carefully in light of policies on Green Belt and protecting open space (Chapter 7) as well as the boroughs’ own assessment of needs and opportunities for both sports facilities and for green multifunctional open space.

LDF preparation

D Within LDFs Boroughs should assess the need for sports and recreation facilities in line with PPG 17 at the local and sub-regional level regularly, and secure sites for a range of sports facilities.

3.102 This Policy complements Policy 3.17 on social infrastructure. Boroughs should refer to both policies when planning for sports facilities.

3.103 Sports and recreation facilities are important parts of the social infrastructure, providing a range of social and health benefits for communities and neighbourhoods. Backed by the Mayor’s Sports Legacy Plan, these will be given increasing prominence by and after the 2012 Games. London aspires to contribute 150,000 towards Sport England’s target of getting 1 million people doing more sport by 2012.

3.104 London is short of indoor community facilities such as sports halls and swimming pools. The city also has an older stock of indoor facilities than other English regions and replacement for modernisation of existing provision is critical. The Mayor will initiate a facilities strategy for London to identify existing deficiencies and address additional demand from population growth. The strategy will then be used to inform regional sports facility planning and investment. This will build upon work already being done by Sport England with a number of London boroughs who are developing a needs and evidence base for the strategic planning for community sport. The Mayor will encourage all authorities that have yet to undertake a needs and evidence based approach to planning for community sport to do so by the end of 2012. Built sports facilities should only be accommodated on green open space, if that area has been identified by a borough open space strategy as surplus to requirements for any open green space use.

3.105 The Mayor will work with local authorities, national governing bodies of sport, Sport England, sporting foundations and trusts, the private sector and others to provide investment to support the development of new facilities or the refurbishment of existing facilities. The focus will principally be on small, community, park or estate-based projects. The Mayor will also support the establishment of multi-sport hub sites on playing fields in London. Shared use of sports facilities in schools (state and independent), further and higher education institutions, commercial schemes, community centres and church halls will help reduce demand for new provision.

3.106 In addition to renewing a school’s building stock, the Building Schools for the Future (BSF) programme can provide opportunities to create complementary specialised sports facilities that can be shared by schools, the community and sports clubs. Through attracting specialist clubs and coaches, this can assist in raising standards of performance and widen
opportunities for students and community users. If such a facility fills an identified gap in provision, funding may be available through a sport’s national governing body or other partners. Sports facilities should be accessible to all sections of the community (including disabled people), within easy reach by walking, cycling and public transport, affordable and safe. Floodlighting can enable the full use of synthetic pitches and other outdoor sports provision, but consideration must be given to any demonstrable harm to residential communities or biodiversity. Where appropriate, disused bathing ponds and lidos should be brought back in use.

3.107 The 2012 Paralympic Games provide an opportunity to change attitudes around disabled people’s participation in sport. Development proposals should ensure that inclusive access issues are addressed from the outset (see Policy 7.2) so that programmes such as the Inclusive Fitness Initiative can be effective in increasing disabled and older people’s ability to participate. The Olympic Delivery Authority’s approach to embedding inclusive design from the outset has been effective at integrating inclusive design principles in the development process and can be used as a model of good practice. Sport England will also publish an updated guidance note on Accessible Sports Facilities to ensure that new sports facilities meet inclusive design principles. Policy 2.4 covers the 2012 Games and their legacy.
4.1 This chapter sets out policies to support delivery of the Mayor’s vision and objectives – particularly those to ensure that London is:

- **A city that meets the challenges of economic and population growth** in ways that ensure a sustainable good and improving quality of life for all Londoners and helps tackle the huge issue of inequality among Londoners, including inequality in health outcomes; and

- **An internationally competitive and successful city** with a strong and diverse economy and an entrepreneurial spirit that benefit all Londoners and all parts of London; a city that is at the leading edge of innovation and research, and which is comfortable with – and makes the most of – its rich heritage and cultural resources.

These policies will support development and growth of London’s diverse economy over the years to 2031, and enable it to contribute to the prosperity of the UK and provide Londoners with the goods, services and job opportunities they will need.

4.2 This chapter, which complements the Mayor’s Economic Development Strategy (EDS), deals with the needs of different sectors of the economy and their workspace requirements. It also provides a policy base for innovation, with support for new and emerging economic sectors and a ‘connected’ economy. Making sure all Londoners are able to share in their city’s success is a key priority, and this chapter deals with the contribution planning policy can make to improving opportunities for all Londoners.

**Economic Context**

**Policy 4.1 | Developing London’s economy**

**Strategic**

A. The Mayor will work with partners to:

- **a** promote and enable the continued development of a strong and increasingly diverse economy across all parts of London, ensuring the availability of sufficient and suitable workspaces in terms of type, size and cost, supporting infrastructure and suitable environments for both larger employers and small and medium sized enterprises

- **b** drive London’s transition to a low carbon economy and to secure the range of benefits this will bring

- **c** promote outer London as an attractive location for national Government as well as businesses, giving access to the highly-skilled London workforce, relatively affordable work space and the competitive advantages of the wider London economy

- **d** support the distinctive and crucial contribution to London’s economic success made by central London and its specialist clusters of economic activity

- **e** sustain the continuing regeneration of inner London and redress its persistent concentrations of deprivation
f emphasise the need for greater recognition of the importance of enterprise and innovation
g promote London as a suitable location for European and other international agencies and businesses.

4.3 Providing the basis for the continued growth and economic development of all parts of London is a key theme of this Plan. The capital has had a history of change and innovation, and this is likely to remain the case for the future. The role of planning is to facilitate that change in ways which ensure that all parts of London and all kinds of enterprises can flourish and contribute to the prosperity of the whole city, and all of its people. This is a key contributor to the strategy set out in Chapter 1.

4.4 This Plan aims to ensure that London continues to excel as a world capital for business, while also supporting the success of local economies and neighbourhoods in all parts of the capital. Particular emphasis is placed on supporting the greater contribution outer London can make to the capital’s economic success. The Mayor established a Commission to identify the scope for sustainable growth there; it concluded in its interim report that outer London could make a stronger contribution to growth of the capital and the wider city region, providing an attractive location for sectors which currently located in surrounding parts of south-east England. Central London’s continued success, and that of the sectors of the economy that cluster there, will always be crucial to the capital and to the United Kingdom as a whole (see Chapter 2).

4.5 The Mayor wishes to encourage broad-based growth, and continues to support the success of economic sectors like financial and business services, including those clustered in the City and the north of the Isle of Dogs, as well as leisure services and retail which together have been at the centre of London’s economic success over the past four decades. At the same time, he will help to build the conditions for new sectors to emerge and play their part in a thriving and diverse city economy. This does not mean trying to ‘pick winners’, in the way Government tried in the 1960s and 1970s. Rather the Plan seeks to ensure there are the workspaces, environments, skilled workforces and infrastructures that enterprises of all kinds and sizes need to develop and innovate.

4.6 The Mayor is strongly committed to driving a fundamental shift in London’s economy towards a low carbon future. This is vital both to ensuring the city meets the challenges of climate change (see Chapter 5), and to positioning it to realise the business benefits and opportunities being a world leader in this area will bring. A low carbon economy is one in which economic growth and business success coexist with reducing carbon intensity. Realising this objective will mean addressing the issues raised in Chapter 5 – minimising resource use where we can, maximising efficiency with what we do have to use, ensuring availability of infrastructure and networks. This will in turn help develop a market for low carbon goods and services, and support innovation. The planning system can also ensure enterprises working in the low carbon economy have the kind of workspaces they need. The Mayor’s Economic Development Strategy sets out policies to complement those here – promoting low carbon business practices through London’s business advice services and ensuring availability of the necessary skills for example.

4.7 Whilst availability of workspaces that are both suitable and affordable is a key concern for small and medium-sized enterprises (SMEs), in overall terms there is currently sufficient market provision, though there
will be particular locations with significant constraints that need addressing, and it will be important to ensure that there continues to be sufficient capacity into the future. In some circumstances, such as around central London, to meet the requirements of CAZ, workspace may need to be secured through planning agreements as part of mixed use development. The Mayor also recognises that London’s economy is disproportionately dependent on larger employers. This Plan reflects their importance to London’s continued prosperity and ensures that they have the room to grow. These trends will be monitored rigorously.

4.8 The Mayor’s Economic Development Strategy provides further detail on realising London’s potential for economic growth. It makes clear the Mayor’s overall economic development policy objectives to:

- position and promote London as the undisputed business capital of the world;
- ensure London has the most competitive business environment in the world
- make London a leading low carbon capital
- give all Londoners the opportunity to share in London’s economic success; and
- ensure prosperity is spread across the capital, addressing areas of deprivation across the city and in particular fostering economic and employment growth in outer London and maintaining the global role of central London.

**Economic Sectors and Workspaces**

**Policy 4.2 | Offices**

**Strategic**

A The Mayor will and boroughs and other stakeholders should:

a support the management and mixed use development and redevelopment

b Recognise and address strategic as well as local differences in implementing this policy to:

- meet the distinct needs of the central London office market including the north of the Isle of Dogs by sustaining and developing its unique and dynamic clusters of ‘world city’ and other specialist functions and business environments, and
- consolidate and extend the strengths of the diverse office markets elsewhere in the capital by promoting their competitive advantages, focusing new development on viable locations with good public transport, enhancing the business environment including through mixed use redevelopment, and supporting managed conversion of surplus capacity to more viable, complementary uses

c encourage renewal and modernisation of the existing office stock in viable locations to improve its quality and flexibility

d seek increases in the current stock where there is authoritative, strategic and local evidence of sustained demand for office-based activities in the context of Policies 2.7, 2.9, 2.13, 2.15–2.17.

**LDF preparation**

B LDFs should:

a enhance the environment and offer of London’s office locations in terms of physical attractiveness, amenities, ancillary and supporting activities as well as services, accessibility, safety and security,

b provide the basis for work with the LDA, investors, developers, land owners and potential occupiers to bring forward
and renew development capacity as efficiently as possible, co-ordinating their activities and interests to avoid planning delays and facilitating site assembly, if necessary, through the compulsory purchase process and especially beyond the central London office market, work with sub-regional partners to develop coordinated, phased strategies to manage long term, structural changes in the office market, focusing new capacity where there is strategic as well as local evidence of demand, encouraging renewal and modernisation in viable locations and supporting changes of surplus office space to other uses examine the scope for re-use of otherwise surplus large office spaces for smaller units.

4.9 In recent decades London’s economy has been increasingly service-based, and this is likely to continue. As a result, ensuring there is enough office space of the right kind in the right places is a key task for the London planning system.

4.10 Provisional results from the 1999 London Office Policy Review indicate that, office based employment, may grow by some 325,000 between 2011 and 2031. On the basis of a central assumption for office employment density of 12 sq.m per worker and a frictional vacancy rate of eight per cent, London might need up to 4.2 million sq.m more office floorspace by 2031. However, particularly beyond central London, historic performance has shown that employment growth has not translated into office floorspace demand. The Mayor is concerned that the planning process should not compromise potential growth so 4.2 million sq.m provides broad, employment based, monitoring benchmark and will be set among others address of development trends, density, rents, take-up and vacancy.

Table 4.1 Demand for office based employment and floorspace, 2011–2031 (provisional)

<table>
<thead>
<tr>
<th>Location</th>
<th>Office based employment growth</th>
<th>Demand for office floorspace (million sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outer London</td>
<td>70,000</td>
<td>0.95</td>
</tr>
<tr>
<td>Inner London*</td>
<td>80,000</td>
<td>1.00</td>
</tr>
<tr>
<td>CAZ and the north of the</td>
<td>175,000</td>
<td>2.25</td>
</tr>
<tr>
<td>Isle of Dogs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>London total</td>
<td>325,000</td>
<td>4.2</td>
</tr>
</tbody>
</table>

* Excluding CAZ and north of Isle of Dogs

4.11 Informed by the recommendations of the Outer London Commission (OLC), the Mayor encourages the renewal and modernisation of the office stock in viable locations in outer and inner London and urges boroughs to manage changes of surplus office space to other uses, providing overall capacity is sustained to meet London’s long-term office needs. The findings of the OLC and the London Office Review Panel (LORP) indicate that the most viable locations for the renewal and modernisation of the office stock in outer London include:

- Strategic Outer London Development Centres (Policy 2.16), particularly the strategic office centres at Croydon and Stratford and elsewhere if justified by demand, for example at Brent Cross
- mid-urban business parks such as that which has been developed at Chiswick
- town centre based office quarters
- conventional business parks beyond the urban area, such as those at Stockley Park
and Bedfont Lakes, which should work towards greater transport sustainability
• science and innovation parks, ranging from urban incubator units to more spacious provision (such as that proposed at Cane Hill)
• existing linear office developments such as the ‘Golden Mile’ in Hounslow, which should be made more sustainable in transport terms
• locally oriented, town centre based office provision, which can be consolidated effectively to meet local needs, or where necessary, changed to other uses

4.12 Local plans and strategies should support the conversion of surplus offices to other uses and promote mixed use development in the light of integrated strategic and local studies of office demand. Informed by the independent London Office Review Panel, a ‘plan, monitor and manage’ approach will be used to reconcile office demand and supply across the development cycles likely to be encountered over the years to 2031. This may well provide scope for changes from surplus office to other uses, especially housing, providing overall capacity is sustained to meet London’s long-term office needs. The scope for re-use of otherwise surplus large office space for smaller units suitable for SMEs should also be considered.

4.13 In the CAZ and the Isle of Dogs there remains strong long term office demand, and a substantial development pipeline which is partly subject to the implementation of Crossrail and other significant investments in transport capacity. Environmental improvements in these locations continue to be needed to enhance its attraction as a global business location.

Policy 4.3 Mixed use development and offices

Strategic

A. a Within the Central Activities Zone and the north of the Isle of Dogs Opportunity Area (see Chapter 2 and Annex 1), increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan

b Elsewhere in London, mixed use development and redevelopment should support consolidation and enhancements to the quality of the remaining office stock in the types of strategically specified locations identified in paragraph 4.11.

LDF preparation

B. LDFs should:

a develop policies and strategies taking into account the above spatial principles

b develop local approaches to mixed use development and offices provision taking into account the contribution that ‘land use swaps’, ‘housing credits’ and off-site contributions can make, especially to sustain strategically important clusters of commercial activities such as those in the City of London and the north of the Isle of Dogs Opportunity Area.

In Outer London, the consolidation of surplus office provision can provide opportunities to ‘swap’ new office provision to the most viable types of location outlined in paragraph 4.11.

4.14 The Mayor encourages mixed use development, with different approaches for places where high office values will generally support other uses, and those where values for other uses (such as residential) may be higher and support some office space
renewal. London’s economic growth depends heavily on an efficient labour market and this in turn requires adequate housing provision to sustain it. This can be partly addressed through mixed use development (see also Chapter 3). The concepts of land use ‘swaps’ and ‘credits’ (see Glossary) can support this process as part of local approaches to implementation of this policy in differing circumstances and may be coordinated for application across borough boundaries to support the broader objectives of this Plan.

4.15 Beyond CAZ and the north of the Isle of Dogs, mixed use redevelopment can play a role in promoting selective renewal and modernisation of the stock in appropriate locations (see paragraph 4.11) and delivery of other uses including housing as part of a managed process to consolidate the strengths of the office market. SPG will provide guidance on this process.

4.16 Within the Central Activities Zone and the north of the Isle of Dogs Opportunity Area, strategically important office development should include other uses, including housing. As a general principle, housing and other uses should be required on-site or nearby to create mixed use neighbourhoods. Exceptions to this should only be permitted where mixed uses might compromise broader objectives, such as sustaining important clusters of business activity, for example in much of the City and the north of the Isle of Dogs, or where greater housing provision, especially of affordable family housing, can be secured beyond this area. In such circumstances, contributions to off-site housing provision should be required as part of a planning agreement.

Policy 4.4 | Managing industrial land and premises

**Strategic**

A The Mayor will work with boroughs and other partners to:

a adopt a rigorous approach to industrial land management to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space

b plan, monitor and manage release of surplus industrial land where this is compatible with a) above, so that it can contribute to strategic and local planning objectives, especially those to provide more housing, and, in appropriate locations, to provide social infrastructure and to contribute to town centre renewal.

**LDF preparation**

B LDFs should demonstrate how the borough stock of industrial land and premises in Strategic Industrial Locations (Policy 2.17), Locally Significant Industrial Sites and other industrial sites will be planned and managed in local circumstances in line with this strategic policy and the location strategy in Chapter 2, taking account of:

a the need to identify and protect Locally Significant Industrial Sites where justified by evidence of demand

b strategic and local criteria to manage these and other industrial sites

c the borough level groupings for transfer of industrial land to other uses (see Map 4.1) and strategic monitoring benchmarks for industrial land release in Supplementary Planning Guidance

d the need for strategic and local provision for waste management, transport facilities (including inter-modal freight interchanges), logistics and wholesale
markets within London and the wider city region
e quality and fitness for purpose of sites
f accessibility to the strategic road network and potential for transport of goods by rail and/or water transport
g accessibility to the local workforce by public transport, walking and cycling
h integrated strategic and local assessments of industrial demand to justify retention and inform release of industrial capacity in order to achieve efficient use of land
i the potential for surplus industrial land to help meet strategic and local requirements for a mix of other uses such as housing and social infrastructure and where appropriate, to contribute to town centre renewal.

4.17 Even an increasingly service-based economy needs space for less high-value activities crucial to sustaining the city’s metabolism, including ‘services for the service sector’, manufacturing and maintenance, waste management and recycling, wholesale and logistics. Sufficient space to accommodate demand for workspace suitable for SMEs and for new and emerging industries is also required.

4.18 The Mayor will promote a rigorous, evidence based approach to reconcile demand and supply of industrial land and to take account of the needs of industrial and related uses including waste management in terms of clustering, capacity, environment, accessibility and cost requirements through three types of location:

- Strategic Industrial Locations (see Policy 2.17)
- Locally Significant Industrial Sites, and
- Other industrial sites.

4.19 To justify strategic recognition and protection, Locally Significant Industrial Sites must be designated on the basis of robust evidence demonstrating their particular importance for local industrial type functions. Inner London sites providing sustainable distribution services for the Central Activities Zone and Canary Wharf may be particularly appropriate for this designation. Boroughs should make explicit in DPDs the types of uses considered appropriate in Locally Significant Industrial Sites and distinguish these from more local industrial areas. In developing criteria to guide the management of these and more local capacity, boroughs should take into account guidance in the Mayor’s Industrial Capacity SPG.

4.20 Taking account of trends in the wide range of industrial type activities and scope for more efficient use of industrial capacity, as well as more specific requirements for waste management and recycling (Chapter 5), research suggests industrial land use change should be monitored against benchmarks based on an average, pan-London annual net release of 41 ha 2006–2026. The broad borough level groupings for transfer of industrial land to other uses in Map 4.1 indicate that the scope for transfer is greatest in East and parts of North London, with more restricted scope for release elsewhere. This will require careful management by boroughs in collaboration with the Mayor.

4.21 The monitoring benchmarks and implementation of industrial land release will be kept under review and updated through supplementary guidance. Where appropriate the Mayor will work with partners to develop more detailed frameworks to manage the release of land, where this will not prejudice his wider planning objectives.
4.22 Redevelopment of surplus industrial land should address strategic and local objectives particularly for housing, and for social infrastructure such as education, emergency services and community activities. In locations on the edges of town centres, surplus industrial land could be released to support wider town centre objectives subject to other policies in the Plan.

4.23 The Mayor seeks to retain an efficient wholesale market function to meet London’s requirements. Redevelopment of any of the markets should not compromise opportunities to consolidate composite wholesale market functions to meet London’s long term wholesaling needs at Western International, New Covent Garden and New Spitalfields.

Map 4.1 Borough level groupings for transfer of industrial land to other uses

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Policy 4.5 | London’s visitor infrastructure

**Strategic**

A The Mayor will and boroughs and relevant stakeholders should:

- support London’s visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London
- seek to achieve 40,000 net additional hotel bedrooms by 2031, of which at least 10 per cent should be wheelchair accessible
- ensure that new visitor accommodation is in appropriate locations:
- beyond the Central Activities Zone (CAZ) it should be focused in town centres, Opportunity and Intensification Areas, where there is good public transport access to central London and international and national transport termini
- within the CAZ strategically important hotel provision should be focused on its Opportunity Areas, with smaller scale provision in CAZ fringe locations with good public transport. Further intensification of provision in areas of existing concentration should be resisted, except where this will not compromise local amenity or the balance of local land uses
- support provision for business visitors, including high quality, large scale convention centre capacity in or around the CAZ
- recognise the need for apart-hotels in the context of the broader policies of this Plan.

Planning decisions

B Developments should:

a contribute towards the hotel provision target and ensure that at least 10 per cent of bedrooms are wheelchair accessible
b be consistent with the strategic location principles set out above
c not result in the loss of strategically important hotel capacity.

LDF preparation

C LDFs should:

a seek to ensure that all new visitor accommodation meets the highest standards of accessibility and inclusion and encourage applicants to submit an Accessibility Management Plan with their proposals
b promote high quality design of new visitor accommodation so that it may be accredited by the National Quality Assurance Scheme
c identify opportunities for renovation of the existing visitor accommodation stock
d promote and facilitate development of a range of visitor accommodation, such as bed and breakfast accommodation, self-catering facilities, youth hostels and camping and caravan sites
e support and encourage development of good quality budget category hotels, especially in outer London.

4.24 Visitors play an important part in the city’s economy. In 2007, London attracted over 26 million overnight visitors, comprising 16 million from overseas and 10 million from the UK. A significant number of these are for business purposes. The capital also received at least 130 million day visitors a year. Together they helped to support 253,000 jobs, nearly 5.5 per cent of the total employment for London.

4.25 The Mayor’s Tourism Vision sets out key objectives to develop the quality of accommodation; enhance visitor perceptions of value for money and improve the inclusivity and accessibility of the visitor experience. To ensure adequate hotel provision this Plan sets a target of 40,000 net additional hotel rooms by 2031, recognising that over this period London may ‘mature’ as a visitor destination leading to a reduction in historic growth rates. This trend will be monitored closely.

4.26 Improving the availability of hotel accommodation that is genuinely accessible to all is a particular priority and at least 10 per cent of new provision should be wheelchair accessible. The Mayor will prepare guidance on accessible hotel accommodation
and on the implementation of accessibility management plans.

4.27 With its rich heritage and the unique offers of the West End, the CAZ is currently home to many of London’s most important visitor attractions and hotels. Other locations such as outer London should play an increasing role in provision for visitors in order to extend the benefits of tourism across the capital and reduce pressures on central London. For example, options for a cruise liner terminal in an appropriate location such as Greenwich should be explored and there is scope to develop London’s environmental assets as visitor destinations, as well as taking a more coordinated approach to marketing groups of outer London attractions.

4.28 Providing a world-class experience is vital to encouraging repeat visitors and the quality of London’s visitor accommodation is central to this. Accommodation providers are encouraged to join national quality assurance schemes and to extend the range of products to meet customer expectations at all levels including budget provision such as bed and breakfast, youth hostels, and camping and caravan sites. The Mayor also supports a more sustainable approach to the way the tourism industry operates in London, seeking to reduce carbon dioxide emissions, water use and waste generation through his Green Tourism for London programme, though his proposals for a public London cycle hire scheme, and through the Legible London project, making it easier for visitors to find their way on foot.

4.29 Enhancing provision for business visitors is a Mayoral priority and requires improvements not just to the quality of accommodation but also to the wider range of services required by this section of the market, including capacity for high quality, large-scale convention centre functions in or around the CAZ.

Policy 4.6 | Support and enhance the provision for arts, culture and entertainment

Strategic

A The Mayor will and boroughs and other stakeholders should support the continued success of London’s diverse range of arts, cultural and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.

B Planning decisions

Developments should:

- fulfil the sequential approach (see Policy 4.7)
- be located on sites where there is good existing or planned access by public transport
- be accessible to all sections of the community, including disabled and older people
- address deficiencies in facilities and provide a cultural focus to foster more sustainable local communities.

C LDF preparation

LDFs should support:

- enhancement and protection of creative work and performance spaces and related facilities
- the temporary use of vacant buildings for performance and creative work
- designation and development of Cultural Quarters to accommodate new arts, cultural and leisure activities, enabling them to contribute more effectively to regeneration
- the promotion and development of existing and new cultural and visitor attractions especially in outer London
and where they can contribute to regeneration and town centre renewal, development of innovative approaches to managing pressures on high volume visitor areas and their environments, identification, management and coordination of strategic and more local clusters of evening and night time entertainment activities to address need, provide public transport, policing and environmental services and to minimise impact on other land uses taking account of the cumulative effects of night time uses and saturation levels beyond which they have unacceptable impacts on the environmental standards befitting a world city and quality of life for local residents, provision of arts and cultural facilities in major mixed use developments.

4.30 London’s cultural and creative sectors are central to the city’s economic and social success. The Mayor’s Cultural Metropolis seeks to maintain the capital’s status as one of greatest world cities for culture and creativity, and addresses the need to increase the provision of arts and culture facilities in outer London, providing targeted support for the creative industries.

4.31 London’s internationally renowned cultural institutions, including museums, galleries and theatres, are a defining part of the capital’s heritage as well as major visitor attractions. Strategic Cultural Areas (Map 4.2) identify, protect and seek to enhance significant clusters of these institutions and their settings including Theatreland in the West End, the South Bank/Bankside, the Barbican, Wembley, Greenwich Riverside, the South Kensington museums complex and ‘London’s Arcadia’ covering strategic heritage sites in West London. The Mayor will work with Visit London in developing the concept to cover other strategic areas.

Map 4.2 London’s Strategic Cultural Areas

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clusters of visitor attractions taking account of the recommendations of the Outer London Commission (see paragraph 2.32).

4.32 Culture also plays a valuable role in place shaping, especially by engaging younger people in wider community activity. It is therefore important to expand London’s cultural offer beyond central London and especially to town centres and the opportunities of the Olympic Park and Thames Gateway, as well as maintaining and enhancing the quality of facilities in and around CAZ.

4.33 Boroughs should work with a range of partners to designate and develop ‘Cultural Quarters’ in LDFs and through development briefs, drawing on priorities outlined in the Mayor’s Cultural Strategy. These Quarters can help meet the need for affordable workspace for creative industries, including flexible live/work space; encourage clusters of activity and provide a catalyst for local regeneration. Taking account of strategic priorities for planning obligations (Policy 8.2), boroughs are encouraged to ensure cultural objectives are addressed in major development proposals.

4.34 London is a great city for night time entertainment and socialising, with a unique selection of bars, restaurants, performing arts venues, cinemas and night clubs. The night time economy also forms an important part of London’s economy. The Mayor encourages a supportive approach to planning these diverse night time activities in appropriate locations. LPDs should recognise and address the opportunities and challenges posed by the strategically important clusters of night time activities concentrated in some of the main town

Map 4.3 Night time economy clusters of strategic importance

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centres and parts of CAZ and its fringe (see Annex 2). The strategic cluster in Covent Garden/Soho makes a particular contribution to London’s world city offer as well as meeting Londoners’ needs.

4.35 Boroughs should take an evidence-based approach to managing the night-time economy through an integrated range of measures including planning, licensing, policing, transport and street cleaning. This will require the co-ordination and cooperation of local authorities and their partners, as well as residents, businesses and their customers. Integration of planning and licensing policies, while avoiding duplication, is essential to manage unacceptable cumulative impacts and saturation of night-time economy activities in an area. When addressing saturation, licensing-based policies can be used to form part of an integrated package of measures, and should be reviewed regularly\(^{23}\). When managing cumulative impact, boroughs are encouraged to include policies in LDFs to influence the scale and nature of night-time economy development, regarding the use class, time of operation, size of premises and proportions of retail frontages in different night-time economy areas.

4.36 Local circumstances will determine whether night-time economy activities should be encouraged to develop in a specific zone, or be spread more widely. In large centres the development of a night-time economy ‘quarter’ or zone may be more appropriate for management purposes and enable an appropriate mix of uses to be encouraged\(^{24}\).

4.37 Boroughs should encourage a diverse range of night-time activities, expanding culture and leisure venues other than eating and drinking. This diversification can enable a mix of activities in the public realm and help keep public spaces safe. It can also attract a wider range of visitors to town centres at night, including those who feel excluded from alcohol-driven entertainment activities. This is particularly important to outer London, where there is a deficiency in access to other leisure facilities such as cinemas.

**Policy 4.7 | Retail and town centre development**

**Strategic**

A The Mayor supports a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial and leisure development in town centres (see Policy 2.15).

B **Planning decisions**

a the scale of retail, commercial and leisure development should be related to the size, role and function of a town centre and its catchment

b retail, commercial and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport

c proposals for new or extensions to existing edge or out of centre development will be subject to an assessment of impact.

C **LDF preparation**

LDFs should:

a identify future levels of retail and other commercial floorspace need in light of integrated strategic and local assessments

b undertake regular town centre health checks to inform strategic and local policy and implementation

c take a proactive partnership approach to identify capacity and bring forward development within or, where appropriate, on the edge of town centres
4.38 London’s long term household expenditure is projected to rise from £89 billion in 2006 to over £160 billion by 2031. Taking account of growth in commuter and tourist spending, retailers making more efficient use of existing space and new forms of retailing like ‘e-tailing’, it is estimated that London has a ‘gross total’ need for an additional 1.8 – 2.9 million sq.m comparison goods retail floorspace by 2031. When schemes in the planning pipeline are factored into the analysis, London will still need an additional 1.3 – 2.2 million sq.m comparison goods retail floorspace by 2031.

4.39 Almost half the gross total need for additional comparison goods retail floorspace is in outer London and about a quarter is in the CAZ. Guidance on the more local distribution of these requirements will be set out in supplementary guidance on town centres, retail and leisure.

4.40 Convenience retail expenditure is expected to increase by 1.5 per cent per annum between 2006 and 2031. It is estimated that London will require an additional 0.1 – 0.3 million sq.m convenience retail floorspace in gross terms by 2016, though this will be reduced if the existing development pipeline is built out. Integrated strategic and local assessments of need and capacity for comparison and convenience goods retail will be an important part of the process for LDF preparation.

4.41 To meet identified needs and to support the vitality and viability of town centres (see Policy 2.15), the Mayor supports a proactive approach to managing growth within and on the edges of town centres, and encourages joint work between public and private sectors to identify and bring forward new retail, leisure and commercial development opportunities. In carrying out town centre health checks, boroughs should include an assessment of the capacity of each town centre to accommodate additional retail and other commercial development appropriate to its role within the network. This supply side assessment should be set against an assessment of the need for new development on a borough and London-wide basis. Where need is established, boroughs should adopt a sequential approach to identifying suitable sites.

4.42 Areas in and around town centres will be most appropriate for higher density development in line with the locational strategy in Chapter 2. Development of edge-of-centre locations should be well integrated with the town centre, particularly in terms of providing safe, convenient and attractive access by walking and cycling.

4.43 New, or extensions to existing, out of centre retailing and leisure development can compromise the strong ‘town centres first’ policy (see also Policy 2.15) which is essential to London’s development as a sustainable, liveable city as well as exacerbating road traffic congestion and, for the large numbers of Londoners who do not have a car, undermining this Plan’s social inclusion policies. Inappropriate out of centre development includes that which causes harm to the objectives of this Plan, which fails to fulfil the requirements of the sequential test, or which gives rise to significant adverse impacts (for example, on the vitality and viability of
existing town centres, accessibility by a choice of means of transport or impacts on overall travel patterns).

4.44 London has a legacy of out- and edge-of-centre retail and other town centre type activities which are heavily car dependent. They should be managed in ways that reduce this dependency and improve public transport, cycling and pedestrian access. In some circumstances, generally relating to edge of centre developments, there may be potential for a wider mix of uses and greater integration with existing centres.

**Policy 4.8 | Supporting a successful and diverse retail sector**

**Strategic**

A The Mayor will and boroughs and other stakeholders should support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres (Policy 2.15).

B **LDF and planning decision preparation**

LDFs should:

a bring forward capacity for additional comparison goods retailing particularly in International, Metropolitan and Major centres

b support convenience retail particularly in District, Neighbourhood and more local centres, to secure a sustainable pattern of provision and strong, ‘lifetime neighbourhoods’ (see Policy 7.1)

c provide a policy framework for maintaining, managing and enhancing local and neighbourhood shopping and facilities which provide local goods and services, and develop policies to prevent the loss of retail and related facilities

d identify areas under-served in local convenience shopping and services provision and support additional facilities at an appropriate scale in locations accessible by walking, cycling and public transport to serve existing or new residential communities

e support the range of street, farmers’ and, where relevant, strategic markets, complementing other measures to improve their management, enhance their offer and contribute to the vitality of town centres

f support the development of ‘e-tailing’ and more efficient delivery systems.

4.45 A vibrant, diverse retail sector is essential to London’s success. Not only is it vital to ensuring that Londoners have access to the goods and services they need, but it plays a key role in London’s economy, employing over 400,000 people\(^26\) and supporting the economic vitality and health of the whole range of town centres across London, from its international centres in the West End and Knightsbridge to the large number of smaller local centres and parades of shops in outer London.

4.46 Larger centres are appropriate locations for accommodating much of the growth in comparison goods retail expenditure and floorspace because they are the most accessible by public transport and have greater capacity to provide choice and competition. While provision to meet need for convenience goods can be made in larger centres, smaller centres, especially District, Neighbourhood and more local centres, are particularly suitable for accommodating growth in convenience floorspace. This is because they form a denser network and are particularly accessible by walking and cycling as well as public transport. The availability...
of accessible local shops and related uses meeting local needs for goods and services (including post offices and public houses) is also important in securing ‘lifetime neighbourhoods’ (see Policy 7.1) – places that are welcoming, accessible and inviting to everyone regardless of age, health or disability and which provide local facilities available to all.

4.47 The Mayor recognises that street and farmers’ markets can make valuable and distinctive contributions to meeting Londoners’ varied dietary requirements and extending competitive choice and access to a range of goods, as well as contributing to the vitality and wider offer of town centres. Strategic markets such as Portobello Road, Borough, and Columbia Road are significant attractions for Londoners and visitors alike. Research shows that while some markets are thriving others face a range of challenges. The planning system can help address some of these, but broader actions are often required, especially in terms of management and investment. These are usually local matters but given the importance of markets to Londoners, cumulatively of strategic importance. The Mayor encourages and supports boroughs and other stakeholders in tackling these issues in light of local circumstances and in the context of his broader policies to enhance town centres and foster a vibrant retail sector in the capital. Further guidance on market provision will be provided in the Town Centres SPG.

4.48 Local retail strategies developed in partnership between communities, the retail industry and local authorities can identify areas under-served by essential retail facilities, and establish the means to stimulate investment and regeneration. In LDFs, boroughs should consider opportunities for new or expanded local centres where there is capacity to meet the needs of existing under-served areas or new residential communities. Coordinated planning and other interventions may be required to retain facilities, such as corner shops or small parades (such as those in housing estates) that provide an essential social function but are on the margins of economic viability. Improvements in e-infrastructure should be encouraged to enhance access to a competitive choice of goods and services for all communities.

Policy 4.9 | Small shops

A Planning decisions
In considering proposals for large retail developments, the Mayor will seek contributions through planning obligations where appropriate, feasible and viable, to support the provision of affordable shop units suitable for small or independent retailers.

B LDF preparation
In LDFs, Boroughs should develop local policies where appropriate to support the provision of small shop units.

4.49 The Mayor is committed to supporting a dynamic, competitive and diverse retail sector and supporting small and medium sized enterprises. In considering proposals for large retail developments (typically over 2,500 sq m), the Mayor will, and boroughs are encouraged to, seek contributions via s106 planning obligations where appropriate, feasible and viable, to support the provision of affordable shop units suitable for small or independent retailers and secure their availability over time. The number and size of units should be determined on the merits of each case. To secure affordability in the longer term, the agreement should include a guarantee that
the small units and the discounted rents remain in being over time.

4.50 The appropriateness of application of this policy will depend upon local circumstances. It may be appropriate in some parts of Central London, for example, where small shops are in short supply and affordability is a key concern, particularly for independent retailers and small enterprises. However, the policy may be less appropriate in other parts of London, for example where there is an excess supply of small shop units, low rental values and high vacancy rates. Account should also be taken of site characteristics and practical considerations including design and layout. Viability is also a consideration, including its bearing on development costs and other priority planning obligations. Application of this policy should be weighed against other strategic priorities in planning obligations set out in policy 8.2. Supplementary guidance will provide further advice on implementing this policy.

4.51 New economic sectors will emerge and grow in importance between now and 2031. This Plan provides the planning framework to complement the EDS and support development through the planning system including use of planning obligations and land acquisition powers, for example, to support biomedical research and development. This Plan's managed approach to provision for offices and industrial type activities will help underpin innovative firms seeking affordable premises, as well as ensuring there is adequate capacity to accommodate innovation among more established businesses and those which have bespoke requirements for science and technology park type environments (see Policies 2.7, 2.17, 4.2, 4.4).

4.52 The Mayor strongly supports measures to secure and develop London's leading role as a centre of higher and further education of national and international importance. These are important economic sectors in their own right with a key part to play in developing London's world city offer, as well as having considerable potential for greater synergies in fostering innovation in the private, and other parts of the public sector such as the National Health Service. Policy 2.11 underpins the Mayor's commitment to addressing their accommodation needs in the distinct circumstances of central London, and more generally through Policies 3.2 and 3.18. He will support a broadly based forum of academic and other stakeholders to address these and other requirements.

New and emerging economic sectors

Policy 4.10 | New and emerging economic sectors

A Strategic

The Mayor will:

a support innovation and research, including strong promotion of London as a research location and encouraging the application of the products of research in the capital's economic development

b give strong support for London's higher and further education institutions and their development, recognising their needs for accommodation and the special status of the parts of London where they are located, particularly the Bloomsbury/Euston and Strand university precincts

c ensure availability of sufficient workspaces appropriate to the needs of emerging sectors of the London economy

d support development of a Green Enterprise District in the Thames Gateway.
4.53 The Mayor’s commitment to tackling the effects of climate change through new development and his support for retrofitting the substantial stock of existing buildings mean that London is well positioned to accommodate expansion of the ‘green’ business sector, with opportunities in renewable energy, waste reduction and recycling. For example, the Mayor is promoting a ‘Green Enterprise District’ in the Thames Gateway stretching from the Lower Lea to London Riverside, a concept that could be extended to other parts of London.

Policy 4.11 | Encouraging a connected economy

A **Strategic**

The Mayor will:

a facilitate the provision and delivery of the information and communications technology (ICT) infrastructure a modern and developing economy needs, particularly to ensure adequate and suitable network connectivity (including well designed and located street-based apparatus), data centre capability, suitable electrical power supplies and security and resilience

b support the use of information and communications technology to enable easy and rapid access to information and services and support ways of working that deliver wider planning, sustainability and quality of life benefits.

4.54 Successful service-based economies like London increasingly depend upon infrastructure facilitating rapid transfer of information, speedy and easy access to advice and services and a flexible approach to where work takes place and when. This can also help deliver wider planning objectives, such as reducing congestion on traffic networks at peak hours by supporting forms of home working and facilitating greater economic development in outer London.

4.55 The Mayor wishes to ensure sufficient ICT connectivity to enable communication and data transfer within London, and between London, the rest of the UK and globally. He will work with infrastructure providers, developers and other stakeholders to support competitive choice and access to communications technology, not just in strategic business locations but more broadly for firms and residents elsewhere in inner and outer London, and to address e-exclusion, especially among disadvantaged groups. In ensuring robust e-infrastructure capacity additional data centres (facilities housing computer and associated systems) may be required, together with reliable, sustainable and resilient electricity supplies. Appropriately located and designed street-based apparatus will also be needed.

**Improving opportunities for all**

Policy 4.12 | Improving opportunities for all

**Strategic**

A Working with strategic partners, principally the London Development Agency and the London Skills and Employment Board, the Mayor will provide the spatial context to coordinate the range of initiatives necessary to improve employment opportunities for Londoners, to remove barriers to employment and progression and to tackle low participation in the labour market.

B **Planning decisions**

Strategic development proposals should support local employment, skills development and training opportunities.
With a growing working age population, it will be essential to ensure that Londoners are able to access jobs and other opportunities within their city. This will also bring transport and environmental benefits by reducing the need for longer distance commuting. While London has experienced growth in terms of economy and employment, there are still large inequalities in access to jobs and levels of worklessness in the capital. Londoners from Black, Asian and minority ethnic (BAME) groups for instance are more than twice as likely as those from White groups to be unemployed.

The first step in addressing these issues is to build on London’s strengths – its world-renowned education institutions, the highest skilled workforce in Europe, the knowledge base and creativity of its businesses. Secondly, there is a clear need to tackle significant labour market barriers such as the cost and availability of childcare, labour market discrimination and the mismatch between labour supply and demand in terms of education, skills or other barriers to success in a changing economy, focusing particularly on key target groups and communities living within London’s most disadvantaged areas.

Many women, especially lone parents, are restricted in accessing jobs due to the lack of affordable childcare. London housing and childcare costs play an important role in reinforcing the exclusion of many women with children from London’s labour market. The London Development Agency will play a key role in delivering the London Childcare Strategy.

Working with and through the London Skills and Employment Board (LSEB), the London Development Agency will invest in the skills of people who work in London, to enhance Londoners’ chances of employment and provide a more highly skilled workforce for organisations across the city. LDA investment will also focus on helping people who are disadvantaged or excluded from the workplace, including those who are unemployed or who lack basic skills. The LDA will also support the LSEB to deliver the Adult Skills and Employment Strategy for London.

Delivery of the Mayor’s Economic Development Strategy will be essential to achievement of the objectives of this Plan, which sets out the spatial development policies that will be needed. The EDS highlights the importance of extending opportunity to all Londoners and outlines actions to:

- tackle worklessness
- address the root causes of low skills
- promote equality and tackle deprivation
- ensure more effective education, training and support for employment for all
- helping people get into work and progress once there
- personalising support and improving delivery.

Whilst recognising that the London labour market is relatively integrated, and people will find employment at varying distances from where they live, there is an important role for the planning system in ensuring that an adequate mix of businesses and public services (and therefore employment opportunities) are provided close to those communities who particularly benefit from local jobs. In the same way, planning can help to remove many barriers to employment and training opportunities by:

- supporting provision for affordable childcare facilities (see Policy 8.2)
- providing for business start up units
• providing for training facilities in new developments creating high levels of jobs, to help the skills of local people match the needs of new employment
• ensuring facilities for employment are well-designed and accessible to all sections of the community (including disabled people)
• locating employment and training facilities within walking/cycling or public transport access of local communities.

4.62 These physically focussed initiatives should be complemented by business advice and skills development that help businesses and individuals take advantage of the opportunities available to them.

4.62 Boroughs are encouraged to investigate with developers the possibility of providing local businesses and residents the opportunity to apply for employment during the construction of developments and in the resultant end use.
5.1 The Mayor is committed to making London a world leader in tackling climate change and the policies in this chapter will support delivery of the Mayor’s vision for London and the objectives set out in Chapter 1, in particular that London should be:

A city that becomes a world leader in improving the environment locally and globally, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy and consuming fewer resources and using them more effectively.

5.2 This chapter sets out a comprehensive range of policies to underpin London’s response to climate change, including underlying issues of resource management. These policies cover climate change mitigation and adaptation, waste, aggregates, contaminated land and hazardous substances. Rising to the challenge of climate change is a theme that runs through this Plan, and there are relevant policies in all its chapters – particularly those on London’s Economy (Chapter 4), Transport (Chapter 6) and Living Places and Spaces (Chapter 7).

5.3 Climate change – the rise in average global temperature due to increasing levels of greenhouse gases in the earth’s atmosphere – is a fundamental challenge facing the world. There is mounting evidence of its seriousness and its potential impacts. It is caused by the emission of greenhouse gases (primarily carbon dioxide) which prevent the radiation of heat into space. Unless these are reduced, temperatures will continue to rise. Eventually, a tipping point could be reached, overcoming the earth’s natural buffering systems, bringing catastrophic climate change.

5.4 Even if all greenhouse gas emissions stopped now, it is projected that the world would still need to adapt to at least a century of irreversible climate change. London is already feeling the effects. It is particularly vulnerable to flooding, overheating and drought conditions which can lead to water supply shortfalls. Climate change will increase the probability and severity of these effects through rising sea levels, heavier winter rainfall, higher tidal surges, hotter summers and less summer rainfall. The effects of climate change could seriously harm Londoners’ quality of life, particularly the health and social and economic welfare of vulnerable people.

5.5 The latest UK Climate Projections 2009 (UKCP09)¹ have helped inform the development of the London Plan. Like previous projections (UKCP02) these show how the UK’s climate is likely to change over the next century but provide greater detail regarding London’s future temperature, rainfall and seasonal changes. They point to warmer and drier summers, and wetter winters, with appreciable changes seen by the 2020s. UKCP09 suggests that London could:

- by the 2020s, see an increase in summer mean temperature of 1.5 degrees celsius, a decrease in mean summer rainfall of six per cent and an increase in mean
winter rainfall of six per cent, all from a 1961–1990 baseline
• by the 2050s, see an increase in mean summer temperature of 2.7 degrees, an increase in mean winter rainfall of 15 per cent and a decrease in mean summer rainfall of 18 per cent
• by the 2080s, see an increase in mean summer temperature of 3.9 degrees, an increase of 20 per cent in mean winter rainfall and a decrease in mean summer rainfall of 22 per cent.

5.6 The Mayor is taking steps to tackle climate change through policies and programmes seeking to reduce London’s carbon dioxide emissions and to manage resources more effectively. Under the Greater London Authority Act 2007, the Mayor has a new statutory duty to contribute towards the mitigation of and adaptation to climate change in the UK. The Mayor will use all of his powers, resources and influence to work with other agencies to raise awareness and promote behavioural change. He has already produced a draft strategy for Climate Change Adaptation (the first for a major world city) and a draft strategy for Climate Change Mitigation and Energy will be published in Autumn 2009. He has also produced, or is currently producing, other strategies related to Waste Management, Air Quality, Water and Biodiversity, to manage London’s resources and to protect and enhance its environment. The Mayor will ensure that policies in this Plan are complemented by those in other mayoral strategies (particularly the Mayor’s Transport Strategy, which sets reduction targets to be achieved in the transport system), and by supportive national, European Union and international policies and programmes (such as the Kyoto Protocol or any successor).

5.7 The London Plan supports the Mayor’s strategies for tackling climate change particularly in relation to the built environment. The biggest challenge for London is to improve the contribution of the existing building stock (80 per cent of which will be still standing in 2050) to mitigating and adapting to climate change. While the London Plan’s influence may be limited in this regard, its policies can strongly influence the way in which new development in London responds to the challenge of climate change, and creates opportunities for existing areas with respect to both mitigation and adaptation.

5.8 For development proposals the early design stage is the most cost effective time to incorporate relevant design and technological measures, enabling proposals to realise their full potential to reduce carbon dioxide emissions and adapt to climate change. Responding to climate change has to be an integral and essential part of the development process and not a set of ‘bolt-ons’ – increasingly, this will be seen as a key part of ensuring buildings are fit for purpose into the future. Preventative and adaptive measures will generate long-term savings (particularly for energy and water use), and over time the inclusion of such measures should have positive impacts on property values as occupiers become more aware of the impacts of climate change on their environment. The costs and feasibility of measures to tackle climate change within developments need to be balanced against the potential cumulative costs that would come from failing to respond to the need for mitigation and adaptation.

5.9 Tackling climate change will also require a move towards more sustainable energy sources and the London Plan seeks to support the development of decentralised energy systems, including the use of low carbon and renewable energy and the greater utilisation of energy generated
from waste. This will also allow London to generate more of its own energy needs and enhance the security of its energy supply.

5.10 The Mayor believes that making better use of waste and careful husbandry of London’s limited aggregate reserves have major roles to play in tackling climate change. He believes that London’s waste is potentially a valuable resource that can be exploited for London’s environmental, economic and social benefit.

Climate Change Mitigation

5.11 The Mayor expects all development to make the fullest contribution to the mitigation of climate change – that is limiting the extent of future change beyond what is already locked in. The following policies seek to reduce the emissions of carbon dioxide primarily by reducing emissions from new development and supporting development of sustainable energy infrastructure to produce energy more efficiently and exploit the opportunities to utilise energy from waste. This policy approach also has the potential to enhance the security of London’s energy supply and reduce overall energy consumption.

5.12 The Mayor’s forthcoming draft Climate Change Mitigation and Energy Strategy contains further proposals to tackle climate change through decarbonising London’s energy system and to reducing the carbon dioxide emissions of London’s existing building stock.

Policy 5.1 | Climate change mitigation

Strategic

A The Mayor seeks to achieve an overall reduction in London’s carbon dioxide emissions of 60 per cent (below 1990 levels) by 2025. It is expected that regional agencies, London boroughs and other organisations will contribute to meeting this strategic reduction target, and the GLA will monitor progress towards its achievement annually.

LDF preparation

B Within LDFs boroughs should develop detailed policies and proposals that are consistent with the achievement of the Mayor’s strategic carbon dioxide emissions reduction target for London.

5.13 The UK is the world’s eighth largest emitter of carbon dioxide, and London is responsible for 8 per cent of these emissions (the latest annual estimate is 47.5 million tonnes\(^3\)). These emissions are projected to increase with London’s expected growth by 15 per cent to 54.7 million tonnes by 2025, if no action is taken\(^4\). However, London also has the lowest domestic carbon dioxide emissions per person, at 2.26 tonnes, and the joint lowest transport emission rate per person, at 1.38 tonnes, of all the UK regions\(^5\). This is largely due to the higher use of public transport and the density of development in London.

5.14 There is growing scientific consensus that stabilising atmospheric carbon dioxide emissions to levels at or below 450 parts per million is required to avoid catastrophic climate change. The strategic target in Policy 5.1 represents the emissions reduction required in London as a contribution to stabilising the world’s emissions at this level by 2050. As part of the Climate Change Act 2008 the Government has established a target to reduce the UK’s greenhouse gas emissions by 80 per cent by 2050. The Government has proposed carbon budgets as a means to work towards this UK target and expects all regional and local authorities to put policies in place to deliver the budgets on the trajectory towards 2050\(^6\).
5.15 The strategic target in Policy 5.1 will be extremely challenging but it will be achievable with the full commitment and collaboration of all stakeholders, particularly national government. Progress will be kept under review to ensure that policies and programmes are on track. Overall, the most substantial emissions savings London can make will come from initiatives to decarbonise its energy supply and to reduce the emissions from the existing building stock. In addition, the Mayor expects that all new development will fully contribute towards the reduction of carbon dioxide emissions, and this will be principally achieved through the application of Policy 5.2 and the Mayor’s energy hierarchy. Further information regarding how the Mayor expects London to achieve this strategic target will be outlined in the Mayor’s forthcoming Climate Change Mitigation and Energy Strategy.

Policy 5.2 | Minimising carbon dioxide emissions

Planning decisions

A Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

B As a minimum, all major development proposals should meet the following targets for carbon dioxide emissions reduction in buildings. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations leading to zero carbon residential buildings from 2016 and zero carbon non-domestic buildings from 2019.

### Residential buildings:

<table>
<thead>
<tr>
<th>Year</th>
<th>Improvement on 2006 Building Regulations*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 – 2013</td>
<td>44 per cent</td>
</tr>
<tr>
<td>2013 – 2016</td>
<td>55 per cent</td>
</tr>
<tr>
<td>2016 – 2031</td>
<td>Zero carbon</td>
</tr>
</tbody>
</table>

*To be calculated using a ‘Flat 25 per cent’ approach for new homes in accordance with the final 2010 Part L Building Regulations.

### Non-domestic buildings:

<table>
<thead>
<tr>
<th>Year</th>
<th>Improvement on 2006 Building Regulations*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 – 2013</td>
<td>44 per cent</td>
</tr>
<tr>
<td>2013 – 2016</td>
<td>55 per cent</td>
</tr>
<tr>
<td>2016 – 2019</td>
<td>As per building regulations requirements</td>
</tr>
<tr>
<td>2019 – 2031</td>
<td>Zero carbon</td>
</tr>
</tbody>
</table>

*To be calculated using an ‘Aggregate 25 per cent’ approach new non-domestic buildings in accordance with the final 2010 Part L Building Regulations.

C Major development proposals should include a detailed energy assessment to demonstrate how the minimum targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy.

D As a minimum, energy assessments should include the following details:

- Calculation of baseline energy demand and carbon dioxide emissions on a ‘whole energy’ basis, showing the contribution of emissions both from uses covered by building regulations and those that are not (see paragraph 5.22);
- Proposals to reduce carbon dioxide emissions through the energy efficient design of the site, buildings and services;
- Proposals to further reduce carbon dioxide emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP); and
Proposals to further reduce carbon dioxide emissions through the use of onsite renewable energy technologies.

The carbon dioxide reduction targets should be met onsite. Where it is clearly demonstrated that the specific targets cannot be fully achieved onsite, any shortfall may be provided offsite or through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere.

5.16 Carbon dioxide emissions from new development should be reduced by sustainable use of energy in accordance with the Mayor's energy hierarchy. The first step in the hierarchy, to reduce energy demand, should be met through adopting sustainable design principles outlined in Policy 5.3. The second step, to supply energy efficiently, should be met by prioritising decentralised energy, as outlined in Policies 5.5 and 5.6. The third step, to use renewable energy, is outlined in Policy 5.7.

5.17 Over time both the Mayor and the Government expect all new development will be zero carbon. The Government has expressed the aim that all new homes should be zero carbon by 2016\(^9\) and new non-domestic buildings should be zero carbon by 2019\(^10\). This will result in a significant step change in the national Building Regulations (Part L) in terms of the minimum improvements over the Target Emission Rate (TER)\(^11\) for new development.

5.18 The targets set out in Policy 5.2 are minimum improvements over the TER for London as advances are made towards zero carbon development. This approach conforms to the Government’s Code for Sustainable Homes (CSH), which outlines targeted improvements, as individual code levels for residential buildings, towards the achievement of zero carbon housing (code level 6).

5.19 The minimum targets for 2010 to 2013 in Policy 5.2 are equivalent to the energy requirements for code level 4 of the CSH for residential buildings. These targets are informed by the observed performance of new development since the London Plan was first published in 2004, and have been established as achievable and suitable for London. The GLA’s most recent monitoring information\(^12\) shows that on average development proposals approved by the Mayor since September 2007 have achieved typical savings between of 30 and 40 per cent above building regulation requirements, with about a quarter of applications meeting or exceeding 40 per cent savings.

5.20 The targets outlined apply to all major development proposals. The highest level of carbon dioxide emissions reduction will be sought in every proposal, and the Mayor will actively encourage zero carbon development where appropriate. Overall carbon dioxide emissions reductions should reflect the context of each proposal, taking account of its size, nature, location, accessibility and expected operation.

5.21 Every major development proposal should be accompanied by an energy assessment demonstrating how the minimum targets for carbon dioxide emissions reduction will be met within the framework of the energy hierarchy. Boroughs are also encouraged to require energy assessments for other development proposals where appropriate. Full details regarding how to prepare an energy assessment are outlined in Appendix D of the supplementary planning guidance on Sustainable Design and Construction.

5.22 Some developments (such as offices, industrial units and hospitals) have
significant carbon dioxide emissions related to energy consumption from electrical equipment and portable appliances that are not accounted for in building regulations, and therefore are not included within the calculations for the Target Emissions Rate. Energy assessments should set out emissions related to both regulated and non-regulated emissions along with a strategy of how non-regulated energy and carbon dioxide emissions will be reduced through the choice of efficient equipment and controls, good management practice including green leases, where feasible. Energy assessments should also include a design Energy Performance Certificate (EPC) for the development.

5.23 Where it is demonstrated that the specific targets for carbon dioxide emissions reduction cannot be fully achieved onsite the shortfall may be provided offsite, but only in cases where there is an alternative proposal identified and delivery is certain, or where funding can be pooled to support specific carbon dioxide reduction projects or programmes. Further guidance on the criteria for offsite provision, the types of acceptable projects and programmes and a London wide funding scheme will be set out in future supplementary guidance.

Policy 5.3  |  Sustainable design and construction

Strategic
A  The highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new development.

Planning decisions
B  Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process.

C  Major development proposals should meet the minimum standards outlined in the Mayor’s supplementary planning guidance on Sustainable Design and Construction and this should be clearly demonstrated within a design and access statement. The standards include measures to achieve the following sustainable design principles:

a) minimising carbon dioxide emissions across the site, including the building and services (such as heating and cooling systems)
b) avoiding internal overheating and contributing to the urban heat island effect
c) efficient use of natural resources, including making the most of natural systems both within and around buildings
d) avoiding pollution (including noise, air and urban runoff)
e) minimising the generation of waste and maximising reuse or recycling
f) avoiding impacts from natural hazards (such as flooding)
g) ensuring developments are comfortable and secure for users, including avoiding the creation of adverse local climatic conditions
h) securing sustainable procurement of materials, using local supplies where feasible, and
i) promoting and protecting biodiversity and green infrastructure.

LDF preparation
D  Within LDFs boroughs should develop more detailed policies and proposals based on the sustainable design principles outlined above and those which are outlined in the Mayor’s supplementary planning guidance on Sustainable Design and Construction that are specific to their local circumstances.
5.24 Sustainable design and construction seeks to improve the environmental performance of buildings, including consideration of climate change mitigation and adaptation. Policy 5.3 is based on principles intended to ensure that buildings minimise carbon dioxide emissions; are efficient in resource use; protect the environment; recognise the uniqueness of locations; are healthy and adaptable; and make the most of natural systems including, for example, the use of passive solar design or local ecosystems. They should be considered alongside policies dealing with architecture and design in Chapter 7.

5.25 Design features such as green roofs (see Policy 5.11) can enhance biodiversity, absorb rainfall, improve the performance of the building, reduce the urban heat island effect and improve the appearance of a development. Use of appropriate materials is also key, and where practicable those with a high embodied energy (see glossary) should be avoided. The Mayor's supplementary planning guidance on Sustainable Design and Construction reflects key sustainable design principles and outlines the standards that are applicable to all developments. These standards should be considered early in the design process and should be addressed in the design and access statement to show how they have been integrated into the development proposal.

5.26 The Government has implemented the Code for Sustainable Homes (CSH) as a national standard for the sustainable design and construction of new homes. The Mayor’s approach is compatible with this, and it is expected that new development in London will seek to achieve the highest code levels possible. The draft London Housing Strategy outlines the minimum CSH levels required to comply with Government requirements for publicly funded housing developments, and sets out the expectations for moving from the current code level 3 minimum to higher levels for publicly funded residential developments.

5.27 In support of the draft London Housing Strategy the Mayor has produced a draft Housing Design Guide (see Chapter 3), which provides further guidance to support the move towards the achievement of higher minimum CSH levels (code level 4 is required for the next housing funding round from 2011), and the standards outlined in the supplementary guidance on Sustainable Design and Construction (for example, energy efficient design and the management of water).

5.28 Sustainable construction is also a key consideration. The Mayor’s supplementary guidance on Sustainable Design and Construction outlines key principles and standards that are applicable to the construction phase of new development. It suggests developers refer to the Mayor and London Councils’ Best Practice Guidance on the control of dust and emissions during demolition and construction (also see Policy 7.14). This addresses the environmental impact of construction, including minimising emissions of dust and construction plant and vehicles emissions. The Mayor also encourages the use of the Demolition Protocol developed by London Remade to support recycling and reuse of construction materials.
The Mayor expects 25 per cent of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. In order to achieve this target the Mayor prioritises the development of decentralised heating and cooling networks at the development and area wide level, as well as larger scale heat transmission networks. The Mayor has developed a London Heat Map tool to help boroughs and

5.30 Policy 5.4 applies the principles in Policy 5.3 to existing building stock where retrofit opportunities arise (for example, large estate refurbishments). The Mayor supports an integrated, multi-agency approach, to promote the retrofitting of existing buildings, and where possible policies and programmes supporting zero carbon development and deployment of decentralised energy should also be applied to existing buildings. The Mayor will support measures through the building regulations and other regulation and funding mechanisms to improve the performance of London’s existing buildings, increase energy and water efficiency, and to make full use of technologies such as decentralised energy and renewable energy. In addition, useful guidance for retrofitting existing homes is provided in the report Your home in a changing climate published by the Three Regions Climate Change Group20.

5.31 Further details regarding proposed programmes for retrofitting will be found in the Mayor’s forthcoming draft Climate Change Mitigation and Energy Strategy and in the London Climate Change Adaptation Strategy. The draft London Housing Strategy also outlines actions to retrofit existing homes with an emphasis on increasing energy efficiency and reducing carbon dioxide emissions.
developers identify decentralised energy opportunities in London.

**LDF preparation**

B Within LDFs boroughs should develop policies and proposals to identify and establish decentralised energy network opportunities. Boroughs may choose to develop this as a supplementary planning document and work jointly with neighbouring boroughs to realise wider decentralised energy network opportunities. As a minimum boroughs should:

a Identify and safeguard existing heating and cooling networks

b Identify opportunities for expanding existing networks and establishing new networks. Boroughs should use the London Heat Map tool and consider any new developments, planned major infrastructure works and energy supply opportunities which may arise

c Develop energy master plans for specific decentralised energy opportunities which identify:

- major heat loads (including anchor heat loads, with particular reference to sites such as universities, hospitals and social housing)
- major heat supply plant
- possible opportunities to utilise energy from waste
- possible heating and cooling network routes
- implementation options for delivering feasible projects, considering issues of procurement, funding and risk and the role of the public sector.

d Require developers to prioritise connection to existing or planned decentralised energy networks where feasible.

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Map 5.1 Heat density in London (relative heat demand based on fuel use kWh/m²/year)

Source: Centre for Sustainable Energy. © Crown copyright. All rights reserved. Greater London Authority 100032379 (2009)
5.32 The Mayor supports the greater use of renewable and low carbon generation technologies, and has set a target for London to generate 25 per cent of its heat and power requirements through the use of local, decentralised energy (DE) systems by 2025. These will predominantly be based around the use of gas-fired combined heat and power (CHP), district heating and cooling in the first instance. DE generates power at point of use, making more efficient use of primary energy by utilising generated heat that would otherwise be wasted in large-scale thermal power generation plants. Renewable energy DE opportunities through the use of energy from waste and biomass schemes are also supported. Shifting 25 per cent of London’s energy demand to be supplied through decentralised systems could save up to 3.5 million tonnes of carbon dioxide a year. Greater use of DE will also help London become more self-sufficient and secure in relation to its energy needs.

5.33 London has the potential to increase its DE capacity ten-fold. The Mayor is working to stimulate a major increase in investment in the necessary district energy infrastructure required to maximise the opportunities it can deliver. Map 5.1 shows heat demand density across London, which when used in conjunction with other relevant spatial factors (such as social housing density, major development and regeneration areas) can help identify opportunities for DE networks (see paragraph 5.35).

5.34 Some boroughs have already undertaken technical and financial feasibility work to progress district-wide heat and power schemes, and it is expected all boroughs will actively promote DE in their LDFs. This will enable systematic identification of key opportunities across London for different types of DE systems. The scale of opportunity can vary from CHP systems on specific development sites, through town centre wide district energy projects such as Elephant and Castle and the Olympic Park/Village schemes, to connecting into large scale infrastructure such as the LDA-led London Thames Gateway Heat Network which could ultimately extend to 23 kilometres and supply the heat requirements of 120,000 homes and properties, saving approximately 100,000 tonnes of carbon dioxide each year.

5.35 The GLA has developed an online London Heat Map tool, which will help boroughs and developers identify and develop key DE opportunities. Boroughs and others (including developers) are encouraged to update information to this tool and utilise the heat map to develop more detailed local energy masterplans. The tool will be developed and updated as boroughs and others add further information into the map on heat loads, heat supply plants and networks in their areas. The Mayor, LDA and London Councils have also developed a comprehensive decentralised energy masterplanning support package, tailored to boroughs’ individual requirements and ranging from organisational capacity building to the identification, development and implementation of specific projects.

5.36 Boroughs should work with significant energy users, potential energy providers and Energy Services Companies (ESCOs) to identify and develop DE network opportunities. Where an opportunity for a DE network is taken forward, the borough should connect its own buildings to the network wherever possible and identify potential sites on Council owned land or buildings for energy centre(s). Boroughs are encouraged to use the DE technical standards being developed by the LDA to ensure compatibility between district energy
network. They may also wish to explore the use of local development orders (LDOs) for implementation purposes. Further information on proposals to support the wider uptake of DE systems in London will be found in the Mayor’s forthcoming Climate Change Mitigation and Energy Strategy.

**Policy 5.6 | Decentralised energy in development proposals**

**Planning decisions**

A Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.

B Major development proposals should select energy systems in accordance with the following hierarchy:

1. Connection to existing heating or cooling networks;
2. Site wide CHP network;
3. Communal heating and cooling;

C Potential opportunities to meet the first priority in this hierarchy are outlined in the London Heat Map tool. Where future network opportunities are identified, proposals should be designed to connect to these networks.

5.37 Development proposals should seek to connect to existing or planned DE networks. Linking a new development to an existing CHP system may be the most resource efficient option, allowing more effective use to be made of heat, power and cooling. If it is not possible to link to an existing system, the feasibility of CHP needs to be considered on a site-wide basis connecting different uses and/or group of buildings or an individual building. Investment in heat and cooling distribution infrastructure should be considered in all developments. CHP systems must be designed to run efficiently and be optimally sized to maximise carbon dioxide savings.

5.38 Opportunities to incorporate energy from waste or, where technically feasible, renewable energy should be investigated. However, the design of such systems should also seek to minimise impacts on air quality (see Policy 7.14). Where a district CHP system provides part of a development’s power and/or heating, and/or cooling demand, suitable renewable energy technologies should be considered in addition, in accordance with Policy 5.7 and the Mayor’s energy hierarchy.

**Policy 5.7 | Renewable energy**

**Strategic**

A The Mayor seeks to increase the proportion of energy generated from renewable sources, and expects that the minimum targets for installed renewable energy capacity outlined in Table 5.1 will be achieved in London.

**Planning decisions**

B Within the framework of the energy hierarchy, major development proposals should provide a reduction in carbon dioxide emissions through the use of onsite renewable energy generation, where feasible.

**LDF preparation**

C Within LDFs boroughs should, and other agencies may wish to, develop more detailed policies and proposals to support the development of renewable energy in London. In particular, to identify broad areas where specific renewable energy technologies, including large scale systems
and the large scale deployment of small scale systems, are appropriate. The identification of areas should be consistent with the guidelines and criteria outlined in the Mayor’s forthcoming supplementary guidance on Renewable Energy.

**D** All renewable energy systems should be located and designed to minimise any potential adverse impacts on biodiversity, the natural environment and historical assets.

5.39 Use of renewable energy presents a significant opportunity to reduce carbon dioxide emissions, and its development will also contribute to the security of energy supply in London. Energy generated from waste provides a particularly significant opportunity for London to exploit in the future. Preference should be given to using advanced conversion technologies including anaerobic digestion, gasification and pyrolysis (see glossary) that have the potential to achieve greater efficiencies and carbon dioxide emissions savings.

5.40 Table 5.1 contains targets for the installation of different renewable energy technologies to increase London’s generation of both electricity and heat from such sources up to 2025. The Government has adopted a UK wide target for 15 per cent of total energy to be generated by renewable sources by 2020, and Table 5.1 represents London’s contribution to this 2020 target and beyond. By 2020 it is expected that London would be able to supply approximately 5 per cent of its energy needs from renewable energy (not including transport), however, this percentage could be higher if London continues to improve energy efficiency and hence reduce the absolute level of energy consumed in the capital.

5.41 Further work will assess the renewable energy potential in London and help refine these targets, including the potential for retrofitting existing buildings. This will be informed by a methodology being developed with the Office for Renewable Energy Deployment (ORED). Further information on proposals to support the uptake of renewable energy will be set out in the Mayor’s forthcoming Climate Change Mitigation and Energy Strategy and in further reviews of the London Plan.

5.42 Boroughs should identify opportunities for developing renewable energy systems in their areas, including large scale systems. Where land is needed for the provision of renewable energy technologies, such as anaerobic digesters and biomass plants, boroughs should encourage this provision through their inclusion in development briefs and area action plans. The Mayor’s forthcoming supplementary guidance on Renewable Energy will set out broad guidelines to assist boroughs to define locations where stand-alone renewable energy schemes would be appropriate, and set criteria for the assessment of such schemes and for their application to individual technologies. The increased use of renewable heat will also significantly depend on the growth of heat networks.

5.43 Individual development proposals will also help to achieve these targets by applying the energy hierarchy in Policy 5.2. There is a presumption that all major development proposals will seek to reduce carbon dioxide emissions by at least 20 per cent through the use of onsite renewable energy generation wherever feasible. Development proposals should seek to utilise renewable energy technologies such as: biomass heating; cooling and electricity; renewable energy from waste; photovoltaics; solar water heating; wind and heat pumps. The Mayor encourages the use of a full range of renewable energy technologies, which
<table>
<thead>
<tr>
<th>Energy Source</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Electricity/MWe</td>
<td>Heat/MWth</td>
<td>Electricity/GWh</td>
</tr>
<tr>
<td>Stand Alone Wind</td>
<td>18</td>
<td>33</td>
<td>25</td>
</tr>
<tr>
<td>Microwind</td>
<td>2</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>Biomass Heat – building integrated</td>
<td>67</td>
<td>117</td>
<td>94</td>
</tr>
<tr>
<td>Biomass Heat – large scale</td>
<td>67</td>
<td>245</td>
<td>134</td>
</tr>
<tr>
<td>Biomass Heat and Power – small scale (up to 5MWe)</td>
<td>5</td>
<td>20</td>
<td>35</td>
</tr>
<tr>
<td>Biomass Heat and Power – large scale (&gt;5MWe)</td>
<td>68</td>
<td>146</td>
<td>500</td>
</tr>
<tr>
<td>Air Source Heat Pump (ASHP) – microgeneration</td>
<td>30</td>
<td>76</td>
<td>165</td>
</tr>
<tr>
<td>Ground Source Heat Pump (GSHP) – microgeneration</td>
<td>2</td>
<td>6</td>
<td>3</td>
</tr>
<tr>
<td>Large Scale GSHP</td>
<td>9</td>
<td>17</td>
<td>23</td>
</tr>
<tr>
<td>Photovoltaics</td>
<td>12</td>
<td>10</td>
<td>68</td>
</tr>
<tr>
<td>Solar Thermal</td>
<td>25</td>
<td>20</td>
<td>39</td>
</tr>
<tr>
<td>Anaerobic Digestion</td>
<td>6.3</td>
<td>38</td>
<td>33</td>
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<tr>
<td>Gasification/Pyrolysis</td>
<td>73.5</td>
<td>353</td>
<td>460</td>
</tr>
<tr>
<td>Sewage Treatment</td>
<td>45.0</td>
<td>60</td>
<td>125</td>
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<tr>
<td>Landfill Gas</td>
<td>7.0</td>
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<td>7.0</td>
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<tr>
<td>Biodegradable element of incineration plant</td>
<td>97</td>
<td>291</td>
<td>491</td>
</tr>
<tr>
<td>Total</td>
<td>237</td>
<td>817</td>
<td>1,223</td>
</tr>
</tbody>
</table>
should be incorporated wherever site conditions make them feasible and where they contribute to the highest overall carbon dioxide emissions savings for a development proposal.

**Policy 5.8 | Innovative energy technologies**

**Strategic**

A. The Mayor supports and encourages the more widespread use of innovative energy technologies to reduce use of fossil fuels and carbon dioxide emissions. In particular the Mayor will seek to work with boroughs and other partners to:

a. maximise the uptake of electric and hydrogen fuel cell vehicles
b. plan hydrogen supply and distribution infrastructure
c. maximise the uptake of advanced conversion technologies such as anaerobic digestion, gasification and pyrolysis for the treatment of waste.

**LDF preparation**

B. Within LDFs boroughs may wish to develop more detailed policies and proposals to support the use of alternative energy technologies (particularly in infrastructure and masterplanning opportunities).

**5.44** Use of alternatives to traditional fossil fuels is a way to help improve air quality, reduce greenhouse gas emissions and improve energy security. Opportunities to develop the more widespread use of alternative energy sources include supporting emerging technologies and innovations, and supporting the development of supply chains, infrastructure and associated skill requirements.

**5.45** Road vehicles account for around 80 per cent of transport related carbon dioxide emissions, and the Mayor wants to accelerate uptake of greener fuels and vehicles to address this. Hydrogen fuel cell vehicles are being trialled in London and the Mayor actively supports the greater deployment of electric vehicles. Hybrid vehicles are already widely available and offer carbon dioxide emissions reductions of around 30 per cent over vehicles running on fossil fuels. Electric vehicles emit much less carbon dioxide and other pollutants compared to conventional cars, and have zero emissions at point of use. To promote their uptake the Mayor has set up the London Electric Vehicle Partnership and has published an Electric Vehicle Delivery Plan for London. Policy 6.13 also requires the provision of electrical charging points in new developments as part of parking provision requirements.

**5.46** The Mayor will work with the London Hydrogen Partnership, boroughs and others to support the development of a Hydrogen Action Plan, and the development of energy infrastructure based on hydrogen as a principal energy carrier. The Mayor will encourage boroughs to identify capacity for such infrastructure. Advanced conversion technologies for treating waste can be linked to highly efficient energy generation methods such as gas engines and hydrogen fuel cells to achieve greater greenhouse gas savings. Through his chairmanship of the London Waste and Recycling Board, the Mayor will allocate funding to projects supporting the development of advanced conversion technologies in London. The Mayor has also set up a Food to Fuel Alliance Programme to promote the development of exemplar projects turning London’s food waste into renewable energy including renewable transport fuel.

**Climate Change Adaptation**

**5.47** All development should make the fullest contribution to London’s adaptation to
climate change and should be designed for the warmer, wetter winters and hotter, drier summers the city will experience over their lifetime, and to withstand possible natural hazards (such as heatwaves, flooding and droughts) that may occur. The following policies are supported by the London Climate Change Adaptation Strategy that contains further proposals to help London adapt to the major impacts of climate change.

Policy 5.9 | Overheating and cooling

Strategic

A  The Mayor seeks to reduce the impact of the urban heat island effect in London and encourages the design of places and spaces to avoid overheating and excessive heat generation, and to mitigate overheating due to the impacts of climate change and the urban heat island effect on an area wide basis.

Planning decisions

B  Major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy:

1. minimise internal heat generation through energy efficient design
2. reduce the amount of heat entering a building in summer through shading, albedo, fenestration, insulation and green roofs and walls
3. manage the heat within the building through exposed internal thermal mass and high ceilings
4. passive ventilation
5. mechanical ventilation
6. active cooling systems (ensuring they are the lowest carbon options).

C  Major development proposals should demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. New development in London should also be designed to avoid the need for energy intensive air conditioning systems as much as possible. Further details and guidance regarding overheating and cooling are outlined in the London Climate Change Adaptation Strategy.

LDF preparation

D  Within LDFs boroughs should develop more detailed policies and proposals to support the avoidance of overheating and to support the cooling hierarchy.

5.48 London will experience higher average temperatures. This is likely to intensify the urban heat island effect – the way higher ambient temperatures are experienced after sunset in urban areas in comparison with rural areas. This is most intense at night and in London is principally experienced within the Central Activities Zone, as buildings and roads absorb more solar radiation than green space and vegetation. Combined with man-made heat emissions, this can make the centre of London up to eight degrees warmer than the Green Belt on hot summer nights. The GLA has developed with the Chartered Institute of Building Services Engineers (CIBSE) guidance for developers to address the risk of overheating in buildings. The guidance allows developers to take a risk-based approach to reducing overheating by providing different future hourly weather data to use in building simulation models. These take account of the location of the development with respect to the urban heat island and how sensitive the proposed use of the development is to overheating. The Mayor encourages the use of this guidance in the preparation of development proposals.

5.49 The cooling hierarchy in Policy 5.9 seeks to reduce any potential overheating and also
the need to cool a building through active cooling measures. Air conditioning systems are a very resource intensive form of active cooling, increasing carbon dioxide emissions, and also emitting large amounts of heat into the surrounding area. By incorporating the cooling hierarchy into the design process buildings will be better equipped to manage their cooling needs and to adapt to the changing climate they will experience over their lifetime.

5.50 In accordance with sustainable design and construction principles, development proposals should maximise opportunities to orientate buildings and streets to minimise summer and maximise winter solar gain; use trees and other shading; increase green areas in the envelope of a building, including its roof and environs (see Policy 5.11); maximise natural ventilation; expand green networks across London (see Policy 2.18); and wherever possible incorporate a range of public and/or private outdoor green spaces. The Mayor fully supports urban greening initiatives and further policies are outlined below and in Chapter 7.

Policy 5.10 | Urban greening

Strategic
A The Mayor will promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and green infrastructure, to contribute to the adaptation to, and mitigation of, the effects of climate change.
B The Mayor seeks to increase the amount of surface area greened in the Central Activities Zone by at least five per cent by 2030, and a further five per cent by 2050.30

Planning decisions
C Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm. Elements that can contribute to this include tree planting, green roofs and walls, and soft landscaping. Major development proposals within the Central Activities Zone should also demonstrate how they are contributing to the target outlined above.

LDF preparation
D Boroughs should identify areas where urban greening and green infrastructure can make a particular contribution to mitigating the effects of climate change, such as the urban heat island.

5.51 The Mayor has an ambitious programme to plant 10,000 street trees, and wishes to see an additional two million trees in London by 2025 to help with both mitigation of and adaptation to climate change. It is also a key element of the much broader Climate Change Adaptation Strategy, which encourages the use of planting, green roofs and walls and soft landscaping. The research undertaken in the LUCID programme (The Development of a Local Urban Climate Model and its Application to the Intelligent Design of Cities)31 is working towards providing information on reductions in temperature in London that could be achieved by the addition of different types of urban greening.

5.52 London experienced a heatwave in 2003 that killed at least 600 people and its impact was exacerbated by the urban heat island effect. Cooling the urban environment through the use of green infrastructure, as part of a package of measures to combat climate change, will have important health benefits. It is particularly important to address the urban heat island effect in central London. Further work will be undertaken to establish a methodology by which major developments can be assessed for the
contribution that they will need to make to increasing green infrastructure in the Central Activities Zone. Research undertaken in Manchester has shown that increasing urban green space by 10 per cent can help to cool high density areas of the city by around three to four degrees centigrade.

**Policy 5.11 | Green roofs and development site environs**

### Planning decisions

A  Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible, to deliver as many of the following objectives as possible:

- a  adaptation to climate change (ie aiding cooling)
- b  sustainable urban drainage
- c  mitigation of climate change (ie aiding energy efficiency)
- d  enhancement of biodiversity
- e  accessible roof space
- f  improvements to appearance and resilience of the building
- g  growing food.

### LDF preparation

B  Within LDFs boroughs may wish to develop more detailed policies and proposals to support the development of green roofs and the greening of development sites. Boroughs should also promote the use of green roofs in smaller developments, renovations and extensions where feasible.

5.53 Green roofs are an essential sustainable design consideration and can take many forms in order to maximise their benefits in a given location. However, the design and operational needs of a green roof should not place undue stress on water supply and other natural resources. Vegetated roofs, including terraces and gardens, can improve the thermal performance of the building, reduce the urban heat island effect, support sustainable urban drainage by absorbing rainfall to reduce flooding, enhance biodiversity, provide amenity for residents who may not have access to private gardens, provide opportunities to grow food and improve appearance.

5.54 High quality designs for green walls incorporating vegetation over a majority of a building’s vertical surfaces should also be considered in new developments. The Mayor’s supplementary guidance on Sustainable Design and Construction contains further guidance on including green space in development proposals.

**Policy 5.12 | Flood risk management**

### Strategic

A  The Mayor will work with all relevant agencies including the Environment Agency to address current and future flood issues and minimise risks in a sustainable and cost effective way.

### Planning decisions

B  Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 over the lifetime of the development and have regard to measures proposed in TE2100 and Catchment Flood Management Plans.

C  Developments which are required to pass the PPS25 Exceptions Test will need to address flood resilient design and emergency planning by demonstrating that:

1. the development will remain safe and operational under flood conditions
2. a strategy of either safe evacuation and/or safely remaining in the building is followed under flood conditions
3 key utilities including electricity, water, lifts etc will continue to be operational under flood conditions.

4 buildings are designed for quick recovery following a flood.

D Development adjacent to flood defences will be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.

**LDF preparation**

E Within LDFs boroughs should identify areas where particular flood risk issues exist and develop actions and policy approaches aimed at reducing these risks, particularly through redevelopment of sites at risk of flooding.

5.55 Proper consideration of flood risk is vital to ensuring that London is and continues to be a sustainable city. Approximately 15 per cent of London is already within a recognised flood risk zone from either tidal or fluvial flooding. The Regional Flood Risk Appraisal (RFRA) produced alongside this Plan, investigates flood risk in more detail and identifies that London is at risk from tidal, fluvial, surface water, sewer and groundwater (see Glossary) as sources of flooding. It includes recommendations which will be reported against in the Annual Monitoring Report.

5.56 The Environment Agency has produced Thames Estuary 2100 (TE2100), a study of tidal flood risk management up to 2100. This makes clear that current defences, with some raising of river walls, should provide London with a high standard of protection from tidal floods. However, in order to raise river walls in a sustainable and cost effective way, some land will be needed along the Thames through London. If land is not available, the walls will reduce views across the river and they will be much more expensive to build. There also remains a level of risk, equivalent to 0.1 per cent chance per year – a low risk but not one that could never happen. This means it is still vital at the planning and design stage to consider what would happen to buildings if such a flood were to occur.

5.57 Fluvial flood risk is likely to increase significantly through the century. Predictions of increases in peak flows of up to 40 per cent would mean that we would have to expect increased flood risk on all of London’s tributary rivers. The Environment Agency has produced Catchment Flood Management Plans that examine the nature of flood risk and the approaches available to manage it. These reinforce the need to follow the approach of steering development to places with lower flooding risk and that new development can often provide a means of reducing flood risk.

**Policy 5.13 | Sustainable drainage**

**Planning decisions**

A Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water runoff is managed as close to its source as possible in line with the following drainage hierarchy:

1. Store rainwater for later use
2. Use infiltration techniques, such as porous surfaces in non-clay areas
3. Attenuate rainwater in ponds or open water features for gradual release
4. Attenuate rainwater by storing in tanks or sealed water features for gradual release
5. Discharge rainwater direct to a watercourse
6. Discharge rainwater to a surface water sewer/drain
7. Discharge rainwater to the combined sewer.
5.58 There will also be increased risk of surface water flood risk, with the likelihood of more intense storms. The RFRA identified this as an area where information is lacking and responsibilities unclear, although the Floods and Water Bill proposes to give the lead responsibility to local authorities. The Mayor has established the Drain London Forum. This has brought together the key agencies involved in managing London’s drainage system and has carried out a scoping study to determine the nature and extent of information available. It is clear that further work is required to understand, map and plan for London’s drainage network. In the meantime, the now well established sustainable drainage hierarchy contained within Policy 5.13 will lead to a steady reduction in the overall amount of rainfall being discharged to the drainage system. In addition, green roofs (see Policy 5.11) can also make a contribution to sustainable urban drainage by absorbing a proportion of surface water and therefore reducing rates of water flow.

5.59 Most of London’s waterbodies fail to achieve ‘good’ status under the water Framework Directive. An effective sewerage system is fundamental to sustainable urban life and the improvement of water quality is a key element of the EU Water Framework Directive. Overall London has a good sewerage system. It does however require investment and expansion. Currently Thames Water is implementing plans for additional sewage treatment capacity at several major works, including additional capacity for the treatment of, and energy recovery from, sewage sludge. While the impacts of these works need to be minimised and mitigated, it is nevertheless essential that a positive planning approach is in place to support this investment.

5.60 In 2007, the Government approved construction of the Thames Tideway Sewer Tunnels in two phases (Lee Valley to Beckton...
and west London to Beckton). This will address the long term problem of combined sewer overflows, which has resulted in the discharge of millions of tonnes of untreated sewage into the Thames each year. This is a strategic project for London that should be completed by 2020. Opportunities to reduce the construction and operational impacts, the overall energy demand and the costs of the project should be taken. In addition, there are continuing programmes to deal with problems of sewer flooding in some areas of London; these need to be completed.

Policy 5.15 | Water use and supplies

Strategic

A The Mayor will work in partnership with appropriate agencies within London and adjoining regional and local planning authorities to protect and conserve water supplies and resources in order to secure London’s needs in a sustainable manner by:

a minimising use of treated water
b reaching cost-effective minimum leakage levels
d in conjunction with demand side measures, promoting the provision of additional sustainable water resources in a timely and efficient manner, reducing the water supply deficit and achieving security of supply in London
e minimising the amount of energy consumed in water supply
f promoting the use of rainwater harvesting and using dual potable and grey water recycling systems
g maintaining and upgrading water supply infrastructure
h ensuring the water supplied will not give rise to likely significant adverse effects to the environment particularly designated sites of European importance for nature conservation.

Planning decisions

B Development should minimise the use of treated water by:

a incorporating water saving measures and equipment
b meeting water consumption targets of 105 l/p/d in residential development.

C New development for sustainable water supply infrastructure will be supported.

5.61 Water supplies are essential to any sustainable city and to the health and welfare of its people. London’s consumption of water already outstrips available supplies in dry years and ensuring a sustainable and secure water supply has to be an urgent priority. Some steps have already been taken. Investment in recent years to reduce leakage from Victorian mains supply pipes has had an effect (although Thames Water still has a significantly higher leakage rate than the rest of the country). An additional source of supply, the desalination plant at Beckton, will be operational from 2010. These two measures have eased the pressure on water resources in London.

5.62 But the fundamental problem remains. To remain sustainable, London needs to reduce the level of water consumption per person. Currently the average Londoner consumes 161 litres/day (l/d), seven per cent above the national average of 150 l/d. Projections for population growth in London and in the wider south-east will mean that over the period of this Plan, new strategic water resources will be required. The need for this is exacerbated by the climate change predictions of more sporadic and intense rainfall and a higher likelihood of droughts. Retrofitting water efficiency measures in existing buildings provides scope for considerable water savings (see Policy 5.4). Further detail relating to London’s water and sewerage systems is contained...
in the Mayor’s draft Water Strategy. The Mayor will examine the effectiveness of the Code for Sustainable Homes ‘water calculator’ approach to water use standards compared to a ‘fittings based’ approach such as that suggested by the Association of Environmentally Conscious Builders.

5.63 The Mayor is committed to explore the concept of ‘water neutrality’ to help to address these issues. The basic premise is that development should not lead to an overall rise in demand for water. The definition of water neutrality used by the Government and the Environment Agency is:

“For every new development, total water use across the wider area after the development must be equal to or less than total water use across the wider area before development.”

This concept needs further refinement and examination of its effects and how it could be implemented before it can be used in development plan policy. The London Water Resources Group chaired by the GLA will investigate this and the outcomes will feed into the next review of the London Plan.

5.64 Alternative sources of water, particularly for uses other than drinking, will be increasingly important to reducing our consumption of treated water. It is important to have a positive planning approach to providing a more sustainable and secure water supply infrastructure.

5.65 After major industrial abstractions of groundwater stopped, parts of London (including the Underground, basements and underground services) were at risk of groundwater flooding. This issue has now been addressed with abstractions at additional Thames Water boreholes. It is currently thought that groundwater levels will not be particularly affected by climate change. The position will be monitored, and alterations to the London Plan to address them will be brought forward if necessary.

Waste

5.66 The Mayor believes that making better use of waste has a major role to play in tackling climate change and that London’s waste is potentially a valuable resource that can be exploited for London’s benefit, and not solely a disposal problem. London cannot deal with these issues in isolation. The Mayor intends to work closely with neighbouring regions and local authorities to ensure these challenges and opportunities are addressed in the most environmentally-friendly and effective ways possible. London has a leading part to play in ensuring this.

5.67 With this in mind, London should manage as much of London’s waste within its boundaries as practicable, enabling London and Londoners to receive environmental and economic benefits from its management. Likewise, the Mayor believes that boosting recycling performance and recovering energy from biomass will deliver environmental and economic benefits to London.

Policy 5.16 | Waste self-sufficiency

Strategic

A The Mayor will work with London boroughs and waste authorities, the London Waste and Recycling Board (LWaRB), the Environment Agency, the private sector, third sector groups, and neighbouring regions and authorities to:

a manage as much of London’s waste within London as practicable
b create positive environmental impacts from waste processing
c work towards zero waste to landfill by 2031.
This will be achieved by:

- a minimising waste
- b encouraging the reuse of and reduction in the use of materials
- c exceeding recycling/composting levels in municipal solid waste (MSW) of 45 per cent by 2015, 50 per cent by 2020 and aspiring to achieve 60 per cent by 2031
- d exceeding recycling/composting levels in commercial and industrial waste of 70 per cent by 2020
- e exceeding recycling and reuse levels in construction, excavation and demolition (CE&D) waste of 95 per cent by 2020
- f improving London’s net self-sufficiency through reducing the proportion of waste exported from the capital over time
- g working with neighbouring regional and district authorities to co-ordinate strategic waste management across the greater South East.

5.66 London produced 22 million tonnes of waste in 2008. London’s waste arisings are forecast to rise to approximately 34 million tonnes in 2031. There are three major types of waste produced in London:

- municipal household waste (MSW) is the waste generated by London’s households, collected by or on behalf of local authorities, amounting to approximately 4.2m tonnes in 2008 (19 per cent of all waste)\(^3\)
- commercial & industrial waste (C&I) is waste generated by industry in London, collected largely by the private sector, amounting to approximately 7.5m tonnes in 2008 (34 per cent of all waste)\(^4\)
- construction, excavation and demolition waste (CE&D) is the waste generated by development activity in London (for example, old buildings being demolished, new ones being constructed), is primarily dealt with by the private sector and amounts to approximately 10.4m tonnes in 2008 (47 per cent of all waste)\(^5\).

5.67 The Mayor wants to see a step change in London’s recycling performance. Although there have been recent improvements in municipal waste recycling rates (up from 8 per cent in 2001 to 21 per cent in 2008),\(^6\) the Mayor wishes to see a doubling to 45 per cent by 2015 and then 50 per cent by 2020. There is also considerable variation in municipal waste recycling performance across London, ranging in 2008 from 14 per cent to 41 per cent, demonstrating that better performance is achievable. Overall, London recycles 57 per cent of all waste.\(^7\) Around 56 per cent of municipal waste goes into landfill sites that are located largely outside London.\(^8\) It is estimated that London currently manages 53 per cent of its own waste, taking account of total waste arisings\(^9\).

5.68 Although this step change poses a big challenge, the proposed municipal waste recycling targets match those set by the South London Waste Partnership, West London Waste Authority, North London Waste Authority and the East London Waste Authority, which together represent two-thirds of London’s municipal waste authorities. The targets also recognise Local Area Agreement household waste recycling targets set by two-thirds of London boroughs to achieve, on average, 36 per cent recycling by 2011. Furthermore DEFRA requires boroughs to commit to 50 per cent household waste recycling performance as a requirement for receiving Private Finance Initiative (PFI) credits for waste procurement. The Mayor’s aspiration is for London to achieve 60 per cent recycling of municipal waste by 2031. This performance level is supported by research undertaken by WRAP showing that 68 per cent of household waste is recyclable.\(^{10}\)
5.69 This Plan sets out the spatial policies to support the Mayor’s draft Waste Strategy (to be published for initial consultation with the London Assembly and the GLA Group in Autumn 2009) and includes its targets for recycling and reduction of waste to landfill. Performance should improve for all forms of waste in London in terms of greater efficiency of use, a reduction in amounts generated and an increase in recycling. The greatest need and opportunity for improved performance is the municipal waste collected by boroughs, largely from households. The Mayor believes that recycling and composting targets for commercial and industrial waste are challenging but achievable, and reflects the current relatively high level of commercial and industrial recycling, which in 2008 was estimated to be 42 per cent. Recycling targets are carried forward from the 2008 version of the London Plan.

5.70 The recycling targets included in this Plan and in the Waste Strategy have a direct impact on London’s waste self-sufficiency. The Mayor is committed to working towards zero waste to landfill by 2031.

5.71 The key objectives in terms of the spatial distribution of waste facilities within London, as set out in PPS10: Planning for Sustainable Waste Management, are that communities should take more responsibility for the management of their own waste (self-sufficiency), and that waste should be disposed of in one of the nearest appropriate installations (proximity). This means that waste planning authorities should achieve the maximum degree of self-sufficiency possible commensurate with their obligations for managing waste, while recognising that in some instances the nearest appropriate installation might lie outside the Greater London boundary. The Mayor when determining local authority waste management contracts will adopt a flexible approach to self-sufficiency. In line with the objective of proximity, preference may be given to facilities outside the Greater London boundary if they are closest to the point of where the waste is produced. More detail on municipal waste management contracts and self-sufficiency will be set out in the Mayor’s Waste Management Strategy.

5.72 The Mayor will work with London’s neighbours in the South East and East of England to co-ordinate strategic waste management across the three regions to reduce the capital’s dependence on landfill disposal outside London. He will adopt a flexible approach to how self-sufficiency is achieved, so that the carbon outcome of any treatment method and transportation are given greater consideration in assessing proposals for waste facilities.

5.73 For the purposes of meeting self-sufficiency, waste is deemed to be managed in London if:

- it is used in London for energy recovery (eg through anaerobic digestion, pyrolysis/gasification or through existing incinerators)
- it is compost or recyclate sorted or bulked in London material recycling facilities for reprocessing either in London or elsewhere
- it is solid recoverable fuel (SRF) produced in London, provided the SRF is a ‘biomass fuel’ as defined in the current Renewable Obligation Order. This will encourage the production of a high quality waste derived fuel that can be used to generate renewable energy using a range of technologies including anaerobic digestion and gasification which qualify for double Renewable Obligation Certificates (ROCs).
Policy 5.17 | Waste capacity

Strategic

A The Mayor supports the need to increase waste processing capacity in London. He will work with London boroughs and waste authorities to identify opportunities for introducing new waste capacity, including strategically important sites for waste management and treatment, and resource recovery parks/consolidation centres, where recycling, recovery and manufacturing activities can co-locate.

Planning decisions

B Proposals for waste management should be evaluated against the following criteria:

- a locational suitability (see LDF preparation F and G below)
- b proximity to the source of waste
- c the nature of activity proposed and its scale
- d a positive carbon outcome of waste treatment methods and technologies (including the transportation of waste, recyclates and waste derived products) resulting in greenhouse gas savings, particularly from treatment of waste derived products to generate energy
- e the environmental impact on surrounding areas, particularly noise emissions, odour and visual impact and impact on water resources
- f the full transport impact of all collection, transfer and disposal movements, particularly maximising the potential use of rail and water transport using the Blue Ribbon Network

The following will be supported:

- g developments that include a range of complementary waste facilities on a single site
- h developments for manufacturing related to recycled waste
- i developments that contribute towards renewable energy generation, in particular the use of technologies that produce a renewable gas
- j developments for producing renewable energy from organic/biomass waste.

C Wherever possible, opportunities should be taken to provide combined heat and power and combined cooling heat and power.

D Developments adjacent to waste management sites should be designed to minimise the potential for disturbance and conflicts of use.

E Suitable waste and recycling storage facilities are required in all new developments.

LDF preparation

F Boroughs must allocate sufficient land and identify waste management facilities to provide capacity to manage the tonnages of waste apportioned in this Plan. Boroughs preparing joint waste LDFs may wish to collaborate by pooling their apportionment requirements.

G Land to manage borough waste apportionments should be brought forward through:

- a protecting and facilitating the maximum use of existing waste sites, particularly waste transfer facilities and landfill sites
- b identifying sites in Strategic Industrial Locations (see Policy 2.17)
- c identifying sites in Locally Significant Employment Areas (see Policy 4.4)
- d safeguarding wharves (in accordance with policy 7.25) with an existing or future potential for waste management.

H If, for any reason, an existing waste management site is lost to non-waste use, an additional compensatory site provision will be required that normally meets the maximum throughput that the site could have achieved.
5.74 Increasing London’s waste processing capacity is a major Mayoral priority. He will work with all parties to achieve this. Through the London Waste and Recycling Board (LWaRB), the Mayor will collaborate with boroughs and other partners to make the capital a global beacon of best practice in waste management.

5.75 PPS10 requires the Mayor through the London Plan to:
- identify the tonnages of municipal and commercial/industrial waste requiring management and to apportion them by waste planning authority area
- evaluate the adequacy of existing strategically important waste management and disposal facilities to meet London’s future needs, both for municipal and other waste streams
- identify the number and type of new or enhanced facilities required to meet those needs
- identify opportunities for the location of such facilities and, where appropriate, criteria for the selection of sites.

5.76 Waste issues were thoroughly scrutinised in the London Plan Examinations in Public in 2006 and 2007 and the Mayor sees no benefit in reopening recent debates, in particular around the borough-level apportionment methodology. However, he has acknowledged that projected MSW and C/I waste arisings at borough level – the key to waste to be managed, apportionment and self-sufficiency – need updating. The GLA has accordingly commissioned new independent borough-level projections of London’s waste arisings (currently being finalised), and will commission a revised borough-level apportionment of MSW and C/I waste using the 2007 methodology.

5.77 The Mayor will publish for public consultation later in 2009 new projected borough-level arisings and apportionments of MSW and C/I waste in the form of a minor alteration, aligned to the consultation framework of this document, so that arisings and apportionment can be considered at the examination in public.

5.78 Boroughs may collaborate by pooling their apportionment requirements. Provided the aggregated total apportionment figure is met, it is not necessary for boroughs to meet both the municipal and commercial/industrial waste apportionment figures individually. Boroughs need to examine how capacity can be delivered in detail at the local level as site allocations in LDFs to meet their apportionments, and to do so in collaboration with each other where appropriate.

5.79 It is envisaged that land in Strategic Industrial Locations will provide the major opportunities for locating waste treatment facilities (see Annex 3). Boroughs should also look to Locally Significant Industrial Sites and existing waste management sites. Existing waste management sites (including safeguarded wharves with waste use or potential) should be clearly identified and safeguarded for waste use. Suitable brownfield sites and contaminated land elsewhere may also provide opportunities.

5.80 Allocations will need to balance the benefits of smaller, local sites against the overall demand for land for waste and for a range of other activities in a situation in which there are severe limitations of land supply, and against the benefits of co-locating a range of facilities together in a smaller number of larger sites. The Mayor will work with boroughs and waste authorities to identify opportunities for introducing new waste capacity, including strategically important sites for waste
management and treatment, and resource recovery parks/consolidation centres, where recycling, recovery and manufacturing activities can co-locate.

5.81 For waste that cannot be recycled or composted (including anaerobic digestion), the Mayor has a preference for advanced conversion waste processing technologies such as gasification and pyrolysis but is keen that proposals for new facilities are evaluated by carbon outcome (end-to-end) to ensure the best possible environmental impact. Boroughs and waste authorities should assess how many facilities and what type of waste processing facilities/technologies will be required locally to meet their apportionments. The Mayor wants to develop a minimum greenhouse gas performance for technologies recovering energy from non-recyclable waste. All waste treatment technologies will need to meet this level, or demonstrate they can practically meet it in the future in order to gain Mayoral support. Work is underway with local authorities to agree a common tool for measuring and determining a minimum greenhouse gas performance for the treatment of non-recyclable waste. It is envisaged the minimum greenhouse gas performance will need to achieve at least a positive carbon outcome, whereby the direct emissions from the technology are offset by emissions savings from the generation of energy in the form of heat, electricity and transport fuel. This would, for example, tend to rule out new mass burn incineration facilities of mixed waste generating electricity only, but may allow combustion of biomass waste where both heat and power generated are used. This approach supports anaerobic digestion or gasification technologies able to achieve high efficiencies particularly when linked with gas engines and hydrogen fuel cells.

5.82 Waste processing facilities, including materials recycling facilities and depots, inert waste recycling plants, composting facilities, waste treatment and energy recovery facilities, and reprocessing of recyclables, should be well designed. They need not be bad neighbours and could be a source of new products and new jobs. They should be developed and designed in consultation with local communities, taking account of health and safety within the facility, the site and adjoining neighbourhoods. Energy recovery should be carried out through advanced conversion techniques, i.e., gasification, pyrolysis or anaerobic digestion, or any combination of these. Developments for manufacturing related to recycled waste, deriving fuel from waste and recovering value from residual waste should be supported. Where movement of waste is required, priority should be given to facilities for movement by river or rail. Opportunities to provide Combined Heat and Power and Combined Cooling Heat and Power should be taken wherever possible (see Policies 5.5, 5.6 and 5.8). Developments adjacent to waste management sites should be designed to minimise the potential for disturbance and conflicts of use.

Policy 5.18 | Construction, excavation and demolition waste

Planning decisions

A New construction, excavation and demolition (CE&D) waste management facilities should be encouraged at existing waste sites, including safeguarded wharves, and supported by:

a using mineral extraction sites for CE&D recycling
b ensuring that major development sites are required to recycle CE&D waste on-site, wherever practicable, supported through planning conditions.
B Waste should be removed from construction sites, and materials brought to the site, by water or rail transport wherever that is practicable.

**LDF preparation**

C LDFs should require developers to produce site waste management plans to arrange for the efficient handling of CE&D waste and materials.

5.83 Re-use and recycling rates for construction, excavation and demolition (CE&D) waste in London are already high – estimated at 82 per cent for 2008. Nevertheless, the Mayor believes that there is room for improvement. Policy 5.16 sets a target of 95 per cent for recycling/reuse of CE&D waste by 2020, and the Mayor supports more beneficial and higher order uses of this inert waste. A combination of on-site mobile facilities on construction sites, effective use of existing waste processing sites and, where appropriate, safeguarded wharves, and the provision of recycling facilities at aggregate extraction sites, should be capable of meeting the anticipated future requirement within London to achieve a more beneficial re-use of this material.

5.84 In 2007 around 300,000 tonnes of hazardous waste was produced in London – 35 per cent from construction, excavation and demolition waste (containing asbestos and contaminated soil), 21 per cent from oil and oil/water mix waste, and 44 per cent as waste from chemical and other industrial processes. Changes to the definition of hazardous waste mean that the amount of hazardous waste produced will grow in the short and medium term, and London will need more and better hazardous waste treatment facilities to cope with this. Without sustained action there remains the risk of a major shortfall in our capacity to treat and dispose of hazardous waste safely. This could lead to storage problems, illegal disposal (including fly tipping) and rising public concern about health and environmental impacts. There is therefore a need to continue to identify hazardous waste capacity for London. The main requirement is for sites for regional facilities to be identified. Boroughs will need to work together and with neighbouring authorities to consider the necessary regional/local facilities.

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**Policy 5.19 | Hazardous waste**

**Strategic**

A The Mayor will work in partnership with the boroughs, the Environment Agency, industry and neighbouring regional and local authorities to identify the capacity gap for dealing with hazardous waste and to provide and maintain direction on the need for hazardous waste management capacity.

**LDF preparation**

B LDFs should:

- make provision for hazardous waste treatment plants to achieve, at regional level, the necessary waste management requirements
- identify suitable sites for the storage, treatment and reprocessing of certain hazardous waste streams
- identify sites for the temporary storage, treatment and remediation of contaminated soils and demolition waste during major developments.

Aggregates, contaminated land and hazardous substances

Policy 5.20 | Aggregates

Strategic
A  The Mayor will work with all relevant partners to ensure an adequate supply of aggregates to support construction in London. This will be achieved by:
1  encouraging re-use and recycling of construction, demolition and excavation waste within London
2  extraction of land-won aggregates within London
3  importing aggregates to London by sustainable transport modes.
B  The Mayor will work with strategic partners to achieve targets of:
a  95 per cent recycling/re-use of construction, demolition and excavation waste by 2020
b  80 per cent recycling of that waste as aggregates by 2020.
C  London should provide for an output of 1 million tonnes per annum (mtpa) of land won aggregates until 2020.

LDF preparation
D  LDFs should meet the requirement to provide for an output of 1 million tonnes per annum (mtpa) of land won aggregates until 2020 by an apportionment of:
a  50 per cent (0.5 mtpa) to the East London boroughs of Havering & Redbridge
b  50 per cent (0.5 mtpa) to the West London boroughs of Ealing, Hillingdon, Hounslow and Richmond-upon-Thames.
E  Mineral planning authorities in London should:
a  aim to maintain a minimum land bank equivalent to at least seven year’s production at the 1 mtpa rate
b  identify and safeguard aggregate resources in LDFs
c  support the development of aggregate recycling facilities, subject to local amenity conditions.
F  To reduce the environmental impact of aggregates, LDFs should;
a  safeguard wharves and/or railheads with existing or potential capacity for aggregate distribution
b  minimise the movement of aggregates by road and maximise the movement of aggregates via the Blue Ribbon Network
c  develop policies that support the protection and enhancement of aggregates recycling facilities.

5.85 London needs a reliable supply of construction materials to support continued growth. These include land-won sand and gravel, crushed rock, marine sand and gravel, and recycled and alternative materials. Most aggregates used in the capital come from outside London, including marine sand and gravel and land-won aggregates, principally crushed rock from other regions. There are relatively small resources of land-won sand and gravel in London.

5.86 The Mayor supports the Government’s Minerals Planning Guidance and the objective of achieving an essential level of supply in the most sustainable fashion. In order to ensure a good supply of locally sourced land-won aggregates, regional planning authorities are expected to take into account Government guidelines for aggregates provision. However, for the 2008 London Plan, the London Aggregates Working Party advised the Mayor that an annual output of 1.0 million tons per annum (mtpa) of land-won sand and gravel, sub-regionally apportioned 50:50 between boroughs in East and West London, was more realistic than the 1.1 mtpa proposed
in the 2003 guidelines. This was accepted by the Mayor to inform London policy and was agreed by the Secretary of State.

5.87 The Government’s latest land-won sand and gravel guidelines for London for the period 2005–20 again propose 1.1 mtpa. Recent monitoring suggests that the 2008 target remains very challenging for London, and the Mayor is not persuaded that setting the higher target suggested in the 2009 guidelines would actually increase production. Policy 5.20 therefore holds the annual output at 1.0 mtpa land-won sand and gravel, sub-regionally apportioned as before.

5.88 There remains some potential for extraction beyond the East and West sectors identified in the London Aggregates Monitoring report, including the Lea Valley. Boroughs with resources outside the sectors identified should consider opportunities in line with the policies in the plan. Adverse impacts on European biodiversity sites as a result of aggregates activities should be avoided.

5.89 Aggregates are bulky materials and LDF policies should maximise their use and re-use and minimise their movement, especially by road. Policy 5.3 on sustainable design and construction will be important in helping to reduce the demand for natural materials. The objective of proximity dictates the best and most local use of materials that can be extracted in London. Existing and new railhead capacity will be needed to support sustainable forms of movement. Sites for depots may be particularly appropriate in Preferred Industrial Locations and other employment areas. Existing and future wharf capacity is essential, especially for transporting marine-dredged aggregates, and should be protected in accordance with Policy 7.26.

Policy 5.21 | Contaminated land

Strategic
A The Mayor supports the remediation of contaminated sites and will work with strategic partners to bring contaminated land to beneficial use.

Planning decisions
B Appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.

LDF preparation
C LDFs should encourage the remediation of contaminated sites and set out policy to deal with contamination.

5.90 In a city where space is increasingly at a premium, it is essential that wherever practicable, brownfield sites – including those affected by contamination – should be recycled into new uses. This also provides an opportunity to deal with any threats to health and the environment posed by contamination. Any land which is affected by contamination, whether or not identified under the regulations, may require measures to prevent contamination being activated or spread when building takes place.

Policy 5.22 | Hazardous substances

Planning decisions
A When assessing developments near hazardous installations:

- site specific circumstances and proposed mitigation measures should be taken into account when applying the Health and Safety Executive’s Planning Advice Developments near Hazardous Installations (PADHI) methodology
b the risks should be balanced with the benefits of development and should take account of existing patterns of development.

**LDF preparation**

B In preparing LDFs, boroughs should:

a identify the locations of major hazards (including pipelines)
b consult the Health and Safety Executive to ensure that land use allocations take account of proximity to major hazards
c consult utilities to ensure that the timing of decommissioning and the implications for development are reflected in proposals
d ensure that land use allocations for hazardous installations take account of the need to incentivise and fund decommissioning.

5.91 The EU Directive on the prevention of major accidents involving hazardous substances requires land use policies to take prevention and minimisation of consequences into account and this is reflected in PPS12. Where appropriate, advice should be sought from the Health and Safety Executive.
6.1 Although transport is arguably central to achievement of all the objectives set out in paragraph 1.40, this chapter sets out policies primarily intended to support delivery of the sixth objective – that London should be:

**A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities** with an efficient and effective transport system which actively encourages more walking and cycling and makes better use of the Thames, and supports delivery of all the objectives of this Plan.

6.2 The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effects – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport.

6.3 The main source of policy on transport is the Mayor’s Transport Strategy¹. This sets six thematic goals, which link to the six themes of this Plan:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving the safety and security of Londoners
- Improving transport opportunities for all Londoners
- Reducing transport’s contribution to climate change, and improving its resilience
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy.

Delivery of the Mayor’s Transport Strategy will be essential to achievement of the vision and objectives of this Plan, which sets out the spatial development policies that will be needed. Implementation of the two documents will be monitored in a coordinated way, and an integrated approach will be taken to their review, revision and alteration.

6.4 The Mayor will work closely with the boroughs, Transport for London, Government and the range of other stakeholders with a part to play in delivering safe, efficient and environmentally-friendly transport for London to ensure achievement of the objectives and policies of the Plan and the Mayor’s Transport Strategy. These objectives and policies should be taken into account by London boroughs in working
together in settling sub-regional transport plans and Local Implementation Plans (LIPS), local development framework and other local transport policies and strategies.

6.5 This chapter sets out policies to support integration of transport and development, connecting London and ensuring better streets. It also sets out car and cycle parking standards.

**Integrating Transport & Development**

**Policy 6.1 | Strategic approach**

**Strategic**

A The Mayor will work with all relevant partners to encourage the closer integration of transport and development by:

- a encouraging patterns of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.1 to set maximum car parking standards in DPDs
- b seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.2 to set minimum cycle parking standards in DPDs
- c supporting development that generates high levels of trips only at locations with high levels of public transport accessibility, either currently or via committed, funded improvements
- d improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London
- e seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use
- f facilitating the efficient distribution of freight whilst minimising its impacts on the transport network
- g supporting measures that encourage shifts to more sustainable modes and appropriate demand management
- h promoting greater use of low carbon technology so that CO₂ and other contributors to global warming are reduced
- i promoting walking by ensuring an improved urban realm

6.6 The Mayor recognises the need, when planning for where people will live, work, study and pursue leisure activities, to improve movement between these places in an integrated way, emphasising the quality of the public realm, and the safety and comfort of travellers. A similar approach should be taken when planning the location of businesses, taking account of the ways they receive the goods and services they need, and how conveniently they then serve their customers. For a range of policy reasons, the best option is to reduce the distances involved, in turn reducing the need for the transport system to accommodate unnecessary travel demands: this principle underlies many of the spatial proposals set out in Chapter Two (particularly, perhaps, as regards Outer London). However, this is not always possible in a complex urban environment like London’s, with its specialist clusters of economic, social, educational and leisure activities and its unique place in the wider south-east of England. Moreover even with greater locational efficiencies, consideration has to be given to providing additional transport capacity needed to support London’s growth, and to ensuring that the most is made of what already exists by smoothing traffic flows and travel planning.

6.7 This close coordination of land use and transport planning is crucial to effective
and sustainable spatial development
and supports the approach taken by the
Government in PPG 13: Transport (April
2001). This states that planning has a
key role in delivering the Governments
integrated transport strategy. Shaping the
pattern of development and influencing
the location, scale, density, design and mix
of land uses, can help reduce the need to
travel and the length of journeys, and make
it safer and easier for people to access jobs,
shopping, leisure facilities and services by
public transport, walking, and cycling.

6.8 These approaches, individually and
cumulatively, help achieve the aims of
reducing the need to travel and offering
alternatives to the car, key objectives of
the PPG. Ground based transport is a major
source of CO₂ emissions; reducing trip
lengths, promoting the use of electric and
other low carbon vehicles and using more-
sustainable modes (cycling and walking in
particular – see policies 6.9 and 6.10 below)
have important roles to play in helping to
tackle climate change. In May 2009 the
Mayor produced an Electric Vehicle Delivery
Plan for London that is seeking to develop
a network of 25,000 charging points across
London by 2015. This will be achieved
mainly by retro-fitting but also by promoting
provision in new developments. The use of
travel plans can help reduce emissions by
promoting alternatives to the car. Ensuring
the most efficient forms of transport freight
and making deliveries through modern
logistics techniques will also be important.
The Mayor is committed to increasing the
use of the Blue Ribbon Network for both
passengers and freight transport. Specific
policies to promote this are contained in
Chapter 7.

6.9 London’s unique national and global role,
and its specialism in higher value sectors
of the economy have resulted in an
extended labour market catchment area.
London’s projected longer-term growth in
employment and population will result in an
increase in overall travel – increasing from 24
million to 28 million trips per day by 2023.
However, the policies in this Plan and the
Mayor’s Transport Strategy aim to minimise
this growth in travel and ensure it occurs in
a sustainable way.

6.10 Future transport policies, proposals
and projects should be developed and
implemented in order to support the spatial
priorities set out in this Plan (see Chapter
Two). In particular to support:

• London’s world city status by maintaining
  and improving its links with the rest of the
  world, including through taking a balanced
  and sustainable approach to additional
  airport capacity in south-east England
  (see policy 6.6 below) and the rail and
  road links between London, neighbouring
  regions and the rest of the United
  Kingdom

• outer London in increasing the
  contribution it makes to London’s
  economic success, and to making the
  capital a better place to live, work, study or
  visit – in particular supporting the success
  of its network of diverse town centres and
  enhancing the contribution these make to
  the neighbourhoods and communities in
  surrounding areas

• the development and continued growth
  of inner London in ways that improve
  the quality of local environments and
  enable deprived communities to access
  jobs and other opportunities and facilities
  they need

• central London’s accessibility and
  environment

• the sustainable development of new
  communities in east London, to support
  the successful delivery of the 2012
Olympic and Paralympic Games and to secure a lasting legacy from the Games
• the development of the Opportunity Areas and Areas for Intensification identified in Chapter 2 of this Plan
• an integrated, environmentally-friendly and sustainable approach to freight and deliveries.

6.11 High quality facilities for easy interchange have a major role to play both in ensuring effective working of transport networks and in place-shaping where they are located. They can also provide new development opportunities, enabling efficient use of land in places with high levels of accessibility – and for development to help contribute to the cost of new infrastructure. Realising these benefits requires close working between transport providers, local authorities and, where appropriate, the Mayor.

Policy 6.2 | Providing public transport capacity and safeguarding land for transport

Strategic
A  The Mayor will work with strategic partners to:
   a  improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system
   b  coordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable
   c  increase the capacity of public transport in London over the plan period by securing funding for and implementing the schemes and improvements set out in Table 6.3.

Planning decisions
B  Development proposals that do not provide adequate safeguarding for the schemes outlined in Table 6.3 should be refused.

LDF preparation
C  Boroughs and any other relevant partners must ensure the provision of sufficient land, suitably located, for the development of an expanded transport system to serve London’s needs by:
   a safeguarding in DPDs existing land used for transport or support functions unless alternative facilities are provided that enables existing transport operations to be maintained
   b identifying and safeguarding in DPDs sites, land and route alignments to implement transport proposals that have a reasonable prospect of provision, including those identified in Table 6.3.

6.12 Travel by public transport needs to be improved to increase its appeal relative to the car, and the issues set out in Policy 6.2 need to be addressed to improve the attractiveness of the current and future network for passengers. Boroughs need to safeguard the current range of land in transport uses and allocate land in their relevant development plan documents so that the schemes in Table 6.3 can be implemented. Paragraph 4.10 of PPS 12 (June 2008) is clear that boroughs should safeguard land where there is a reasonable prospect of provision, and inclusion in the table should be taken as evidence that this is the case.

6.13 Securing the land needed for transport (for a range of purposes, from ventilation shafts to facilities for bus drivers), and protecting it from development, has proved difficult in London. This pressure had been
felt most in the places where land is most required. Release of this transport land should only occur in consultation with the relevant transport organisations, and where alternative transport uses for the site concerned have been fully explored. The Mayor will consider the need to issue updated supplementary guidance on Land for Transport Functions.

**Policy 6.3 | Assessing transport capacity**

**Planning decisions**

A Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed.

B Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

C Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or Residential Travel Plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction Logistics Plans and Delivery & Servicing Plans should be secured in line with the London Freight Plan and should be coordinated with Travel Plans.

**LDF preparation**

D Boroughs should take the lead in exploiting opportunities for development in areas where appropriate transport accessibility and capacity exist or is being introduced. Boroughs should facilitate opportunities to integrate major transport proposals with development in a way that supports London Plan priorities.

E LDFs should include policy requiring transport assessments, travel plans, construction logistics and delivery/servicing plans as set out in C above.

6.14 Allowing development, either individually or cumulatively, that would place an unacceptable burden on either the public transport network and/or the road network would be contrary to the objective of sustainable development. Phasing development (where this is appropriate), the use of travel plans and addressing freight issues may all help reduce the impact of development on the transport network and reduce emissions of gases that contribute to climate change.

6.15 In practical terms, this means ensuring that new developments that will give rise to significant numbers of new trips should be located either where there is already good public transport accessibility with capacity adequate to support the additional demand or where there is a realistic prospect of additional accessibility, or capacity being provided in time to meet the new demand. This principle should be reflected in the documentation submitted by applicants and in decisions on planning applications, with appropriate use made of planning conditions, planning obligations and, in due course, the Community Infrastructure Levy to ensure a joined-up approach to transport demand and availability of capacity.
Connecting London

Policy 6.4 | Enhancing London’s transport connectivity

Strategic

A  The Mayor will work with strategic partners in neighbouring regions to:
   a  Ensure effective transport policies and projects to support the sustainable development of the London city-region and the wider south-east of England
   b  Develop efficient and effective cross-boundary transport services and policies – including exploring the scope for high-speed rail services reducing the need for short- and some medium haul air travel.

B  The Mayor will work with strategic partners to improve the public transport system in London, including cross-London and orbital rail links to support future development and regeneration priority areas, and increase public transport capacity by:
   a  implementing Crossrail, the Mayor’s top strategic transport priority for London
   b  completing upgrades to/and extending the London Underground network
   c  implementing a high frequency Londonwide service on the national rail network
   d  enhancing the different elements of the London Overground network to implement an orbital rail network
   e  completing the Thameslink programme
   f  developing the Chelsea–Hackney line (Crossrail 2) later in the plan period
   g  improving and expanding London’s international and national transport links for passengers and freight (for example, High Speed 2)
   h  seeking improved access by public transport to airports, ports and international rail termini, and
   i  improving the reliability, quality and safety of inter-regional rail services
   j  Enhancing the Docklands Light Railway and Tramlink networks
   k  Providing new river crossings

LDF preparation

C  DPDs should identify development opportunities related to locations which will benefit from increased public transport accessibility.

6.16 London’s workers and visitors come from far and wide, so London’s public transport ‘offer’ does not begin or end at its boundaries. Improving accessibility and capacity within the Greater South East and beyond will help London maintain its attractiveness as a place to work, visit and do business. Map 6.1 sets out a number of the larger transport schemes, over the period of the Plan.

6.17 The Mayor will work closely with Government and with the local, regional and sub-regional authorities and bodies in the East and South-East of England to develop and implement transport policies and projects to support the sustainable development of the London city-region and the wider south-east of England, and to develop coordinated approaches to cross-boundary transport policy-making and services. In particular, the Mayor supports the principle of improved port and airport capacity in south-east England.

6.18 It is intended that Crossrail 2, currently partly safeguarded as the Chelsea–Hackney Line, would follow Crossrail 1 when funding is available. As planned, this would connect south west and north east London through Clapham Junction/Wimbledon and Hackney respectively. The route of the Chelsea–Hackney line will be reviewed to ensure it provides maximum benefits and value for
Money. The Thameslink Upgrade, expected to be completed by 2015, is a significant enhancement of cross-London capacity. It will connect north and south, linking King’s Cross, Blackfriars and London Bridge, enable more through journeys and improve interchange at King’s Cross and London Bridge.

Strategic, Planning decisions and LDF preparation

A In view of the strategic regional importance of Crossrail to London’s economic regeneration and development, developments which contribute to the transport needs that the project will wholly or partly address will be required to contribute towards its funding through the use of planning obligations, in accordance with relevant legislation and policy guidance.

B The Mayor will provide guidance for boroughs and other partners for the negotiation of planning obligations requiring, where appropriate, developers to contribute towards the costs of funding Crossrail having regard to:

a the requirement for contributions from development of up to £600 million under the arrangements for funding Crossrail agreed with Government

b central Government policy and guidance
c strategic and local considerations
d the impacts of different types of development in particular locations in contributing to transport needs, and
e economic viability of each development concerned.
The guidance will include:

a criteria for identifying developments in respect of which Crossrail contributions should be required in accordance with national policy guidance

b standard charges and formulae for calculating fair and reasonable contributions to be sought and guidance on how these should be applied in specific localities and different kinds of development

c the period over which contributions will be sought and arrangements for periodic review.

The Mayor will, when considering relevant planning applications of potential strategic importance, take account of the existence and content of planning obligations supporting the funding of Crossrail among other material planning considerations.

The approach outlined in this Policy could where appropriate also be applied to other transport infrastructure of regional strategic importance to London’s economic regeneration and development and other objectives of this Plan (such as extension of the Northern Line to Battersea). Any proposal of this kind will have regard to the issues outlined above.

Crossrail is essential to delivery of the strategic objectives of this Plan. Demand for public transport into and within central London is nearing capacity, with crowding on Network Rail services and on London Underground routes towards the West End, the City and Isle of Dogs. The employment growth expected over the period covered by this Plan will further increase demand. Unless this is addressed, continued development and employment growth in central and eastern London will be threatened. In particular, Crossrail is critical to supporting the growth of the financial and business services sectors in central London and in the Isle of Dogs, where there is market demand for additional development capacity. It will also provide much-needed additional transport capacity to the West End, where it will support the future development of that area as London’s premier retail and leisure location. The scheme will also improve links to Heathrow, thereby supporting connections for London’s global businesses. By linking these areas, Crossrail will help reinforce the development of London’s economic and business core. It is also crucial to the realisation of regeneration and intensification opportunities around key interchanges within the Central Activities Zone and to its east and west. Crossrail will make a vital contribution to improving the accessibility and attractiveness of the Thames Gateway to the east of the Isle of Dogs, through its cross-river link to south-east London and connection with the DLR network (including to a potential DLR extension to Barking Riverside). It is expected that Crossrail will be operational in 2017.

Given the strategic regional importance of Crossrail, and that the funding arrangements for the scheme announced by Government makes clear that it will not proceed without contributions from developers, the use of planning obligations to secure resources to support funding Crossrail from developments that give rise to additional demand for public transport that Crossrail will help address is appropriate in terms of Government guidance (currently Office of the Deputy Prime Minister Circular 5/2005) and other policies in this Plan. The funding agreement for Crossrail between the Mayor, Transport for London and the Government envisages that a total of £600 million might be raised towards the cost of the project from developers, as follows:
• £300 million from use of planning obligations or any similar system that might replace them; and
• £300 million from the proposed Community Infrastructure Levy.

6.21 Policy 6.5 relates to the first of these sums. The Mayor will bring forward supplementary planning guidance setting out detailed advice about the principles to be applied to this end, including timing and phasing, pooling arrangements, standard charges and formulae and how they will be applied in specific localities and to particular kinds of development. This guidance will take appropriate account of relevant legislation and policy guidance. Once implemented, the proposed Community Infrastructure Levy will be used to raise resources to help fund Crossrail (see Policy 8.3).

6.22 It is proposed that contributions will be sought in respect of developments in central London (the extent of the relevant area will be set out in the supplementary guidance, but it will be based upon the Central Activities Zone identified in Policy 2.9) and the northern part of the Isle of Dogs which include an increase in the amount of office floorspace. They will also be sought from developments in other parts of London where this is appropriate under Government guidance, policies in this Plan and in local development frameworks. This approach has been taken in order to ensure contributions are sought from the uses that make the most significant contribution to congestion on the rail network. Any changes by the Mayor to the standard charge would be made through new supplementary guidance, and this would be the subject of full consultation. Any new figure would be set to take account of the effect it might have on the viability of development, through considering development benchmarks set in this Plan (in Policy 4.2, with regard to offices for example) and associated guidance.

6.23 There will be other transport infrastructure necessary to support the sustainable development of strategically important parts of London, particularly to enable the maximum contribution towards delivery of the strategy and policies in this Plan. One example is a proposal for the extension of the Northern Line to serve the Battersea area. This would be needed to realise the full potential of the Vauxhall, Nine Elms and Battersea Opportunity Area, delivering at least 16,000 new homes, 15,000 jobs and regeneration of Battersea Power Station. A similar approach to seeking funding contributions from development may be considered where appropriate land consistent with Government guidance on the use of planning obligation and subject to consultation.

Policy 6.6 | Aviation

Strategic

A  Adequate airport capacity serving a wide range of destinations is critical to the competitive position of London in a global economy. Airport capacity serving the capital and wider south east of England must be sufficient to sustain London’s competitive position.

B  The Mayor strongly opposes any further capacity increases at Heathrow due to the adverse noise and air quality impacts already being experienced by residents and others in the vicinity of Heathrow and its environs.

C  The aviation industry should meet its full environmental and external costs. Airport operators should increase the share of access journeys by passengers and staff
made by sustainable means, minimize the impacts of airport servicing and onward freight transport, and take full account of environmental impacts when making decisions on patterns of aircraft operation.

Planning decisions

D  Airport operations need to give a high priority to sustainability and taking full account of environmental impacts when making decisions on patterns of aircraft operation.

E  Development proposals for heliports should be resisted, other than for emergency services.

6.24 A number of factors contribute to London’s position as a world city. One of them is its connectivity by air. The Mayor does not wish to prevent people from flying or undermine London’s competitive position, and he does recognise the need for additional runway capacity in the south-east of England. However, he considers that the noise problems and poor air quality at Heathrow have reached such levels that further capacity increases there are untenable, and that there is a need for a thorough reappraisal of airport policy in the south-east.

6.25 The Mayor will continue to work with partners in neighbouring regions through the Advisory Forum on Regional Planning for London, the South–East and East of England to ensure that existing aviation infrastructure is used to its fullest extent before more expensive and damaging courses are pursued. Wherever runway capacity is located, the Mayor strongly supports efforts to make aviation less environmentally harmful, and promotion of more environmentally sustainable means of accessing airports through ensuring viable and attractive public transport alternatives for travellers – including the proposed High Speed 2 link. The provision of additional public transport capacity to serve the airports should not be to the detriment of non-airport passengers.

6.26 The noise impacts from helicopters can be considerable in an urban environment like London, there are few locations where a heliport could be located without having major impacts on residents. Accordingly, proposals for new heliports should be resisted.

Better streets

Policy 6.7  |  Buses, bus transit, trams

Strategic

A  The Mayor will work with TfL and boroughs to implement Londonwide improvements to the quality of bus, bus transit and tram services.

LDF preparation

B  DPDs should promote the bus, bus transit and tram networks, including:

   a allocating road space and providing high level of priority on existing or proposed routes
   b ensuring good access to and within areas served by networks, now and in future
   c ensuring direct, secure, accessible and pleasant walking routes to stops
   d implementing TfL’s Accessible Bus Stop Design Guidance\textsuperscript{10}
   e ensuring standing, garaging and drivers’ facilities are provided where needed.

6.27 Buses are, and are likely to remain, the dominant mode of public transport in London, particularly in outer London. Ensuring that the needs of the bus (or bus transit or trams) are catered for will help to deliver an improved journey for bus passengers, leading to a virtuous circle of increasing bus use. There are two other road-based public transport modes, bus
transits and trams, that share many of the characteristics of buses. As such the approach to all three modes is essentially the same. The two bus transit schemes in east London will boost public transport capacity. As well as seeking improvements to the quality of service provided by the Tramlink network the Mayor will investigate potential benefits of extensions to the Tramlink network.

6.28 The Mayor will investigate the feasibility of developing a series of coach hubs to reduce the impact in/around Victoria and reduce the distances people need to travel to change to/from the coach.

Policy 6.8 | Coaches

Strategic

A. The Mayor will work with all relevant partners to investigate the feasibility of developing a series of coach hubs or the potential for alternative locations for coach station facilities to provide easier access to the coach network, while retaining good access to central London for coach operators.

Policy 6.9 | Cycling

Map 6.2 Cycle Super Highways

![Map of Cycle Super Highways]

Source: Transport for London. © Crown copyright. All rights reserved. Greater London Authority 100032379 (2009)
B **Planning decisions**

Developments should:

a. provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in Table 6.2

b. provide on-site changing facilities and showers for cyclists

c. facilitate the Cycle Super Highways shown on Map 6.2

d. facility the central London cycle hire scheme.

C **LDF preparation**

DPDs should:

a. identify, promote and complete the relevant sections the Cycle Super Highways shown on Map 6.2 as well as borough routes

b. identify and safeguard sites for cycle docking stations to expand the Mayor’s London cycle hire scheme

c. identify and implement safe and convenient direct cycle routes to town centres, transport nodes and other key uses such as schools

d. implement secure cycle parking facilities in line with the minimum standards set out in Table 6.2 or implement their own cycle parking standards to provide higher levels of cycle parking where local circumstances allow.

6.29 The Mayor is committed to seeing a revolution in cycling in London. The quality and safety of London’s street environment should be improved to make the experience of cycling more pleasant and an increasingly viable alternative to the private car. By providing safe and attractive routes that are easy to navigate people may be encouraged to cycle more, which will have health benefits for them and also help tackle climate change. Cycle Super Highways will do this by developing 12 routes into central London.

6.30 Boroughs should further promote cycling by rolling out provision for the Mayor’s cycle hire scheme, and through the delivery of cycle routes and other infrastructure, such as cycle parking. The Mayor’s cycle hire scheme will allow people to pick up and drop off hire bikes at 400 locations across the nine London boroughs and several Royal Parks that make up London’s zone one travel area. An initial 6,000 hire bikes are expected to generate around 40,000 extra daily cycle trips in central London.

6.31 New development should provide cycling parking and cycle changing facilities to encourage more cycling. Planning briefs and masterplans should include principles to encourage a high quality, connected environment for cyclists. Larger developments will need to address the needs of both long stay (staff, residents) and short stay (visitor) cyclists.

6.32 The Mayor wants to enhance the conditions for cycling by improving the quality of the cycling network and improving the safety of, priority for and access to cycling. This includes reducing bicycle theft, a major deterrent to cycling. Locating cycle parking as close as possible to building entrances can encourage passive surveillance, as can lighting. The London Cycling Design Standards (TfL 2005)\(^1\) sets out good practice and endorses Sheffield stands for on street parking. A popular alternative is the CaMden stand. Whichever stand is chosen, it should allow for parking on either side, as this provides additional capacity. TfL intend to publish a compendium of good practice on cycle parking in late 2009.
routes shown on Map 6.3, as well as borough routes
b identify and implement accessible, safe and convenient direct routes to town centres, transport nodes and other key uses
c promote the ‘Legible London’ initiative to improve pedestrian way-finding
d provide for the undertaking of audits to ensure that the existing pedestrian infrastructure is suitable for its proposed use
e encourage a higher quality pedestrian and street environment, including the use of shared space principles, as such simplified streetscape, decluttering, and access for all.

6.33 The Mayor is also committed to substantially increase walking in London. To this end, the quality and safety of London’s pedestrian environment should be improved to make...
the experience of walking more pleasant and an increasingly viable alternative to the private car (see also policies on inclusive environments (7.2) and the public realm (7.5). By providing safe and attractive routes that are easy to navigate, such as the seven strategic walking routes, people will be encouraged to walk more, which will have safety, economic and health benefits for them and also help tackle climate change and support the viability of town centres. ‘Legible London’ is a pedestrian wayfinding system, developed by Transport for London (TfL), to support walking journeys around the Capital. By providing clear, comprehensive and consistent information the system gives pedestrians the confidence to attempt more journeys on foot. The system uses map-based information, presented in a range of formats including on-street signs. The signs have been designed to enhance the urban realm and sit comfortably in a range of London settings. The Mayor is keen to promote street trees, and proposals for public realm improvements should include additional planting, while avoiding removing trees in the name of decluttering.

6.34 Planning briefs and masterplans should include principles to encourage a high quality, connected pedestrian environment. Walking issues should be addressed in development proposals, to ensure that walking is promoted and that street conditions, especially safety/security and accessibility for disabled people, are enhanced. The 2005 Improving Walkability Guidance12 aims to ensure that the ‘walkability’ of a place can be characterized by the 5Cs, which is that walking networks and facilities should be connected, convivial, conspicuous, comfortable and convenient.

6.35 There is an urgent need to smooth traffic flow and reduce congestion and traffic levels, as these have detrimental impacts on health, climate change and the economy. The Mayor believes that by encouraging joint working between TfL and boroughs to promote cycling, walking, the river and public transport as well as promoting the demand management tools set out above
congestion can be eased. If these measures prove unsuccessful the Mayor may wish to examine road-user charging as a demand management tool.

Policy 6.12 | Road network capacity

**Strategic**

A The Mayor supports the need for limited improvements to London’s road network, whether in improving or extending existing capacity, or providing new links, to address clearly identified significant strategic or local needs.

**Planning decisions**

B In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:
   a the contribution to London’s development/regeneration
   b the extent to which congestion is reduced
   c how net benefit to London’s environment can be provided
   d how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved
   e how safety for all is improved.

C Proposals should show overall net benefits across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated.

Policy 6.13 | Parking

**Strategic**

A The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

B The Mayor supports Park & Ride schemes in outer London where it can be demonstrated they will lead to overall reductions in congestion, journey times and vehicle kilometres.

**Planning decisions**

C The maximum standards set out in Table 6A should be applied to planning applications.

D In addition, developments must:
   a ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
   b provide parking for disabled people in line with Table 6.1
   c meet the minimum cycle parking standards set out in Table 6.2
   d provide for the needs of businesses for delivery and servicing.

**LDF preparation**

E a the maximum standards set out in Table 6.1 should be used to set standards in DPDs.
b in locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people)
c in town centres where there are identified issues of vitality and viability, the need to regenerate such centres may require a more flexible approach to the provision of public car parking to serve the town centre as a whole
d Outer London boroughs wishing to promote a more generous standard for office developments would need to demonstrate in a DPD
- a regeneration need
- no significant adverse impact on congestion or air quality
- a lack (now and in future) of public transport
- a lack of existing on or off street parking
- a commitment to provide space for electric and car club vehicles, bicycles and parking for disabled people above the minimum thresholds
- a requirement, via Travel Plans, to reduce provision over time.

6.38 Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have significant effects in influencing transport choices and addressing congestion. It can also affect patterns of development and play an important part in the economic success and liveability of places, particularly town centres. PPG 13 requires development plans to set maximum levels of car parking for broad classes of development. Yet London is a diverse city that requires a flexible approach to identifying appropriate levels of car parking provision across boundaries. This approach needs to provide a level of accessibility by private car consistent with the overall balance of the transport system at the local level. Local authorities adjoining other regions must also liaise with the relevant authorities to ensure a consistent approach to the level of parking provision. Transport Assessments and travel plans for major developments should give details of proposed measures to improve non-car based access, reduce parking and mitigate adverse transport impacts. They will be a key factor in helping boroughs assess development proposals and resultant levels of car parking.

6.39 Public Transport Accessibility Levels (PTALs) are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. Given the need to avoid over-provision, car parking should reduce as public transport accessibility increases. TfL may refine how PTALs operate but would consult on any proposed changes to the methodology.

6.40 This policy recognises that developments should always include parking provision for disabled people. Despite improvements to public transport, some disabled people require the use of private cars, suitably designed and located designated car parking and drop-off points are therefore required. Boroughs should take into account local issues and estimates of local demand in setting appropriate standards and should develop monitoring and enforcement strategies to prevent misuse of spaces. Applicants should use their transport assessments and access statements to demonstrate how the needs of disabled people have been addressed14.
6.41 The Outer London Commission\textsuperscript{15} has found that developers view the lack of on-site car parking for offices in outer London, when compared to the more generous standards outside of London, as a disincentive to develop offices in London. The Mayor supports further office development in outer London, but would not want to see unacceptable levels of congestion and pollution – which could also be a disincentive to investment there. Policy 6.13 enables flexibility in setting office parking standards; if boroughs wish to adopt a more generous standard this should be done via a DPD to allow TfL and the GLA to assess the impact of such a change on the wider transport network (see Policy 6.3) and on air quality.

6.43 Park and Ride schemes can help boost the attractiveness of outer London centres and as such are supported. They must carefully sited to ensure they lead to overall reductions in congestion and do not worsen air quality. Further advice on Park and Ride is set out in the Land for Transport SPG.

6.44 Operational parking for maintenance, servicing and deliveries is required to enable a development to function. Some operational parking is likely to be required on site and should be included in the calculation of total parking supply.

**Policy 6.14 | Freight**

**Strategic**

A  The Mayor will work with all relevant partners to improve freight distribution. The Mayor supports the development of corridors to bypass London, especially for rail freight, to relieve congestion within London.

**Planning decisions**

B  Development proposals that;

\begin{itemize}
  \item a locate developments that generate high numbers of freight movements close to major transport routes
  \item b promote the uptake of the Freight Operators Recognition Scheme, Construction Logistics Plans and Delivery & Servicing Plans. These should be secured in line with the London Freight Plan and should be coordinated with Travel Plans
  \item c increase the use of the Blue Ribbon Network for freight transport will be encouraged.
\end{itemize}

**LDF preparation**

C  DPDs should promote freight by:

\begin{itemize}
  \item a safeguarding existing sites and identifying new sites to enable the transfer of freight to rail and water
  \item b identifying sites for consolidation centres and ‘break bulk’ facilities
  \item c safeguarding railheads for aggregate distribution.
\end{itemize}

6.45 London needs an efficient distribution network to service its people and businesses. The Mayor wants to encourage distribution and servicing in a way that minimises congestion and any adverse environmental impacts. The majority of movements will continue to be by road. This should be recognised and planned for but the use of Construction Logistics Plans and Delivery and Servicing Plans may help ease congestion and/or encourage modal shift. Safeguarding existing and identifying new facilities to promote movement by rail or water will be encouraged as this will ease congestion on the highway network and help combat climate change (see Policy 7.25) Boroughs may wish to explore the possibilities of night time deliveries where this would not have unacceptable impacts on residents. ‘Break bulk’ facilities are locations where larger vehicles unload materials and goods (often
for retail), which are then transported to their final destination by smaller vehicles. Consolidation centres are currently only used by the construction industry, but are essentially the same concept.

### Policy 6.15 | Strategic rail freight interchanges

#### Planning decisions

**A** The provision of strategic rail freight interchanges should be supported, including enabling the potential of the Channel Tunnel Rail Link to be exploited for freight serving London and the wider region.

**B** These facilities must:

- deliver modal shift from road to rail
- minimize any adverse impact on the wider transport network
- be well-related to rail and road corridors capable of accommodating the anticipated level of freight movements
- be well-related to their proposed markets.

6.46 The advice of the now defunct Strategic Rail Authority that there needs to be a network of strategic rail freight interchanges in and around London still applies. If these facilities result in a modal shift from road to rail, they can offer substantial savings in CO₂ emissions. However, they are by their nature large facilities that can often only be located in the Green Belt. In addition, while reducing the overall impact on the network, they can lead to substantial increases in traffic near the interchange itself. The Mayor will need to see robust evidence that the emissions savings and overall reduction in traffic movements are sufficient to justify any loss of Green Belt and localised increases in traffic movements.

#### Table 6.1 Car parking standards

6A.1 The tables below set out standards for different types of development. If no standard is provided but there is an equivalent in PPG13, that PPG 13 standard should be taken as a maximum although boroughs may feel able to use a lower maximum to reflect London’s higher levels of public transport accessibility when compared to the national picture. If there is no standard provided in either the London Plan or PPG 13 the level of parking should be determined by the transport assessment undertaken for the proposal and the availability of on and off street parking.

6A.2 Developments should provide at least one accessible on or off street car parking bay designated for Blue Badge holders, even if no general parking is provided. Any development providing off street parking should provide at least two bays designated for Blue Badge holders. The appropriate number will vary with the size, nature and location of the development, the levels of on and off street parking and the accessibility of the local area. However, designated parking spaces should be provided for each disabled employee and for other disabled people visiting the building. The provision of bays should be regularly monitored and reviewed to ensure the level is adequate and that enforcement is effective.

6A.3 The starting point for meeting parking demand for new retail development should be use of existing public off-street provision. Parking needs should be assessed taking account of the reduction in demand associated with linked trips. If on-site parking is justified there should be a presumption that it will be publicly available. Boroughs should take a coordinated approach with neighbouring authorities, including those outside London if appropriate, to prevent
competition between centres based on parking availability and charges.

**Indicative maximum standards for retail uses 1 space per sq m of gross floorspace**

<table>
<thead>
<tr>
<th>Retail Use</th>
<th>PTAL 6 &amp; 5</th>
<th>PTAL 4 to 2</th>
<th>PTAL 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Food</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to 500 m²</td>
<td>75</td>
<td>50–35</td>
<td>30</td>
</tr>
<tr>
<td>Up to 2500 m²</td>
<td>45–30</td>
<td>30–20</td>
<td>18</td>
</tr>
<tr>
<td>Over 2500 m²</td>
<td>38–25</td>
<td>25–18</td>
<td>15</td>
</tr>
<tr>
<td>Non food</td>
<td>60–40</td>
<td>50–30</td>
<td>30</td>
</tr>
<tr>
<td>Garden Centre</td>
<td>65–45</td>
<td>45–30</td>
<td>25</td>
</tr>
<tr>
<td>Town Centre/shopping mall, dept stores</td>
<td>75–50</td>
<td>50–35</td>
<td>30</td>
</tr>
</tbody>
</table>

Notes:
- Unless for disabled people, no non-operational parking should be provided for locations in PTAL 6 central.
- Unless for disabled people no additional parking should be provided for use classes A2–A5 in town centre locations.
- 10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

**Non-operational standards for employment B1 1 space per sq m of gross floorspace**

<table>
<thead>
<tr>
<th>Location</th>
<th>1000 – 1500</th>
<th>600 – 1000</th>
<th>100 – 600</th>
<th>50–100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central London (CAZ)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inner London</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outer London</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outer London locations identified through a DPD where more generous standards should apply (see Policy 6.13)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
- 20 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

**Residential Parking Standards**

<table>
<thead>
<tr>
<th>Number of beds</th>
<th>4 or more</th>
<th>3</th>
<th>1 – 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2–1.5 per unit</td>
<td>1.5–1 per unit</td>
<td>Less than 1 per unit</td>
</tr>
</tbody>
</table>

Notes:
- All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.
- Adequate spaces for parking for disabled people must be provided preferably on-site.
- 20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

**6A.4** Although no maximum standards are set for hotels, the following approach should be taken for applications referred to the Mayor. In locations with a PTAL of 4–6, on-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. In locations with a PTAL of 1–3, provision should be consistent with objectives to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport.

**6A.5** Developments should provide for one coach parking space per 50 rooms for hotels. Leisure, stadia and major exhibition venues should provide appropriate levels of coach parking to suit their individual demand to help reduce congestion and improve visitor safety.

**6A.6** Parking for commercial vehicles should be provided at a maximum standard of one space per 500 sq. m of gross B2 or B8 floorspace.
Table 6.2 Cycle Parking Standards

<table>
<thead>
<tr>
<th>Use Class</th>
<th>1 Space per sq.m. of gross floorspace (unless otherwise stated)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A1</strong></td>
<td></td>
</tr>
<tr>
<td>Food</td>
<td>Out of centre 1/350, In centre 1/125</td>
</tr>
<tr>
<td>Non food</td>
<td>Out of centre 1/500, In centre 1/300</td>
</tr>
<tr>
<td>A2 (Financial Services)</td>
<td>1/125</td>
</tr>
<tr>
<td>A3–A5</td>
<td>1 per 20 staff + 1 per 20 customers</td>
</tr>
<tr>
<td>Cafes &amp; restaurants</td>
<td>1 per 20 staff + 1 per 20 customers</td>
</tr>
<tr>
<td>Pubs &amp; Wine Bars</td>
<td>1/100</td>
</tr>
<tr>
<td>Take-aways</td>
<td>1/50</td>
</tr>
<tr>
<td>B1 (Business)</td>
<td>1/250</td>
</tr>
<tr>
<td>B2–B8 (General Industry and Storage &amp; Distribution)</td>
<td>1/500</td>
</tr>
<tr>
<td>C1 (Hotels)</td>
<td>1 per 10 staff</td>
</tr>
<tr>
<td>C2 (Residential Institutions)</td>
<td>1 per 3 staff</td>
</tr>
<tr>
<td>Care Homes</td>
<td>1 per 5 staff + 1 per 10 visitors</td>
</tr>
<tr>
<td>Hospitals</td>
<td>1 per 1 or 2 bed unit</td>
</tr>
<tr>
<td>C3 (Dwellings)</td>
<td>2 per 3 or more bed unit</td>
</tr>
<tr>
<td>D1 (Non-residential institutions)</td>
<td></td>
</tr>
<tr>
<td>Primary, Secondary School</td>
<td>1 per 10 staff or students</td>
</tr>
<tr>
<td>Universities/Colleges</td>
<td>1 per 8 staff or students</td>
</tr>
<tr>
<td>Libraries</td>
<td>1 per 10 staff + 1 per 10 visitors</td>
</tr>
<tr>
<td>Health facilities/clinics</td>
<td>1 per 5 staff + 1 per 10 visitors</td>
</tr>
<tr>
<td>D2 (Assembly &amp; Leisure)</td>
<td>1 per 20 staff + 1 per 50 seats</td>
</tr>
<tr>
<td>Cinemas</td>
<td>1 per 10 staff + 1 per 20 peak period visitors</td>
</tr>
<tr>
<td>Leisure facilities</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
- In centre includes local shopping parades
- Staff should always be taken as the Full Time Equivalent
### Table 6.3 Indicative List of Transport Schemes

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Lead</th>
<th>Scheme cost</th>
<th>Anticipated completion</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rail</strong></td>
<td></td>
<td></td>
<td>2010 – 2012</td>
<td>2013 – 2018</td>
</tr>
<tr>
<td>Crossrail 1</td>
<td>TfL</td>
<td>H</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Crossrail 1</strong></td>
<td>Cross London Rail Links</td>
<td>M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chelsea Hackney line (Crossrail 2)</td>
<td>Cross London Rail Links</td>
<td>H</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>High Speed 1</strong></td>
<td>DfT</td>
<td>L</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>London Overground</strong></td>
<td>TfL/NR</td>
<td>M</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>London Overground</strong></td>
<td>TfL</td>
<td>L/M</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>West Anglia</strong></td>
<td>DfT / NR</td>
<td>L</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>West Anglia</strong></td>
<td>DfT / NR</td>
<td>H</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Thameside South Essex</strong></td>
<td>DfT / NR</td>
<td>M</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Thameside South Essex</strong></td>
<td>DfT / NR</td>
<td>M</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Core scheme:** Maidenhead and Heathrow in the west to Shenfield and Abbey Wood in the east

**Westerly extension(s) potentially to Reading / Milton Keynes / Watford / Staines (via Airtrack) and/or additional services to Heathrow and West Drayton.** Easterly extension from Abbey Wood to Gravesend

**Enhanced South West London – North East London capacity and connectivity.** Scheme detail to be reviewed to ensure maximum benefits and value for money.

**Enhanced domestic services and International services stopping at Stratford.** Direct services to a wider range of European destinations (making use of new European infrastructure)

**June 2010 – Dalston to New Cross, West Croydon and Crystal Palace services start (replacing old East London Line)**

**2011 – Connection at Dalston to link north east corner to new orbital route (connection between East London Line and North London Line)**

**2011 – North London Railway 50 per cent capacity increase**

**2012 – Surrey Quays to Clapham Junction extension, completion of new orbital route.**

**Train lengthening. Diversion of Watford Junction services to Stratford (instead of Euston) to release capacity for High Speed 2 at Euston**

**12 car capability to Stansted & Cambridge. Additional capacity also on inner services (HLOS CP4)**

**Lea Valley 4-tracking leading to increased frequencies to Stansted and local service to Stratford**

**12 car capability on all routes (HLOS CP4)**

**Further capacity increases**
<table>
<thead>
<tr>
<th>Region</th>
<th>Authority</th>
<th>Mode</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chiltern Railway</td>
<td>DfT / NR / TOC</td>
<td>L</td>
<td>Enhanced inner suburban service (HLOS CP4)</td>
</tr>
<tr>
<td>South Central London</td>
<td>DfT / NR</td>
<td>M/L</td>
<td>10 car capability on inner suburban (HLOS CP4) 12 car capability and additional fast services (HLOS CP4)</td>
</tr>
<tr>
<td>South Central London</td>
<td>DfT / NR</td>
<td>M</td>
<td>Further capacity increases</td>
</tr>
<tr>
<td>South East London</td>
<td>DfT / NR</td>
<td>M</td>
<td>Train lengthening on services to Cannon St / Charing Cross (HLOS CP4)</td>
</tr>
<tr>
<td>South East London</td>
<td>DfT / NR</td>
<td>M</td>
<td>Further capacity increases</td>
</tr>
<tr>
<td>South West London</td>
<td>DfT / NR</td>
<td>M</td>
<td>10 car capability on inner suburban and Windsor Lines (HLOS CP4)</td>
</tr>
<tr>
<td>South West London</td>
<td>DfT / NR</td>
<td>M</td>
<td>Further capacity increases</td>
</tr>
<tr>
<td>Great Western</td>
<td>DfT / NR</td>
<td>L</td>
<td>Train lengthening (HLOS CP4)</td>
</tr>
<tr>
<td>Great Western</td>
<td>DfT / NR</td>
<td>H</td>
<td>Electrification and Crossrail services</td>
</tr>
<tr>
<td>Great Northern</td>
<td>DfT / NR</td>
<td>L</td>
<td>Train lengthening (HLOS CP4)</td>
</tr>
<tr>
<td>Great Northern</td>
<td>DfT / NR</td>
<td>L</td>
<td>Further capacity increases</td>
</tr>
<tr>
<td>Great Eastern</td>
<td>DfT / NR</td>
<td>L</td>
<td>Additional and longer outer services (HLOS CP4) Additional inner services (HLOS CP4)</td>
</tr>
<tr>
<td>Great Eastern</td>
<td>DfT / NR</td>
<td>L</td>
<td>Further capacity increases</td>
</tr>
<tr>
<td>West Coast</td>
<td>DfT / NR</td>
<td>L</td>
<td>Train lengthening and frequency improvements (HLOS CP4)</td>
</tr>
<tr>
<td>West Coast</td>
<td>DfT / NR</td>
<td>L</td>
<td>Further capacity increases</td>
</tr>
<tr>
<td>Thameslink</td>
<td>DfT / NR</td>
<td>H</td>
<td>December 2011 – 12 car capability on most of main line and 16 trains per hour through core  End of 2015 – 24 trains per hour through core, expanded network</td>
</tr>
<tr>
<td>Thameslink</td>
<td>DfT / NR</td>
<td>M</td>
<td>Expand 12 car capability coverage</td>
</tr>
<tr>
<td>Airtrack</td>
<td>BAA / NR</td>
<td>M</td>
<td>Link South-West trains network to Heathrow (progressing towards TWA Inquiry)</td>
</tr>
<tr>
<td>High Speed 2</td>
<td>DfT</td>
<td>H</td>
<td>London to the West Midlands, North of England and Scotland. Scheme under development</td>
</tr>
<tr>
<td>Rail termini passenger congestion / onward movement works</td>
<td>DfT / NR</td>
<td>M</td>
<td>Schemes under development</td>
</tr>
<tr>
<td>Strategic Interchanges development works</td>
<td>TfL / NR</td>
<td>M</td>
<td>Programme of schemes under development</td>
</tr>
<tr>
<td>Improved access to enhanced rail services</td>
<td>TfL</td>
<td>L</td>
<td>For example, enhanced bus services and interchange at selected Crossrail and/or Thameslink stations</td>
</tr>
<tr>
<td>Improved rail freight routes</td>
<td>NR</td>
<td>M</td>
<td>New rail link from Barking to Gospel Oak Line to West Coast Mainline</td>
</tr>
<tr>
<td>Improved rail freight terminals to serve London</td>
<td>NR / private sector L</td>
<td>New and/or expanded rail freight terminals to serve London</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>-----------------------</td>
<td>----------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>Tube</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jubilee line</td>
<td>TfL M</td>
<td>Jubilee line upgrade in delivery phase to provide additional capacity and improve journey times</td>
<td></td>
</tr>
<tr>
<td>Northern line</td>
<td>TfL M</td>
<td>Phase 1: Northern line upgrade in delivery phase to provide additional capacity and improve journey times by end of 2012</td>
<td></td>
</tr>
<tr>
<td>Northern line</td>
<td>TfL M</td>
<td>Phase 2: Northern line upgrade 2 to deliver a further 20 per cent increase in capacity through the simplification and recasting of service patterns</td>
<td></td>
</tr>
<tr>
<td>Northern line</td>
<td>Developer funded M</td>
<td>Developer led extension: Kennington to Battersea to support the regeneration of the Battersea/Nine Elms area (see Policy 6.5)</td>
<td></td>
</tr>
<tr>
<td>Victoria line</td>
<td>TfL M</td>
<td>Victoria line upgrade in delivery phase including new rolling stock and signalling to provide additional capacity and improve journey times</td>
<td></td>
</tr>
<tr>
<td>Piccadilly line</td>
<td>TfL M</td>
<td>Piccadilly line upgrade to provide additional capacity and improve journey times</td>
<td></td>
</tr>
<tr>
<td>Sub-Surface Railway (SSR) (Circle, District, Hammersmith &amp; City and Metropolitan lines)</td>
<td>Tfl H</td>
<td>Sub-Surface Railway (SSR) upgrade (including new air conditioned rolling stock &amp; new signalling) to provide additional capacity and improve journey times</td>
<td></td>
</tr>
<tr>
<td>Croxley rail link</td>
<td>Hertfordshire CC M</td>
<td>Metropolitan line link to Watford Junction</td>
<td></td>
</tr>
<tr>
<td>Bakerloo Line</td>
<td>TfL M</td>
<td>Bakerloo line upgrade: including new energy efficient and high capacity EVO1 rolling stock and signalling</td>
<td></td>
</tr>
<tr>
<td>Bakerloo Line</td>
<td>TfL H</td>
<td>Northern extension to Watford Junction (replace Overground north of Queens Park) Southern extension to Hayes via Peckham and Lewisham – scheme and route under development</td>
<td></td>
</tr>
<tr>
<td>Edgware Road station remodelling</td>
<td>TfL M</td>
<td>Redesign of tracks around Edgware Road to improve capacity and network resilience</td>
<td></td>
</tr>
<tr>
<td>Station refurbishment/ modernisation programme</td>
<td>TfL H</td>
<td>Continuing programme of refurbishment/ modernisation of LU stations</td>
<td></td>
</tr>
</tbody>
</table>
### Tube station congestion relief schemes

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victoria, Tottenham Court Road, Bond Street, Bank (partially funded) and Paddington (Hammersmith &amp; City line)</td>
<td>TfL</td>
<td>H</td>
</tr>
</tbody>
</table>

### Further Tube station congestion relief schemes

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Targeted station capacity expansion programme</td>
<td>TfL</td>
<td>H</td>
</tr>
</tbody>
</table>

### DLR

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Network wide capacity upgrade to 3 car services</td>
<td>TfL</td>
<td>M</td>
</tr>
<tr>
<td>Enabling a 50 per cent increase in capacity – 2010</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extension: Stratford International – Canning Town</td>
<td>TfL</td>
<td>M</td>
</tr>
<tr>
<td>To be completed by Summer 2010</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extension: Gallions Reach – Dagenham Dock</td>
<td>TfL</td>
<td>M</td>
</tr>
<tr>
<td>Currently unfunded, ongoing discussion with DfT</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Further DLR Extensions

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Following potential routes: • Bank to Victoria • Stratford International to Walthamstow Central via Leytonstone • Stratford International to Walthamstow Central via Leytonstone • Lewisham to Catford/Catford Bridge/Hither Green • Hayes/Beckenham via Catford</td>
<td>TfL</td>
<td>M</td>
</tr>
</tbody>
</table>

### Croydon Tramlink

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased Capacity</td>
<td>TfL</td>
<td>L</td>
</tr>
<tr>
<td>Higher frequency on current network, including two-tracking Croydon – Wimbledon section and improved signalling</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Network extensions

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential routes include: • Beckenham Junction to Bromley • Wimbledon to Sutton</td>
<td>TfL</td>
<td>M</td>
</tr>
</tbody>
</table>

### East London Transit

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1a to be completed 2010</td>
<td>Boroughs/TfL</td>
<td>L</td>
</tr>
</tbody>
</table>

### Bus stop accessibility programme

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved accessibility of bus stops</td>
<td>TfL/Boroughs</td>
<td>L</td>
</tr>
</tbody>
</table>

### Bus priority

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation of bus priority measures to maintain service reliability</td>
<td>Boroughs/TfL</td>
<td>M</td>
</tr>
</tbody>
</table>

### Cycling

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,000 bikes in central London opening in 2010</td>
<td>Boroughs/TfL</td>
<td>M</td>
</tr>
<tr>
<td>66,000 additional cycle parking spaces in London</td>
<td>Boroughs/TfL</td>
<td>L</td>
</tr>
</tbody>
</table>
### Cycle Superhighways:

1) Barking to Tower Hill and 2) South Wimbledon to Bank

<table>
<thead>
<tr>
<th>Boroughs/TfL</th>
<th>M</th>
<th>L</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>To be implemented by May 2010</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Further development and implementation of 10 radial Cycle Superhighways to central London
  - Boroughs/TfL
  - M
  - L

  **To be implemented by 2012**

- Central London cycle hire scheme enhancement
  - Boroughs/TfL
  - L

  Potential expansion of area covered and/or additional bikes in central London cycle hire scheme

- Cycling initiatives in Outer London Town Centres
  - Boroughs/TfL
  - M

  Including potential radial cycle highways, additional parking, cycle hire schemes etc.

### Walking & Public Realm Enhancements

<table>
<thead>
<tr>
<th>Improved wayfinding</th>
<th>Borough/TfL</th>
<th>M</th>
<th>L</th>
<th>Targeted introduction of on-street wayfinding specifically designed for pedestrians, for example Legible London</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brixton Central Square</td>
<td>Borough/TfL</td>
<td>M</td>
<td>L</td>
<td>Gyratory removal</td>
</tr>
<tr>
<td>Exhibition Road</td>
<td>Borough/TfL</td>
<td>M</td>
<td>L</td>
<td>Balanced space scheme</td>
</tr>
<tr>
<td>Gants Hill</td>
<td>Borough/TfL</td>
<td>M</td>
<td>L</td>
<td>Station environs</td>
</tr>
<tr>
<td>Oxford Circus diagonal crossing</td>
<td>Borough/TfL</td>
<td>M</td>
<td>L</td>
<td>Improve pedestrian 'flow' and urban realm</td>
</tr>
<tr>
<td>Woolwich Town Centre</td>
<td>Borough/TfL</td>
<td>M</td>
<td>L</td>
<td>Public realm enhancement</td>
</tr>
<tr>
<td>Access to stations &amp; surroundings</td>
<td>Boroughs/TfL</td>
<td>M</td>
<td>L</td>
<td>Targeted programme of works to improve accessibility and personal security on walk and cycle routes to stations and bus stops</td>
</tr>
<tr>
<td>New pedestrian bridge(s) across River Thames in central London</td>
<td>TfL</td>
<td>M</td>
<td></td>
<td>Connectivity &amp; public realm improvements</td>
</tr>
<tr>
<td>Targeted initiatives to improve public realm Londonwide</td>
<td>Boroughs/TfL</td>
<td>M</td>
<td></td>
<td>Improve pedestrian connectivity and urban realm</td>
</tr>
</tbody>
</table>

### Roads

<table>
<thead>
<tr>
<th>Blackwall Tunnel (Northbound)</th>
<th>TfL</th>
<th>L</th>
<th>Refurbishment of tunnel, phasing of work to be determined</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bounds Green (A406)</td>
<td>TfL</td>
<td>L</td>
<td>Safety and environmental improvements</td>
</tr>
<tr>
<td>Henly's Corner junction works</td>
<td>TfL</td>
<td>L</td>
<td>Safety improvements, consents yet to be obtained</td>
</tr>
<tr>
<td>Proposal</td>
<td>Responsible Body</td>
<td>Cost</td>
<td>Description</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>------------------</td>
<td>-------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Removal of Tottenham Hale gyratory</td>
<td>TfL / Others</td>
<td>L</td>
<td>Existing one way system to be converted to two, improved pedestrian crossing and cycling facilities</td>
</tr>
<tr>
<td>Continue to work with national Government on road pricing feasibility programme</td>
<td>TfL</td>
<td>L</td>
<td>Share expertise and engage with development programmes as appropriate</td>
</tr>
<tr>
<td><strong>River Services</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Encourage improved passenger River services</td>
<td>TfL</td>
<td>L</td>
<td>Consistent service standards, examine opportunities for enhanced pier facilities (including at North Greenwich and Isle of Dogs) and development the river concordat</td>
</tr>
<tr>
<td>New vehicle ferry or link between Gallions Reach and Thamesmead</td>
<td>TfL</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>Promote use of Thames and other waterways for freight movement</td>
<td>TfL</td>
<td>L</td>
<td>Enable freight access to waterways</td>
</tr>
</tbody>
</table>

**Costs**

- **L** £0–£100m
- **M** £100m–£1bn
- **H** over £1bn

- * 2012 for TfL led schemes and 2014 for Network Rail led schemes (as per HLOS CP4)
- ** 2013 for TfL led schemes and 2015 for Network Rail led schemes (post HLOS CP 4)

**Legend**

- **Funded**
- **Unfunded**

**Abbreviations**

- **DfT** Department for Transport
- **TfL** Transport for London
- **NR** Network Rail
- **HLOS CP4** High Level Output Statement for Control Period 4 – the Government’s railway investment programme for the period 2009 – 2014
- **TOC** Train Operating Company
- **TWA** Transport & Works Act
- **BAA** British Airports Authority
7.1 This chapter sets out policies on a range of issues about the places and spaces in which Londoners live that are integral to delivery of the Mayor’s Vision and objectives set out in Chapter 1, but in particular those that London should be:

- **A city of diverse, strong, secure and accessible neighbourhoods** to which Londoners feel attached, which provide all of its residents, workers, visitors and students – whatever their origin, background, age or status – with opportunities to realise and express their potential and a high quality environment for individuals to enjoy, live together and thrive.

- **A city that delights the senses** and takes care over its buildings and streets, having the best of modern architecture while also making the most of London’s built heritage, and which makes the most of and extends its wealth of open and green spaces and waterways, realising its potential for improving Londoners’ health, welfare and development.

7.2 This chapter focuses on a broad range of policy areas that impact directly on how people perceive and use the places they live in, work in and visit. The quality and function of neighbourhoods and places, access, heritage, local character, landscapes, inclusive design, safety, security and resilience, green infrastructure, biodiversity, air quality, soundscapes and the Blue Ribbon Network all contribute towards making London a special place and improve quality of life.

7.3 Achieving this requires wide-ranging policies and actions and therefore goes beyond the themes of this chapter. It also requires action on issues outside the scope of the London Plan and will be addressed in other mayoral strategies and programmes, for example action on crime and anti-social behaviour.

**Place-Shaping**

**Policy 7.1 | Building London’s neighbourhoods and communities**

**Strategic**

A  In their neighbourhoods, people should have the best possible access to services, infrastructure and public transport to wider London. Their neighbourhoods should also provide a character that is easy to understand and relate to.

**Planning decisions**

B  New development should be designed so that the layout, tenure, mix of uses and interface with surrounding land will improve people’s access to community infrastructure (including green spaces), commercial services and public transport.

C  New development should maximize the opportunity for community diversity, inclusion and cohesion and should contribute to people’s sense of place, safety and security. Places of work and leisure, streets, neighbourhoods, parks and open
spaces should be designed to meet the needs of the community at all stages of people’s lives, and should meet the ‘lifetime neighbourhoods’ criteria (see para 7.5).

D The design of new buildings and the spaces they create should help reinforce or enhance the character, legibility and permeability of the neighbourhood.

E The policies in this chapter provide the context within which the targets set out in other chapters of this Plan should be met.

LDF preparation

F Boroughs should prepare plans to ensure infrastructure and services will be delivered to meet the needs of new development and regeneration.

G Boroughs should work with their local communities to set goals for their neighbourhoods and strategies for achieving them.

7.4 People should be able to live and work in a safe, supportive and inclusive neighbourhood with which they are proud to identify. They should have easy access to services and facilities that are relevant to them and should be able to navigate their way easily around their neighbourhood through high-quality spaces, while having good access to the wider city. They should have access to a network of open and green spaces that meets their recreational needs and a natural and built environment that reinforces a strong, unique local history and character.

7.5 Against the background of a rising number of both younger and older Londoners over the Plan period, increasing the opportunities everyone has to access and participate in their communities will help all Londoners to enjoy and feel secure in their neighbourhoods¹. This can be achieved by extending the inclusive design principles embedded in the Lifetime Home standards (see Policy 3.8 in chapter 3) to the neighbourhood level. Ensuring that families with small children, older people and disabled people can move around, enjoy and feel secure in their neighbourhoods enables everyone to fully participate in and contribute to the life of the community. Lifetime neighbourhoods², where access to public transport, basic amenities, local shops, places to meet and relax, and green and open spaces are within easy reach of homes, and where facilities such as public toilets and seating are consciously planned into proposals at the outset, help to build cohesive, successful and sustainable communities. The Mayor will assist boroughs and other agencies in developing ‘lifetime neighbourhoods’ by providing advice and guidance in updated supplementary guidance on ‘Accessible London: achieving an inclusive environment’.

7.6 Boroughs should be clear about their expectations for their communities and their neighbourhoods. They should work with local communities to prepare and communicate strategies for meeting those expectations. Local strategies should take into account the current and future population profile and the building types of each neighbourhood (Policy 7.4). Identification and realisation of neighbourhood development goals should not be limited to planning policy. Positive change can also come through management practices and investment and maintenance decisions.

Policy 7.2 | An inclusive environment

Strategic

A  The Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design.
B  The Mayor will assist boroughs and other agencies in implementing accessible and inclusive design in all development proposals by updating the advice and guidance in the Supplementary Planning Guidance 'Accessible London: Achieving an Inclusive Environment'\(^3\); by continuing to contribute to the development of national technical access standards and by supporting training and professional development programmes.

**Planning decisions**

C  Development proposals should meet the highest standards of accessible and inclusive design and should demonstrate that they meet the principles of inclusive design so that developments:

- **a** can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- **b** are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- **c** are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- **d** are realistic, offering more than one solution to help balance everyone’s needs, recognising that one solution may not work for all.

D  Design and access statements submitted with development proposals should explain how the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards such as British Standard BS 8300:2009 have been complied with, and how inclusion will be maintained and managed.

**LDF preparation**

E  Boroughs should develop detailed policies\(^4\) and proposals that ensure the physical environment can meet the highest standards of accessibility and inclusion and that the principles of inclusive design are adopted at the earliest stages of the development process including when drawing up masterplans, area planning frameworks and development briefs.

7.7 This policy seeks to achieve the highest standards of accessible\(^5\) and inclusive design\(^6\), in all new developments in London. Inclusive design is a process to ensure the diverse needs of all Londoners are integrated into development proposals from the outset.\(^7\) This is key to ensuring that the built environment is safe, accessible and convenient and enables everyone to access jobs, opportunities and facilities. It is fundamental to improving the quality of life for all Londoners particularly for disabled and older people who, despite progress in building a more accessible city in the last decade, still experience considerable barriers to living independent and dignified lives as a result of the way the built environment is designed, built and managed.

7.8 Applicants should demonstrate in their design and access statements\(^8\) their commitment to achieving high quality inclusive design\(^9\), how their proposals ensure an accessible environment, and the process to achieve this. The outcome should be places where people want to live and feel they belong, which are accessible and welcoming to everyone.\(^10\)
7.9 Development should reduce the opportunities for criminal and anti-social behaviour and contribute to a sense of security without being overbearing or intimidating. Places and buildings should incorporate well-designed security features and be resilient to vandalism. All spaces should have clear ownership, and be managed in a way that states that the space is cared for. Future maintenance of the space or building should be considered at the design stage.

7.10 Buildings should be laid out in a way that clearly defines, defends and overlooks private spaces, and should protect public spaces by providing opportunities for casual surveillance and activity. Pedestrian, cyclist and vehicular routes should be well defined and integrated, and limit opportunities for concealment.

7.11 An integrated mix of land-uses throughout a neighbourhood will add to its vitality and security but should be carefully managed to minimise conflict between incompatible activities. Daytime and nighttime uses should be incorporated into development where appropriate to ensure that spaces are active and informally monitored.
d allows existing buildings and structures that make a positive contribution to the character of a place, to influence the future character of the area. e is informed by the surrounding historic environment.

**LDF preparation**

C Boroughs should identify landscapes, places, including on the Blue Ribbon Network, and buildings that have a character that should be sustained and protect them.

7.12 The social, cultural, environmental and economic relationships between people and their communities is reinforced by the physical character of a place. New development should help residents and visitors understand where a place has come from, where it is now and where it is going. It should reflect the function of the place both locally and as part of a complex urban city-region, and the physical, economic, environmental and social forces that have shaped it over time and are likely to influence it in the future.

7.13 The physical character of a place can help reinforce a sense of meaning and civility – through the layout of buildings and streets, the natural and man-made landscape, the density of development and the mix of land uses. In some cases, the character is well preserved and clear. In others, it is undefined or compromised by unsympathetic development. Existing character should be identified and used to inform a strategy for improving the place. This should help ensure the place evolves to meet the economic and social needs of the community and enhances its relationship with the natural landscape. The community should be involved in setting these goals for the future of the area (Policy 7.1).

7.14 The Blue Ribbon Network has significant cultural, economic and environmental value to local character. Later in this chapter a range of policies require buildings and spaces to have particular regard to their relationship to waterspaces in their form, scale and orientation. New development should enhance physical and visual access between existing streets and waterfront sites and, incorporate features that make the best functional use of the site’s proximity to a water resource. Buildings and spaces should be designed to activate the Blue Ribbon Network in a way that is appropriate to its character, infrastructure value and historical significance.

**Policy 7.5 | Public realm**

**Strategic**

A London’s public spaces should be secure, accessible, easy to understand and maintain, and incorporate the highest quality landscaping, planting, furniture and surfaces.

**Planning decisions**

B New development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks to help people find their way. Landscape treatment, furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space. Opportunities for the integration of high quality public art should be considered, and opportunities for greening, such as through planting of trees and other soft landscaping wherever possible, should be maximised. Treatment of the public realm should be informed by the history of the place.

C New development should incorporate local social infrastructure such as public
7.15 The quality of the public realm has a significant influence on quality of life because it affects people’s sense of place, security and belonging. For this reason, public and private open spaces, and the buildings that frame those spaces, should contribute to the highest standards of comfort, security and ease of movement possible. Legibility and signposting can make an important contribution to whether people feel comfortable in a place. Places should be distinctive, attractive, vital and of the highest quality. They should also, wherever possible, make the most of opportunities to green the urban realm through new planting or making the most of existing vegetation. This will support the Mayor’s aim for two million trees to be planted in London by 2025 and, greening in the Central Activities Zone (CAZ) will help mitigate the urban heat island effect (Policy 5.10).

7.16 Architecture should contribute to the creation of a cohesive built environment that enhances the experience of living, working or visiting in the city. This is often best achieved by ensuring new buildings reference, not necessarily replicate, the scale, mass and detail of the predominant built form surrounding them, and by using the highest quality materials. Contemporary architecture is encouraged, but it should be respectful and sympathetic to the other architectural styles that have preceded it in the locality. All buildings should help create streets and places that are human in scale, easy to understand, enjoy and keep secure. The building form and layout should have regard to the density and character of the surrounding development and should not prejudice the development opportunities of surrounding sites.

Policy 7.6 | Architecture

Strategic
A Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

Planning decisions
B Buildings and structures should:
   a be of the highest architectural quality
   b be of a proportion, composition, scale and orientation that enhances, activates and appropriately encloses the public realm
   c comprise details and materials that complement, not necessarily replicate, the local architectural character
   d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
   e incorporate best practice in resource management and climate change mitigation and adaptation
   f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
   g be adaptable to different activities and land uses, particularly at ground level
   h meet the principles of inclusive design.

7.17 A building should enhance the amenity and vitality of the surrounding streets. It should make a positive contribution to the landscape and relate well to the form, proportion, scale and character of streets,
existing open space, waterways and other
townscape and topographical features.
New development, especially large and tall
buildings, should not have a negative impact
on the character or amenity of neighbouring
sensitive land uses. Lighting of, and on,
buildings should be energy efficient and
appropriate for the physical context.

7.18 The massing, scale and layout of new
buildings should help make public spaces
coherent and complement the existing
streetscape. They should frame the public
realm at a human scale and provide a mix
of land uses that activate its edges and
enhance permeability in the area. The new
buildings should find the best balance
between urban design and secured by
design principles (see Policy 7.3) while
being highly accessible.

7.19 New buildings should achieve the highest
standards of environmental, social and
economic sustainability by meeting the
standards of sustainable design and
construction set out in Chapter 5 and by
being consistent with the existing or
planned future capacity of social, transport
and green infrastructure.

Policy 7.7 | Location and design of tall
and large buildings

Strategic

A Tall and large buildings should be part
of a strategic approach to changing or
developing an area, and should not have
an unacceptably harmful impact on their
surroundings.

Planning decisions

B Applications for tall or large buildings
should include an urban design analysis
that demonstrates the proposal is part of
a strategy that will meet the criteria below.
This is particularly important if the site of
the proposed tall building is not identified
as a location for tall buildings in the
borough’s LDF.

C Tall and large buildings should:
  a generally be limited to sites in the Central
  Activity Zone, Opportunity Areas, Areas
  of Intensification or Town Centres that
  have good access to public transport
  b only be considered in areas whose
  character would not be adversely affected
  by the scale, mass or bulk of a tall or
  large building
  c relate well to the form, proportion,
  composition, scale and character of
  surrounding buildings, urban grain
  and public realm (including landscape
  features), particularly at street level;
  d individually or as a group, form a
  distinctive landmark that emphasises
  a point of civic or visual significance,
  and enhances the skyline and image
  of London
  e incorporate the highest standards of
  architecture and materials
  f have ground floor activities that
  provide a positive relationship to the
  surrounding streets
  g incorporate publicly accessible areas
  on the upper floors, where appropriate
  h make a significant contribution to
  local regeneration.

D Tall buildings should not:
  a affect adversely their surroundings
  in terms of microclimate, wind
  turbulence, overshadowing, noise,
  reflected glare, aviation, navigation
  and telecommunication interference
  b impact adversely on local or strategic
  views
  c be encouraged in areas that would be
  sensitive to their impact. Such areas
  might include conservation areas, the
  setting of listed buildings, historic parks
  and gardens, the edge of the green belt
  or metropolitan open land, the setting of
World Heritage Sites or other areas designated by boroughs as being unsuitable for tall buildings.

**LDF preparation**

E Boroughs should work with the Mayor to identify areas in their Local Development Frameworks where tall and large buildings might be appropriate. These locations should be consistent with the criteria above and the place-shaping and heritage policies of this Plan.

7.20 Tall and large buildings are those that are noticeably taller than their surroundings, have a significant impact on the skyline or are larger than the threshold sizes set for the referral of planning applications to the Mayor. They can form part of a strategic approach to meeting the regeneration and economic development goals laid out in the London Plan, particularly in order to make optimal use of the capacity of sites with high levels of public transport accessibility. However, they can also have a significant detrimental impact on local character. Therefore, they should be resisted in areas that will be particularly sensitive to their impacts and only be considered if they are the most appropriate way to achieve the optimum density in highly accessible locations or to ensure the best local design outcome, and if they make a significant contribution to local regeneration.

7.21 Tall buildings should always be of the highest architectural quality, (especially prominent features such as roof tops) and should not have a negative impact on the amenity of surrounding uses.

7.22 The location of a tall building, its alignment, spacing, height, bulk, massing and design quality should identify with and emphasise a point of civic or visual significance over the whole area from which it will be visible. Ideally it should form part of a cohesive building group that creates a high quality, distinctive landmark structure that enhances the skyline. This will improve the legibility of the area and ensure dominant buildings are attractive city elements that contribute positively to the image and built environment of London.

7.23 The Mayor will work with boroughs to both identify locations where tall buildings might be appropriate, applying the criteria set out in Policy 7.7, and to set out local strategies to ensure they are delivered in ways that maximises their benefits and minimises their negative impacts. Opportunity Area Planning Frameworks can provide a useful opportunity for carrying out such joint work.

**Historic environment and landscapes**

**Policy 7.8 | Heritage assets and archaeology**

**Strategic**

A London’s historic environment, including natural landscapes, conservation areas, heritage assets, World Heritage Sites, Scheduled Ancient Monuments and memorials should be identified, preserved and restored.

B Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present, the site’s archaeology.

**Planning decisions**

C Development should preserve, refurbish and incorporate heritage assets, where appropriate.

D New development in the setting of heritage assets, and conservation areas should be sympathetic to their form, scale, materials and architectural detail.
E New development should make provision for the protection of archaeological resources and significant memorials. Where the artefact or memorial cannot be moved from the site without damaging its cultural value, the assets should where possible be made available to the public on-site.

LDF preparation

F Boroughs should, in LDF policies, seek to maintain and increase the contribution of built heritage to London’s environmental quality and economy while allowing for London to accommodate change and regeneration.

G Boroughs, in consultation with English Heritage, Natural England and other relevant statutory organisations, should include appropriate policies in their LDFs for identifying and protecting heritage assets scheduled ancient monuments, archaeological assets, memorials and natural landscape character within their area.

7.24 London’s built and landscape heritage provides a depth of character that has immeasurable benefit to the city’s economy, culture and quality of life. Natural landscapes can help to provide a unique sense of place whilst layers of architectural history provide an environment that is of local, national and world heritage value. It is to London’s benefit that some of the best examples of architecture from the past 2000 years sit side by side to provide a rich texture that makes the city a delight to live, visit, study and do business in. Ensuring the identification and sensitive management of London’s historic assets in tandem with promotion of the highest standards of modern architecture will be key to maintaining the blend of old and new that gives the capital its unique character. Identification and recording heritage through, for example, character appraisals and conservation plans are essential to this process.

7.25 Crucial to the preservation of this character is the careful protection and adaptive re-use of heritage buildings and their settings. Conservation areas make a significant contribution to local character and should also be protected from inappropriate development that is not sympathetic in terms of scale, materials, details and form. Development near heritage listed buildings or conservation areas should meet the highest quality of architecture, public realm, and local context and character outlined in the policies above.

7.26 Built heritage also makes a significant contribution to the city’s culture by providing easy access to the history of the city and its places. For example recognition and enhancement of the multicultural nature of much of London’s heritage can help to promote community cohesion. In addition to buildings, people can perceive the story of the city through plaques, monuments, museums, artefacts, photography and literature. Every opportunity to bring the story of London to people and ensure the accessibility and good maintenance of London’s heritage should be exploited. In particular, where new development uncovers an archaeological site or memorial, these should be recovered and wherever possible, made accessible.

Policy 7.9 | Heritage-led regeneration

Strategic

A Regeneration schemes should make use of heritage assets and reinforce the qualities that make the heritage asset significant. This includes buildings, landscape features and views.
Planning decisions
B New development should repair, refurbish and re-use heritage assets including buildings at risk. It should be demonstrated that the proposed development would give adequate status to the heritage asset in the design of the proposal.

7.27 Sensitive and innovative use of historic assets within local regeneration should be encouraged. Schemes like Townscape Heritage Initiatives, Heritage Economic Regeneration Schemes or Buildings at Risk Grants can play an important role in fostering regeneration of historic areas while also promoting the maintenance and management of heritage assets and developing community appreciation of them.

Policy 7.10 | World Heritage Sites

Strategic
A New development in the setting of a World Heritage Site should not have a negative impact on the Site’s Outstanding Universal Values. The Mayor will work with relevant stakeholders to develop supplementary planning guidance to define the setting of World Heritage Sites.

Planning decisions
B A development proposal should not cause changes to the setting of a World Heritage Site if the change is likely to compromise a viewer’s ability to appreciate the Outstanding Universal Values of the Site. In considering planning applications appropriate weight should be given to implementing the provisions of the World Heritage Site Management Plans.

LDF preparation
C LDFs should contain policies that protect the historic significance of the World Heritage Sites and safeguard, and where appropriate enhance, their settings.

7.28 The World Heritage Sites at Greenwich Maritime, Kew Gardens, Palace of Westminster and Tower of London are embedded in the constantly evolving urban fabric of London. The surrounding built environment must be carefully managed to find a balance between protecting the elements of the World Heritage Sites that make them of Outstanding Universal Value and allowing the surrounding land to continue to change and evolve as it has for centuries.

7.29 Development in the setting of these World Heritage Sites, should provide opportunities to enhance their setting through the highest quality of architecture and contributions to the improvement of the public realm that are consistent with the principles of the World Heritage Site Management Plans. However, it is vital that development in the setting of World Heritage Sites contributes to the provision of an overall amenity and ambience appropriate to their World Heritage status19.

Policy 7.11 | London View Management Framework

Strategic
A The Mayor has designated a list of strategic views (Table 7.1) that he will keep under review. These views are seen from places that are publicly accessible and well used. They include significant buildings or urban landscapes that help to define London at a strategic level. These views represent at least one of the following categories: panoramas across substantial parts of London; views from an urban space of a building or group of buildings within a townscape setting (including narrow,
linear views to a defined object); or broad prospects along the river Thames.

Development will be assessed for its impact on the designated view if it falls within the foreground, middle ground or background of that view.

B Within the designated views the Mayor will identify landmarks that make aesthetic, cultural or other contributions to the view and which assist the viewer's understanding and enjoyment of the view.

C The Mayor will also identify Strategically Important Landmarks in the views that make a very significant contribution to the image of London at the strategic level or provide a significant cultural orientation point. He will seek to protect vistas towards Strategically Important Landmarks by designating Landmark Viewing Corridors and Wider Setting Consultation Areas. These elements together form a Protected Vista. Each element of the Vista will require a level of management appropriate to its potential impact on the viewer's ability to recognise and appreciate the Landmark.

D The Mayor will also identify and protect aspects of views that contribute to a viewer’s ability to recognise and to appreciate a World Heritage Site’s outstanding universal value.

E The Mayor has prepared supplementary planning guidance on the management of the designated views. This supplementary guidance includes plans for the management of views as seen from specific assessment points within the Viewing Places. The guidance provides advice on the management of the foreground, middle ground and background of each view. The Mayor will, when necessary, review this guidance.

7.30 A number of views make a significant contribution to the image and character of London at the strategic level. This could be because of their composition, their contribution to legibility, or because they provide an opportunity to see key landmarks as part of a broader townscape, panorama or river prospect. The Mayor will seek to protect the composition and character of these views, particularly if they are subject to significant pressure from development. New development will often make a positive contribution to the views and can be encouraged. However, in others, development is likely to compromise the setting or visibility of a key landmark and should be resisted.

7.31 There are three types of strategic views designated in the London Plan – London Panoramas, River Prospects and Townscape Views (including Linear Views). Each view can be considered in three parts. The Front and Middle Ground Assessment Areas are the areas between the viewing place and a landmark, or the natural features that form its setting. The Background Assessment Area to a view extends away from the foreground or middle ground into the distance. Part of the background may include built or landscape elements that provide a backdrop to a strategically important landmark.

7.32 The Mayor identifies three strategically important landmarks in the designated views: St Paul’s Cathedral, the Palace of Westminster and the Tower of London. Within some views, a Protected Vista to a strategically important landmark will be defined and used to protect the viewer’s ability to recognise and appreciate the landmark. The Protected Vista will be composed of two parts:

- **A Landmark Viewing Corridor** – the area between the viewing place and a strategically important landmark that must
be maintained if the landmark is to remain visible from the viewing place.

- **Wider Setting Consultation Area**
  Development above a threshold height in this area could compromise the viewer’s ability to recognise and appreciate the strategically important landmark.

7.33 The Mayor has prepared supplementary guidance on the management of views designated in this Plan. The SPG identifies Viewing Places within which Viewing Locations can be identified. It also specifies individual Assessment Points from which management guidance and assessment should be derived. Some views are experienced as a person moves through a Viewing Place and assessment of development proposals should consider this. This guidance will be reviewed when necessary to ensure it is compliant with Policies 7.11 and 7.12.

7.34 The SPG will provide guidance on the treatment of all parts of the view, and where appropriate the components of the Protected Vista, for each view.

**Policy 7.12 | Implementing the London View Management Framework**

**Strategic**

A  New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements. It should also, where possible, preserve viewers’ ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.

**Planning decisions**

B  Development in the foreground and middle ground of a designated view should not be overly intrusive, unsightly, prominent to the detriment of the view, block a view or create an intrusive element in the view.

C  Development proposals in the background of a view should give context to landmarks and not harm the composition of the view as a whole. Where a silhouette of a World Heritage Site is identified by the Mayor as prominent in a townscape or river prospect, and well preserved within its setting, it should not be altered by new development appearing in its background. Assessment of the impact of development in the foreground, middle ground or background of the view or the setting of a landmark should take into account the effects of distance and atmospheric or seasonal changes.

D  In addition to the above, new development in designated views should comply with the following:

  a  London Panoramas – should be managed so that development fits within the prevailing pattern of buildings and spaces and should not detract from the panorama as a whole. The management of views containing Strategically Important Landmarks should afford them an appropriate setting and prevent a canyon effect from new buildings crowding in too close to the Landmark in the foreground, or background where appropriate.

  b  River Prospects – views should be managed to ensure that the juxtaposition between elements, including the river frontages and key landmarks, can be appreciated within their wider London context.

  c  Townscape and Linear Views – should be managed so that the ability to see
specific buildings, or groups of buildings, in conjunction with the surrounding environment, including distant buildings within views, is preserved.

E Viewing places should be accessible and managed so that they enhance people’s experience of the view.

F In addition to the above, where there is a Protected Vista:
   a development that exceeds the threshold height of a Landmark Viewing Corridor should be refused
   b development in the Wider Setting Consultation Area should form an attractive element in its own right and preserve the viewer’s ability to recognise and to appreciate the Strategically Important Landmark. It should not cause a canyon effect around the Protected Vista
   c development in the foreground of the Wider Setting Consultation Area should not detract from the prominence of the Strategically Important Landmark in this part of the view.

G In complying with the above new development should not cause negative or undesirable local urban design outcomes.

H The Mayor will identify, in some designated views, situations where the silhouette of a World Heritage Site, or part of a World Heritage Site, should be preserved.

LDF preparation

J Boroughs should reflect the principles of this policy, including the Protected Vistas, into their Local Development Frameworks.

7.35 Protected Vistas are designed to preserve the viewer’s ability to recognise and appreciate a strategically important landmark from a designated viewing place. Development that exceeds the threshold plane of the landmark viewing corridor will have a negative impact on the viewer’s ability to see the landmark and is therefore contrary to the London Plan. Development in the foreground, middle ground or background of a view can exceed the threshold plane of a landmark lateral assessment area or landmark background assessment area if it does not damage the viewer’s ability to recognise and to appreciate the strategically important landmark and if it does not dominate the landmark in the foreground or middle ground of the view.

7.36 In complying with the requirements of Policies 7.11 and 7.12 a development should comply with other policies in this chapter and should not have a negative effect on the surrounding land by way of architecture or relationship with the public realm.

7.37 The Protected Vistas will be developed in consultation with the Secretary of State. The Mayor will seek the Secretary of State’s support to adopt Protected Vista directions that are consistent with the Protected Vistas in the London Plan.

Table 7.1 Designated views

<table>
<thead>
<tr>
<th>London Panoramas</th>
<th>1</th>
<th>Alexandra Palace to Central London</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2</td>
<td>Parliament Hill to Central London</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Kenwood to Central London</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>Primrose Hill to Central London</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>Greenwich Park to Central London</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Blackheath Point to Central London</td>
</tr>
<tr>
<td>Linear Views</td>
<td>7</td>
<td>The Mall to Buckingham Palace</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Westminster Pier to St Paul’s Cathedral</td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>King Henry VIII’s Mound, Richmond to St Paul’s Cathedral</td>
</tr>
<tr>
<td>River Prospects</td>
<td>10</td>
<td>Tower Bridge</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>London Bridge</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>Southwark Bridge</td>
</tr>
</tbody>
</table>
13 Millennium Bridge and Thameside at Tate Modern
14 Waterloo Bridge
15 The South Bank
16 Golden Jubilee/Hungerford Footbridges
17 Westminster Bridge
18 Lambeth Bridge
19 Victoria Embankment between Waterloo and Westminster Bridges
20 Jubilee Gardens and Thameside in front of County Hall
21 Albert Embankment between Westminster and Lambeth Bridges along Thames Path near St Thomas’ Hospital

Townscape Views

22 Bridge over the Serpentine, Hyde Park to Westminster
23 Island Gardens, Isle of Dogs to Royal Naval College
24 The Queen’s Walk to Tower of London
25 St James’ Park to Horse Guards Road
26 Parliament Square to Palace of Westminster

Safety, Security and Resilience to Emergency

Policy 7.13 | Safety, security and resilience to emergency

Strategic

A London should be a safe and secure environment that is resilient against emergencies including fire, flood, weather, terrorism and related hazards.

Planning decisions

B Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards. Development should include measures that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help defer its effects.

LDF preparation

C In LDF policies, boroughs should provide for the spatial aspect of London’s emergency plans and safeguard them so that London remains resilient against, and well able to cope with, emergencies, with minimal loss of life or property.

7.38 New development should incorporate fire safety solutions and represent best practice in fire safety planning in both design and management. The London Fire and Emergency Planning Authority (LFEPA) should be consulted early in the design process to ensure major projects and venues have solutions to fire engineering built-in. Flooding issues and designing out the effects of flooding are addressed in Chapter 5.

7.39 Counter terrorism measures should be integral to development proposals and considered early in the design process. This will ensure they provide adequate protection, do not compromise good design, do not shift the vulnerabilities elsewhere, and are cost-effective. Development proposals should incorporate measures that are proportional to the threat by way of the risk of an attack and the likely consequences of one. New development should incorporate elements that deter terrorists, maximise the probability of detecting intrusion, and delay any attempts at disruption until a response can be activated (see also Policy 7.3 on secure by design). Consideration should be given to physical and electronic security (including detailed questions of design and choice of material, vehicular access, air intakes and telecommunications infrastructure).
Air and Noise Pollution

Policy 7.14 | Improving air quality

Strategic
A The Mayor will work with strategic partners to ensure that the spatial, climate change, transport and design policies of this plan support implementation of his Air Quality Strategy to achieve reductions in pollutant emissions and public exposure to pollution.

Planning decisions
B Development proposals should:
   a promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils’ ‘The control of dust and emissions from construction and demolition’
   b where biomass boilers are included, set out a detailed air quality assessment comparing forecast pollutant concentrations with that of a conventional gas boiler. Permission should only be granted if no adverse impacts from the biomass boiler relative to the use of a conventional gas boiler are identified
   c aim to be ‘air quality neutral’ and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). Offsetting should be used to ameliorate negative impacts associated with development proposals. Increased exposure to existing poor air quality should be minimised

LDF preparation
C Boroughs and others with relevant responsibilities should have policies that:

a seek reductions in levels of pollutants referred to in the Government’s National Air Quality Strategy having regard to the Mayor’s Air Quality Strategy
b take account of the findings of the Air Quality Review and Assessments and Action Plans, in particular where AQMAs have been designated.

7.40 The Mayor’s Air Quality Strategy\textsuperscript{21} sets out policies and proposals to address the full range of air quality issues. For example the Low Emission Zone (LEZ) will continue to deliver health benefits by reducing emissions from the oldest heavy diesel engined vehicles. The Strategy includes proposals to introduce a new standard for oxide of nitrogen (NO\textsubscript{x}) to the LEZ and to extend it to heavier vans and minibusses from 2012. The London Plan policies specifically address the spatial implications of the Air Quality Strategy and, in particular, how development and land use can help achieve its objectives. The GLA and London Council’s Best Practice Guidance on ‘The Control of Dust and Emissions from Construction and Demolition’ provides one mechanism by which planning can address such issues. It is proposed that this guidance will be reviewed with a view to it being consulted on and published as supplementary guidance to the London Plan.

7.41 Concerns have been raised over the air quality effects of some biomass boilers. In order to address these concerns, the Mayor will expect an air quality assessment to be undertaken where planning applications are submitted that include proposals for biomass boilers below 500Kwth in areas designated as an Air Quality Management Area for fine particulate matter (PM\textsubscript{10}). The assessment should compare the effects of a conventional gas boiler against the proposed biomass one. Where an assessment demonstrates adverse effects associated
with the biomass boiler, relative to the use of a conventional gas boiler, this type of biomass boiler should not be used in the development.

7.42 Where additional negative air quality impacts from a new development are identified, offsetting will be required to ameliorate these impacts. This offsetting could include on-site measures such as additional home efficiency measures, or contributions to local monitoring of air quality and raising public awareness, or green travel plans and infrastructure measures to encourage cleaner transport.

Policy 7.15 | Reducing noise and enhancing soundscapes

Strategic

A The transport, spatial and design policies of this plan will be implemented in order to reduce noise and support the objectives of the Mayor’s Ambient Noise Strategy.

Planning decisions

B Development proposals should seek to reduce noise by:

a minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals

b separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation

c promoting new technologies and improved practices to reduce noise at source.

LDF preparation

C Boroughs and others with relevant responsibilities should have policies to:

a reduce the adverse impact of noise through the distribution of noise-making and noise-sensitive uses, and in highway management and transport policies (see Chapter 6)

b identify and protect Quiet Areas, and spaces of relative tranquility or high soundscapes quality, particularly through borough Open Space Strategies.

7.43 Reducing noise pollution and protecting good soundscapes quality where it exists, contributes to improving quality of life. The Mayor’s published Ambient Noise Strategy contains policies and proposals on noise related to road and rail traffic, aircraft, water transport and industry. The GLA Act 1999 excludes some sources from the definition of ‘ambient noise’, such as construction and neighbour noise, where powers are held by borough councils. London Plan policies address the spatial implications of the Ambient Noise Strategy.

7.44 Central Government has responsibility for producing a Noise Action Plan for the London Agglomeration (larger than GLA area) under the Environmental Noise Directive 2002/49/EC and the Environmental Noise (England) Regulations 2006 (as amended). Airport operators have responsibility for Noise Action Plans for Airports (within the GLA area, Heathrow and London City). It is expected that boroughs will need to liaise with central Government on designation of ‘Quiet Areas’ (see Glossary). Where formal national designation may not be appropriate, boroughs still have opportunities to protect tranquil spaces or soundscapes of local importance.
Protecting London’s Open and Natural Environment

7.45 The Mayor strongly supports the protection, promotion and enhancement of London’s open spaces and natural environments. Chapter 2 sets out the spatial aspects of London’s green infrastructure.

Policy 7.16 | Green Belt

Strategic

A  The Mayor strongly supports the current extent of London’s Green Belt, its extension in appropriate circumstances and its protection from inappropriate development.

Planning decisions

B  The strongest protection should be given to London’s Green Belt, in accordance with PPG2. Inappropriate development should be refused, except in very special circumstances. Forms of development that might be appropriate together with high quality management practices that improve access to and/or the environmental and landscape quality of London’s Green Belt, while ensuring it continues to meet its statutory purposes, will be supported.

7.46 PPG 2: Green Belts22 gives clear policy guidance on the functions the Green Belt performs, its key characteristics, acceptable uses and how its boundaries should be altered, if necessary. Green Belt has an important role to play as part of London’s multi-functional green infrastructure and the Mayor is keen to see improvements in its overall quality and accessibility. Such improvements are likely to help human health, biodiversity and improve overall quality of life. Positive management of the Green Belt is a key to improving its quality and hence its positive benefits for Londoners.

Policy 7.17 | Metropolitan Open Land

Strategic

A  The Mayor strongly supports the current extent of Metropolitan Open Land (MOL), its extension in appropriate circumstances and its protection from development having an adverse impact on the openness of MOL.

Planning decisions

B  The strongest protection should be given to London’s Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL.

LDF preparation

C  Any alterations to the boundary of MOL should be undertaken by Boroughs through the LDF process, in consultation with the Mayor and adjoining authorities.

D  To designate land as MOL boroughs need to establish that the land meets at least one of the following criteria:

a  it contributes to the physical structure of London by being clearly distinguishable from the built up area

b  it includes open-air facilities, especially for leisure, recreation, sport, the arts and cultural activities, which serve either the whole or significant parts of London

c  it contains features or landscapes (historic, recreational, biodiversity) of either national or metropolitan value

d  it forms part of a Green Chain or a link in the network of green infrastructure and meets one of the above criteria.

7.47 The policy guidance of PPG 2 on Green Belts applies equally to Metropolitan Open Land (MOL). It has an important role to
play as part of London’s multi-functional green infrastructure and the Mayor is keen to see improvements in its overall quality and accessibility. Such improvements are likely to help human health, biodiversity and quality of life. Development that involves the loss of MOL in return for the creation of new open space elsewhere will not be considered appropriate. Appropriate development should be limited to small scale structures to support outdoor open space uses and minimise any adverse impact on the open character of MOL. Green chains are important to London’s open space network, recreation and biodiversity. They consist of footpaths and the open spaces that they link, which are accessible to the public. The open spaces and links within a Green Chain should be designated as MOL due to their Londonwide importance.

7.48 As part of London’s multi functional green infrastructure, local open spaces are key to improving health and biodiversity. Their loss must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space within another is unacceptable unless an up to date needs assessment shows that this would be appropriate. These needs assessments can be part of existing Borough strategies on issues such as allotments, play, trees and playing pitches and the preparation of an Open Space Strategy will need to bring together the outputs of these Borough strategies. The open space hierarchy (Table 7.2) provides a benchmark for boroughs to assess their own provision for the different categories of open space found throughout London. These standards can be used to highlight areas of open space deficiency and to facilitate cross-borough planning and management of open space. The London Parks and Green Spaces Forum can provide a useful mechanism to support this co-ordination. Cross borough boundary planning is particularly relevant for the larger metropolitan and regional parks and for facilities such as playing pitches, where a sub regional approach to planning is recommended.

Policy 7.18 | Protecting local natural space and addressing local deficiency

LDF preparation

A When assessing local open space needs LDFs should:
   a include appropriate designations and policies for the protection of local open space
   b identify areas of public open space deficiency, using the open space hierarchy set out in Table 7.2 as a benchmark for all the different types of open space identified in the hierarchy
   c ensure that future open space needs are planned for in areas with the potential for substantial change such as Opportunity Areas, Regeneration Areas, Intensification Areas and other local areas.

B Use the CABESpace/Mayor of London Best Practice Guidance ‘Open Space Strategies’ as guidance for developing policies on the proactive creation,
Table 7.2 Public Open Space Hierarchy

<table>
<thead>
<tr>
<th>Open space categorisation</th>
<th>Size guideline</th>
<th>Distances from homes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Regional Parks</strong></td>
<td>400 hectares</td>
<td>3.2 to 8 kilometres</td>
</tr>
<tr>
<td>Large areas, corridors or networks of open space, the majority of which will be publicly accessible and provide a range of facilities and features offering recreational, ecological, landscape, cultural or green infrastructure benefits. Offer a combination of facilities and features that are unique within London, are readily accessible by public transport and are managed to meet best practice quality standards.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Metropolitan Parks</strong></td>
<td>60 hectares</td>
<td>3.2 kilometres</td>
</tr>
<tr>
<td>Large areas of open space that provide a similar range of benefits to Regional Parks and offer a combination of facilities and features at the sub-regional level, are readily accessible by public transport and are managed to meet best practice quality standards.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>District Parks</strong></td>
<td>20 hectares</td>
<td>1.2 kilometres</td>
</tr>
<tr>
<td>Large areas of open space that provide a landscape setting with a variety of natural features providing for a wide range of activities, including outdoor sports facilities and playing fields, children’s play for different age groups and informal recreation pursuits.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Local Parks and Open Spaces</strong></td>
<td>2 hectares</td>
<td>400 metres</td>
</tr>
<tr>
<td>Providing for court games, children’s play, sitting-out areas and nature conservation areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Small Open Spaces</strong></td>
<td>Under 2 hectares</td>
<td>Less than 400 metres</td>
</tr>
<tr>
<td>Gardens, sitting-out areas, children’s play spaces or other areas of a specialist nature, including nature conservation areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pocket Parks</strong></td>
<td>Under 0.4ha</td>
<td>Less than 400 metres</td>
</tr>
<tr>
<td>Small areas of open space that provide natural surfaces and shaded areas for informal play and passive recreation that sometimes have seating and play equipment.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Linear Open Spaces</strong></td>
<td>Variable</td>
<td>Wherever feasible</td>
</tr>
<tr>
<td>Open spaces and towpaths alongside the Thames, canals and other waterways; paths; disused railways; nature conservation areas; and other routes that provide opportunities for informal recreation. Often characterised by features or attractive areas which are not fully accessible to the public but contribute to the enjoyment of the space.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

source GLA

Policy 7.19 | Biodiversity and access to nature

**Strategic**

A The Mayor will work with all relevant partners to ensure a proactive approach to the protection, promotion and management of biodiversity in support of the Mayor’s Biodiversity Strategy. This means planning for nature from the beginning of the development process and taking opportunities for positive gains for nature through the layout, design and materials of development proposals.

B Any proposals promoted or brought forward by the London Plan will not adversely affect the integrity of any European site of nature conservation importance (to include Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects. Whilst all development proposals must address this policy, it is of particular importance when considering the following policies within the London Plan: 1.1, 2.1-2.17, 3.1, 3.3, 5.14, 5.15, 5.17, 5.20, 6.3, 7.14, 7.15, 7.25, and 7.29. Whilst all Opportunity and Intensification Areas must address the policy in general,
specific locations requiring consideration are referenced in Annex 1.

Planning decisions

C Development Proposals should:
   a wherever possible, make a positive contribution to the protection, promotion and management of biodiversity
   b prioritise assisting in achieving targets in Biodiversity Action Plans (BAPs), set out in Table 7.3, and/or improving access to nature in areas deficient in accessible wildlife sites
   c be resisted where they have significant adverse impact on European or nationally designated sites or on the population or conservation status of a protected species or a priority species identified in a UK, London or borough BAP.

D On Sites of Importance for Nature Conservation:
   a give the highest protection to sites with existing or proposed international designations (SACs, SPAs, Ramsar sites) and national designations (SSSIs, NNRs) in line with the relevant EU and UK guidance and regulations
   b give strong protection to Sites of Metropolitan Importance for Nature Conservation (SMIs). These are sites jointly identified by the Mayor and boroughs as having strategic nature conservation importance
   c give Sites of Borough and Local Importance for Nature Conservation the level of protection commensurate with their importance.

Map 7.1 Spatial distribution of Opportunities for Woodland restoration or creation

Source: Map based on a data model provided and hosted by Greenspace Information for Greater London (www.GIGL.org.uk) on behalf of London Biodiversity Regional Delivery Framework (available November 2009). Based upon the Ordnance Survey 1:10 000 map with the permission of The Controller of Her Majesty’s Stationery Office. © Crown Copyright. All rights reserved. Licence No. AL100023493
When considering proposals that would affect a site and/or species of importance, the following hierarchy will apply:

1. Avoid adverse impact to the biodiversity interest
2. Minimize impact and seek mitigation
3. Only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

**LDF preparation**

In their LDFs, Boroughs should:

a. Use the procedures in the Mayor’s Biodiversity Strategy to identify Sites of Borough and Local Importance for Nature Conservation
b. Identify areas deficient in accessible wildlife sites and seek opportunities to address them
c. Include policies for the protection of protected/priority species and the enhancement of their populations via BAP targets
d. Ensure sites of European or national nature conservation importance are clearly identified.

### Table 7.3 London Regional BAP Habitat Targets for 2020

<table>
<thead>
<tr>
<th>Habitat type</th>
<th>Maintain current net extent (ha unless stated) – 2008 figures(^2)</th>
<th>Target to enhance by 2020 (ha unless stated) – from 2008 baseline</th>
<th>Target to increase by 2020 (ha unless stated) – from 2008 baseline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coastal &amp; floodplain grazing marsh</td>
<td>850</td>
<td>200</td>
<td>50</td>
</tr>
<tr>
<td>Chalk grassland</td>
<td>350</td>
<td>30</td>
<td>10</td>
</tr>
<tr>
<td>Acid grassland</td>
<td>1466</td>
<td>40</td>
<td>10</td>
</tr>
<tr>
<td>Heathland</td>
<td>45</td>
<td>20</td>
<td>5</td>
</tr>
<tr>
<td>Reeds</td>
<td>131</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>Woodland</td>
<td>4909</td>
<td>500</td>
<td>20</td>
</tr>
<tr>
<td>Orchards</td>
<td>18</td>
<td>13</td>
<td>5</td>
</tr>
<tr>
<td>Meadows &amp; pastures</td>
<td>685</td>
<td>40</td>
<td>20</td>
</tr>
<tr>
<td>Tidal Thames</td>
<td>2300</td>
<td>2 km</td>
<td>–</td>
</tr>
<tr>
<td>Rivers &amp; streams</td>
<td>1407</td>
<td>100 km</td>
<td>–</td>
</tr>
<tr>
<td>Standing Water(^*) (large &amp; small sites + 2 ha combined)</td>
<td>599</td>
<td>7 &gt;2 ha sites</td>
<td>250 ponds &lt;2 ha</td>
</tr>
<tr>
<td>Fen, marsh &amp; swamp</td>
<td>109</td>
<td>7 &gt;2 ha sites</td>
<td>20&lt;2 ha sites</td>
</tr>
<tr>
<td>Open mosaic habitats on previously-developed land(**)</td>
<td>185 (conserved and/or created)(***)</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

**Source:** GLA

**Notes:**

* Includes Canals

\(^*\) Formerly Wastelands; the new title reflects UK BAP priority habitat nomenclature

\(**\) The target for the former Wastelands habitat differs from the others as it remains the Mayor’s target, not that of the London Biodiversity Partnership and does not seek to protect the whole of the existing habitat resource. 185 ha is the area of wasteland habitat estimated within the framework of strategic importance for biodiversity set out in paragraph 7.49. This target should be used to inform the redevelopment of brownfield land so that important elements of wasteland habitat are incorporated in development proposals as well as recreating the characteristics of the habitat within the design of new developments and public spaces, for example on green roofs (policy 5.11)
7.48 London contains numerous sites of importance for nature conservation. The Mayor expects London’s biodiversity and natural heritage to be conserved and enhanced for the benefit of current and future Londoners. These sites form an integral part of London’s green infrastructure and should be linked to other parts of the network to enhance its value. Many of these sites are of international or national importance. Any adverse effects on European sites that are vulnerable will need to be addressed. Natural England will need to be consulted on any application that affects these sites.

7.49 The Mayor’s Biodiversity Strategy sets out criteria and procedures for identifying land of importance for London’s biodiversity for protection in LDFs and identifying areas of deficiency in access to nature. Protecting the sites at all levels, serves to protect the significant areas of Biodiversity Action Plan (BAP) priority habitat in London and most priority species. However, protection of biodiversity outside designated sites will also be needed. The Mayor and the London Biodiversity Partnership have identified targets in Table 7.3 for the recreation and restoration of priority habitats, as recommended in PPS 9: Biodiversity and Geological Conservation. Broad areas where habitat restoration and recreation would be appropriate have been identified for each of the priority habitats. Map 7.1 is an example of one of the maps showing the spatial distribution of the priority habitats that will be published by the London Biodiversity Partnership. It is intended that this will be developed as an interactive tool to assist implementation of the regional habitat targets. Priority should
be placed on connecting fragmented habitat and increasing the size of habitat areas to increase a species’ resilience to climate change. Priority Species are identified in a BAP at any level (UK, London, borough).

7.51 Development proposals should begin by understanding their wider context and viewing promotion of nature conservation as integral to the scheme not as an ‘add-on’. The indirect impacts of development (eg noise, shading etc) need to be considered alongside direct impacts (eg habitat loss). New development should improve existing or create new habitats or use design (green roofs, living walls) to enhance biodiversity and provide for its on-going management. Most wildlife habitats are difficult to recreate, accordingly the replacement or relocation of species and habitats should only be a last resort. Access to nature can be an important contributor to people’s health and the Mayor wants to see better access to both existing and new wildlife habitats and has identified priorities to redress areas of deficiency31.

**Policy 7.20 | Geological conservation**

**Planning decisions**

A Development proposals should ensure the protection and enhancement of geodiversity. The highest level of protection should be given to nationally designated sites of special scientific interest (SSSIs) in accordance with Government guidance.32 Regionally Important Geological Sites (RIGS) are also of strategic importance for geodiversity across London and should also be protected.

**LDF preparation**

B Boroughs should:

a establish clear goals for the management of identified sites to promote

public access, appreciation and the interpretation of geodiversity

b use the guidance set out in London’s Foundations (2009) to investigate additional sites that maybe of value in the local area and afford them the appropriate level of protection in LDFs.

7.52 New development should have regard to the conservation of geological features and should take opportunities to achieve gains for conservation through the form and design of development. Where development is proposed which would affect an identified geological site the approach should be to avoid adverse impact to the geological interest, if this is not possible, impacts should be minimised and any residual impacts mitigated. Working with Natural England, the Mayor has published as implementation guidance for the London Geodiversity Partnership– London’s Foundations to advise boroughs how to meet their PPS 9 requirements to protect geodiversity. The Mayor will continue to work with all relevant partners to identify Regionally Important Sites.

**Policy 7.21 | Trees and woodlands**

**Strategic**

A Trees and woodlands should be protected, maintained, and enhanced, following the guidance of the London Tree and Woodland Framework (or any successor strategy). In collaboration with the Forestry Commission the Mayor will produce supplementary guidance on Tree Strategies to guide each borough’s production of a Tree Strategy covering the audit, protection, planting and management of trees and woodland. This should be linked to the borough’s Open Space Strategy.
Planning decisions

B Existing trees should be retained wherever possible and any loss as the result of development should be replaced following the principle of ‘right place, right tree’\textsuperscript{33}. Wherever possible the planting of additional trees should be included in new developments.

LDF preparation

C Boroughs should follow the advice of PPS 9 to protect ‘veteran’ trees and ancient woodland where these are not already part of a protected site.

D Boroughs should develop appropriate policies to implement their Borough Tree Strategy.

7.53 Trees play an invaluable role in terms of the natural environment, air quality, adapting to and mitigating climate change and contributing to the quality and character of London’s environment. There are approximately seven million trees in London; a quarter in woodland. The Mayor is keen to see more trees and wants to see an increase in tree cover with an additional two million trees by 2025. Borough Tree Strategies can help to co-ordinate this work. The Mayor is also promoting a campaign to plant 10,000 street trees throughout London. Ancient woodland and individual veteran trees should be given protection as once lost they can never be replaced. Policy 7.19 gives protection to sites of nature conservation importance and this will apply to all areas of ancient woodland.

7.54 The Mayor has published the Tree and Woodland Framework that promotes the guiding principle of right place, right tree, taking account of the context within which a tree is to be planted and addressing the issue of planting species appropriate to expected future climates. Boroughs should take this advice and the emerging work of the Tree and Design Action group into account in producing LDF policies and determining planning applications.

Policy 7.22 | Land for food

Strategic

A The Mayor will seek to encourage and support thriving farming and land-based sectors in London, particularly in the Green Belt.

B Use of land for growing food will be encouraged nearer to urban communities via such mechanisms as ‘Capital Growth’.

LDF preparation

C Boroughs should protect existing allotments and identify other potential spaces that could be used for community gardening. Particularly in Inner London innovative approaches to the provision of spaces may need to be followed, these could include the use of green roofs.

7.55 Providing land for food growing will have many benefits, it will help promote more active lifestyles, better diets, social benefits and support for local food growers. The Mayor’s ‘Food Strategy’\textsuperscript{34} provides more detailed information on local food production. Capital Growth (November 2008) aims to transform the capital with 2,012 new food growing spaces by 2012. The scheme intends to identify suitable patches of land around London and offers financial and practical support to groups of enthusiastic gardeners or organisations that want to grow food for themselves and for the local community. These spaces will also help to compensate for the lack of statutory allotments in inner London. London Food will continue to encourage the development of the land-based sector in London.
Strategic

A The Mayor will work with boroughs, cemetery providers and other key stakeholders to protect existing burial spaces and to promote new provision.

LDF preparation

B Boroughs should ensure provision is made for London’s burial needs, including the needs of those groups for whom burial is the only option. Provision should be based on the principle of proximity to local communities and reflect the different requirements for types of provision.

7.56 Some boroughs have either run out of, or are about to run out of burial space. For inner London boroughs this means requiring provision in outer London or beyond, and this can cause serious problems of access and cost. This tends to have a disproportionate effect on London’s poorest communities. To ensure it is retained as a choice for Londoners, boroughs should continue to make provision for burial. Woodland burial sites with public access can provide additional links to London’s green infrastructure.

7.57 There has not been an assessment of burial space in London for over 10 years. Work carried out on a national level in 2005 indicated that local authority cemeteries in London only had an average of 12 years supply remaining, although the figures in different areas varied widely. The Mayor will work with the Ministry of Justice, cemetery providers and other key stakeholders to establish the current situation, to identify barriers to supply and any necessary changes to planning policy. Consideration will be given to the provision of supplementary guidance to address these issues.

Blue Ribbon Network

7.58 The Blue Ribbon Network is London’s strategic network of water spaces and covers the River Thames, canals, tributary rivers, lakes, reservoirs and docks alongside smaller waterbodies. The network is strategically important for London; every London borough contains some element of the network – 17 border the Thames and 15 contain canals. The nature of waterbodies is that there are linked, natural or semi–natural systems, therefore the concept of the network is of vital importance.

7.59 The Blue Ribbon Network is multifunctional. It provides a transport corridor, drainage and flood management, a source of water, discharge of treated effluent, a series of diverse and important habitats, recreational opportunities and important landscapes and views. The starting point for consideration of development and use of the Blue Ribbon Network and land alongside it must be the water. The water is the unique aspect and consideration must initially be given as to how it can be used, maintained and improved.

7.60 The Environment Agency is currently preparing the Thames River Basin Management Plan which covers all the...
Map 7.3 Blue Ribbon Network

1 Grand Union Canal
2 River Brent
3 Silk Stream
4 Pymmes Brook
5 Moselle Brook
6 Regents Canal
7 River Lee Navigation
8 Salmons Brook
9 River Roding
10 River Rom
11 Ingrebourne River
12 River Crane
13 Hogsmill River
14 Beverley Brook
15 River Wandle
16 Ravensbourne River
17 River Cray

waterbodies within London. The final Plan is due for publication in December 2009.

Policy 7.25 | Increasing the use of the Blue Ribbon Network for passengers and tourism

Strategic
A The Mayor will seek to increase the use of the Blue Ribbon Network for passenger and tourist river services, and supports the principle of additional cruise liner facilities on the Thames.

Planning decisions
B Development proposals:
   a should protect existing facilities for waterborne passenger and tourist traffic. Applications which remove existing facilities should be refused unless suitable replacement facilities are provided
   b which provide new facilities for passenger and tourist traffic, especially on the central London stretch of the River Thames will be supported
   c which provide improved facilities for cruise ships in London will be supported.

LDF preparation
C Within LDFs boroughs should identify locations that are suitable for passenger, tourist or cruise liner facilities.

7.61 On the navigable parts of the network, the Mayor wishes to ensure that uses of the water and land alongside it are prioritised, within sustainable limits, for transport purposes – both passenger and freight. By reducing demand for other forms of surface transport, particularly on roads, the

Source: Environment and Scientific Services, British Waterways. © Crown copyright. All rights reserved. Greater London Authority 100032379 (2009)
benefits of water transport link through to other key aspects of this Plan, notably climate change mitigation and improving the quality of life. For too long these uses have been marginalised and compromised by competing developments. In some cases higher value developments have squeezed out landward facilities, in other cases waterborne developments such as permanent moorings have restricted the speed or berthing abilities for transport craft. Recent years have seen substantial growth in the use of passenger services on the Thames. This followed investment in piers by Transport for London and investment in vessels by private operators. The Mayor is keen to see continued growth and his River Services Concordat Group has identified a number of actions to fulfill this aim, including identifying a number of locations, particularly in central London, where pier facilities require increases to capacity, see www.lda.gov.uk/pierplan.

7.62 The GLA and LDA recently commissioned research into Cruise Liner facilities. This demonstrated that a suitable terminal facility in London would be expected to attract a significant increase in cruise ship visits. This would boost the profile of London and help to diversify the economy. In practice there are a limited number of locations where a Cruise Terminal would be viable. The mayor will work with strategic partners including appropriate boroughs to identify suitable opportunities over the period of the Plan.

Planning decisions

B Development proposals:

a should protect existing facilities for waterborne freight traffic, in particular safeguarded wharves should only be used for waterborne freight handling use. The redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for waterborne freight handling. (The criteria for assessing the viability of wharves are set out in paragraph 7.65). Temporary uses should only be allowed where they do not preclude the wharf being re-used for waterborne freight handling uses, see paragraph 7.66. The Mayor will review the designation of safeguarded wharves prior to 2012.

b which increase the use of safeguarded wharves for waterborne freight transport, especially on wharves which are currently not handling freight by water, will be supported

c adjacent or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance

d close to navigable waterways should maximize water transport for bulk materials, particularly during demolition and construction phases.

LDF preparation

C Within LDFs boroughs should identify locations that are suitable for additional waterborne freight.

Policy 7.26 | Increasing the use of the Blue Ribbon Network for freight transport

Strategic

A The Mayor seeks to increase the use of the Blue Ribbon Network to transport freight.

7.63 Using water based transport for freight is fully in line with a range of national planning policy, in particular PPG13, which aims to deliver a modal shift in freight transport to more sustainable modes. Water transport is recognized as one of the most sustainable
modes, particularly for low value, non time-critical bulk movements.

7.64 The safeguarding of a number of wharves is a well established aspect of planning in London. The safeguarding directions, some of which have been in existence since 1997, have successfully maintained a number of sites which can now be used to transport goods through London. The Mayor will support positive action, including the use of compulsory purchase powers where necessary, to bring inactive sites into use. The specific sites that are safeguarded are set out in the Safeguarded Wharves Implementation Report January 2005. Appropriate access to the highway network and relevant freight handling infrastructure such as jetties should also be protected. The safeguarding will be reviewed and updated approximately every five years. The next review will look at opportunities to consolidate wharves, expand the use of water freight and consider whether it is appropriate to safeguard any wharf facilities on London’s canal network.

7.65 The redevelopment of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for waterborne freight handling uses. The only exception to this would be for a strategic proposal of essential benefit for London, which cannot be planned for and delivered on any other site in Greater London. The viability of a wharf is dependant on:

- its size, shape, navigational access, road access, rail access (where possible), planning history, environmental impact and surrounding land use context
- its geographical location, in terms of proximity and connections to existing and potential market areas
- the existing and potential contribution it can make towards reducing road based freight movements
- existing and potential relationships between the wharf and other freight handling sites or land uses
- the location and availability of capacity at comparable alternative wharves, having regard to current and projected Port of London and wharf capacity and market demands.

7.66 Appropriate temporary uses on vacant safeguarded wharves can ensure that investment in the wharf is maintained and image problems are minimised for the wider area. Temporary uses must maintain the existing freight handling infrastructure to a specified standard, be limited by a temporary permission with a specific end date and priority should be given to uses which require a waterside location. Temporary uses should not be permitted where a permanent freight handling use is available.

7.67 Some wharves are increasingly surrounded by different land uses that do not have an industrial or freight purpose. Many wharves are in the Opportunity Areas identified in Chapter 2. The challenge is to minimize conflict between the new and the old land uses. This must be met through modifications and safeguards built into new and established developments. Wharf operators should use appropriate available means to mitigate the environmental impacts of freight handling. New development next to or opposite wharves should utilise the layout, use and environmental credentials of buildings to design away these potential conflicts. Appropriate highway access to wharves for commercial vehicles needs to be maintained when considering proposals for development of neighbouring sites.
**Policy 7.27 | Blue Ribbon Network: supporting infrastructure and recreational use**

**Planning decisions**

A Development proposals should enhance the use of the Blue Ribbon Network, in particular proposals:

a that result in the loss of existing facilities for waterborne sport and leisure should be refused, unless suitable replacement facilities are provided

b should protect and improve existing access points to (including from land into water such as slipways and steps) or alongside the Blue Ribbon Network (including paths). New access infrastructure into and alongside the Blue Ribbon Network will be supported

c should protect waterway support infrastructure such as boatyards, moorings, jetties and safety equipment etc. New infrastructure to support water dependent uses will be supported. New mooring facilities should normally be off line from main navigation routes, ie in basins or docks.

**LDF preparation**

B Within LDFs boroughs should identify the location of waterway facilities and any opportunities for enhancing or extending facilities.

In order to make the maximum use of the Blue Ribbon Network, particularly for effective transport, a range of supporting infrastructure is required. The infrastructure includes, but is not limited to; boatyards, jetties, slipways, steps and water side paths/cycleways.

The Mayor commissioned research in 2007 to investigate the provision of boatyards in London. From this it is clear that there is a particular shortage of boatyard facilities that are capable of inspecting, maintaining and repairing the larger passenger craft on the Thames. One of the actions in the Implementation Plan will be to promote such a new facility.

Similarly, the historic steps and slipways to the Thames foreshore are often overlooked, neglected or even removed. These facilities are vital for enabling access to the Thames foreshore given the huge tidal range of the river and the Mayor wishes to see these facilities retained, improved and where disused, brought back into use.

The promotion of the use of the Blue Ribbon Network for leisure facilities is an important objective. Water provides opportunities for particular types of leisure and sporting activities such as rowing, canoeing and sailing. Water-based sport and recreation should be prioritized and facilities that enable or enhance these activities should be supported.

The range of permanently moored vessels, for example residential barges, restaurants, bars and offices, add to the diversity and vibrancy of waterways and London in general. However, their siting needs careful consideration so that the navigational role of waterways is not compromised. This has been seen on the Thames, with a range of speed restrictions in place and other difficulties with navigating large vessels, concerns have also been raised on the canal network. Such static uses must not be allowed to reduce the transport and navigational roles of waterways.
Policy 7.28 | Restoration of the Blue Ribbon Network

Planning decisions
A  Development proposals should restore and enhance the Blue Ribbon Network by:
   a  taking opportunities to open culverts and naturalise river channels
   b  increasing habitat value. Development which reduces biodiversity should be refused
   c  preventing development and structures into the water space unless it serves a water-dependent purpose
   d  protecting the value of the foreshore of the Thames and tidal rivers
   e  resisting the impounding of rivers
   f  protecting the open character of the Blue Ribbon Network.

LDF preparation
B  Within LDFs boroughs should identify any parts of the Blue Ribbon Network where particular biodiversity improvements will be sought, having reference to the London River Restoration Action Plan.

Policy 7.29 | The River Thames

Strategic
A  The River Thames is a strategically important and iconic feature of London. This role should be protected and promoted.

Planning decisions
B  Development proposals along the River Thames should be consistent with the relevant Thames Policy Area appraisal.

LDF preparation
C  Thames-side boroughs should identify and appraise a Thames Policy Area within their LDFs based on the guidelines in paragraphs 7.78–7.82. Boroughs are encouraged to work in sub-regional partnerships to progress this work. The existing Thames Strategies have identified a range of actions and planning priorities that should be reflected in relevant LDFs.

7.73 London’s rivers have been hugely altered from their natural state. This has generally had the effect of reducing their value to wildlife, and often amenity too. Ultimately this has resulted in the complete loss of rivers such as the Fleet, Tyburn or Effra which now form part of the city’s sewerage network. This cannot be allowed to continue and a strong policy direction is needed to reverse previous unsustainable alterations. The improvement of waterbodies to ‘good status’ or ‘good potential’ and not allowing any deterioration are key requirements of the Water Framework Directive.

7.74 A partnership led by the Environment Agency has produced a River Restoration Action Plan\(^4\). This database sets out the location of opportunities to restore and enhance the Blue Ribbon Network. Some of these will be implemented through capital projects and some through nearby redevelopments. The database is reviewed regularly and interactively invites suggestions for further restoration projects.

7.75 The River Thames is one of London’s icons and merits special attention. The river changes a great deal in its size and character as it flows through London, particularly given the twice daily changes brought by the tidal nature of the river.

7.76 The central London stretches of the Thames are world famous locations, featuring well known landmarks and views. Many other stretches have important historic, cultural and natural connections. These aspects of the Thames should be protected.
As outlined in policies 7.25–7.27 there are opportunities to increase the role that the Thames plays in transport terms. The Mayor believes that river transport should be increased within sustainable limits and that owners and users of riverside sites should consider how they could contribute to or benefit from river transport.

The Thames is a borough boundary for the vast majority of its length, therefore coordinated planning approaches are essential. The Thames Policy Area is a well established tool for ensuring this coordination. Setting the boundary of the Thames Policy Area should be done in consultation with neighbouring authorities, including those across the river. In defining the boundaries, boroughs should have regard to the diagrams at the end of this chapter and the following criteria:

- proximity to the Thames, including its tributaries and associated areas of water such as docks, canals, filter beds and reservoirs, whether or not directly linked to the Thames, but where an association with the Thames is retained together with a proportion of open water
- contiguous areas with clear visual links between areas/buildings and the river, including views from across the river and areas where it may be beneficial to establish future visual links
- specific geographical features – such as main roads, railway lines, hedges, identified as particularly relevant for defining the boundary across large open spaces
- the whole curtilage of properties or sites adjacent to the Thames, except where major development sites have been identified and it is intended to publish master plans/strategies for future development
- areas and buildings whose functions relate or link to the Thames and/or river-related uses or sites that have the potential to be linked
- areas and buildings that have an historic, archaeological or cultural association with the Thames, including planned vistas marked by existing or former landscape features
- boundaries should have coherence with neighbouring authorities.

Boroughs are encouraged to carry out this work in collaboration with other boroughs, and relevant stakeholders. There are three existing partnerships within London that have delivered appraisals of the Thames for their stretches of the river. These are:

- Thames Strategy Hampton–Kew
- Thames Strategy Kew–Chelsea
- Thames Strategy East

These appraisals provide a good sub-regional context in which decisions relating to the planning and management of the river can be set. Furthermore, all of the strategies are supported by the key regional/national stakeholders. The Mayor encourages all of the relevant boroughs to participate in the strategies and for the boroughs between Vauxhall Bridge and Tower Bridge to take a similar sub-regional overview of their high profile stretch of the Thames.

The appraisals should be reviewed regularly and would be expected to consider:

- the local character of the river
- water based passenger and freight transport nodes (both existing and potential)
- development sites and regeneration opportunities
- opportunities for environmental and urban design improvements
• sites of ecological or archaeological importance
• areas, sites, buildings, structures, landscapes and views of particular sensitivity and importance
• focal points of public activity
• public access
• recreation and marine infrastructure
• indicative flood risk.

7.82 They should also identify areas of deficiency, and the actions needed to address these deficiencies, in facilities for:

• water-based passenger, tourism and freight transport
• water-based sport and leisure
• access and safety provision
• marine support facilities and infrastructure and moorings.

7.83 The appraisals should be used as guidance for LDFs and development control decisions. They also include specific implementation projects for local authorities and other organisations in a position to implement river-related projects. They should also be used to identify important riverside sites and determine the river-related expectations for them.

7.84 As part of major development proposals for sites with a Thames frontage, consideration should be given to the need and desirability of having facilities to enable access to and from the river, both for boats and for pedestrians. This may include the retention, refurbishment or reinstatement of existing or former access points or the provision of new facilities. Along the Thames in east London there are locations where a large amount of development is envisaged in Opportunity Areas. Some of these locations offer the opportunity for creating significant public open spaces, which should be pursued. These may be dovetailed with the need to allow a margin of land for future flood defences.

7.85 In some parts of London the Thames is designated as open space, for example as Metropolitan Open Land or falls within Conservation Areas. In areas where it is likely to be feasible to increase transport use of the river, such designations need careful consideration such that they do not hinder or prevent the development of and improvements to these water-based uses.

7.86 During the lifetime of this London Plan the Thames Tideway Sewer Tunnels will be constructed (see Policy 5.14). These should be designed to minimize impacts on the river, maximize water based freight and consider permanent uses for any required infrastructure such as jetties.

Policy 7.30 | London’s canals and other rivers and waterspaces

Planning decisions

A  Development proposals along London’s canal network and other rivers and waterbodies (such as reservoirs, lakes and ponds) should respect their local character and contribute to their accessibility and active water related uses, in particular transport uses, where these are possible.

B  Development within or alongside London’s docks should protect and promote the vitality, attractiveness and historical interest of London’s remaining dock areas by:
   a preventing their partial or complete in-filling
   b promoting their use for mooring visiting cruise ships and other vessels
   c encouraging the sensitive use of natural landscaping and materials in and around dock areas
   d promoting their use for water recreation
promoting their use for transport

**LDF preparation**

C Within LDFs boroughs should identify any local opportunities for increasing the local distinctiveness and use of their parts of the Blue Ribbon Network.

7.87 London’s wide diversity of water spaces that constitute the Blue Ribbon Network require a careful approach to their planning and management. Rivers, lakes and ponds are heavily affected by natural forces such as flooding and erosion, even manmade canals and reservoirs are affected to some degree. It is important to see these as dynamic systems and ensure that development in or close to the network respects its particular characteristics (see also policies 5.12–5.15). There are some aspects of the management of the Blue Ribbon Network – cleaning of rivers, for example, where lines of responsibility are blurred. The Mayor will work with the relevant organisations to seek to clarify these responsibilities.

7.88 The Mayor places great emphasis on ensuring that new development utilises the water space, primarily for transport purposes where that is possible, but also for active water based leisure, for informal waterside recreation or access and for the protection and enhancement of biodiversity.

7.89 The Blue Ribbon Network is also a valuable educational resource and several organisations have been established which specifically promote water based educational programmes. The Blue Ribbon Network is often an appropriate setting for public art and performance. People generally like to gather by the waterside and opportunities for this should be encouraged.

7.90 The Mayor is particularly mindful that the very nature of the Blue Ribbon Network is that it flows into London from adjoining regions and that the Thames flows out of London in the two adjoining regions. Communication across regional and local authority boundaries will be important to sustainable management of the system.
Thames Policy Area Hampton to Wandsworth
Thames Policy Area Wandsworth to Bermondsey
Thames Policy Area Bermondsey to Woolwich
Thames Policy Area Woolwich to Crayford Ness
8.1 This chapter of the plan sets out the Mayor’s approach to implementing the London Plan to ensure delivery of his vision, objectives and detailed policies. It is based on two fundamental approaches:

1. Collaboration across London

8.2 The Mayor recognises the complexities of delivering new development in London, with a wide range of organisational, infrastructure and other issues that have to be considered. The most effective way of achieving delivery is to work together in a collaborative manner towards agreed goals. The Mayor is committed to engagement with all groups and individuals concerned with planning for London, including:

   - Government from national to local level
   - other public bodies/agencies
   - private businesses and trade/representative bodies
   - voluntary and community sector groups

2. Plan-Monitor-Manage

8.4 As Chapter 1 points out, the Mayor recognises that in a city as dynamic as London it is impossible to anticipate all the ways in which change will happen. This Plan is based on a number of projections based on the best research and evidence available when this document was prepared. While these give a sound basis for the Plan’s overall direction and policies, it is important to understand that circumstances can change. It is vital that we can adjust, especially to changes that could give rise to re-consideration of the Plan’s direction or policies, either in part or in whole. This approach is at the heart of the plan-monitor-manage process.

8.5 The London Development Database (LDD) is a live monitoring system for planning applications, permissions and completions across London. It draws on information provided by the London boroughs with a central co-ordinating and management role at the GLA. It is a valuable resource
for monitoring development trends; it also supports the production of the London Plan Annual Monitoring Report (AMR) and provides a wide range of other specific development monitoring reports for all or parts of London.

8.6 The Annual Monitoring Report is a key element in the Plan – Monitor – Manage cycle. It enables the Mayor and others to pay attention to emerging trends in between full reviews of the London Plan. Previous AMRs have been an important factor in developing this replacement London Plan and the Mayor will use future AMRs to monitor the impact of the London Plan and ensure that it is kept up to date and relevant.

### Planning Obligations and the Community Infrastructure Levy

#### Strategic

<table>
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<th>Policy 8.2</th>
<th>Planning obligations</th>
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<tr>
<td>A</td>
<td>The Mayor will provide guidance for boroughs and other partners on the preparation of frameworks for negotiations on planning obligations in DPDs, reflecting the strategic priorities set out below. In particular, the Mayor wishes to develop with boroughs a voluntary system of pooling contributions for the provision of facilities related to proposed developments.</td>
</tr>
<tr>
<td>B</td>
<td>When considering planning applications of strategic importance, the Mayor will take into account, among other issues, the existence and content of planning obligations.</td>
</tr>
<tr>
<td>C</td>
<td>Development proposals should address strategic as well as local priorities in planning obligations.</td>
</tr>
<tr>
<td>D</td>
<td>Affordable housing; supporting the funding of Crossrail where this is appropriate (see Policy 6.5); and other public transport improvements should be given the highest importance. Where it is appropriate to seek a Crossrail contribution in accordance with Policy 6.5, this should generally be given higher priority than other public transport improvements.</td>
</tr>
<tr>
<td>E</td>
<td>Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</td>
</tr>
<tr>
<td>F</td>
<td>Boroughs should set out a clear framework for negotiations on planning obligations in DPDs having regard to central Government policy and guidance and local and strategic considerations to the effect that:</td>
</tr>
<tr>
<td>a</td>
<td>It will be a material consideration whether a development makes an appropriate contribution or other provision (or some combination thereof) towards meeting the requirements made necessary by, and related to, the proposed development.</td>
</tr>
<tr>
<td>b</td>
<td>Negotiations should seek a contribution towards the full cost of all such provision that is fairly and reasonably related in scale and kind to the proposed development and its impact on a wider area.</td>
</tr>
<tr>
<td>c</td>
<td>Boroughs must refer to planning obligations that would be sought in the relevant parts of the DPDs (such as transport and housing policies).</td>
</tr>
</tbody>
</table>

8.7 Planning obligations are an important aspect of major planning applications. Their use balances the impacts of development. London boroughs have a range of locally based priorities to be fulfilled through planning obligations (or ‘section 106 agreements’). Some boroughs have
Supplementary Planning Documents setting out these priorities and the likely scale of contributions that different types of development are likely to require.

8.8 The Mayor takes a London wide overview of the strategic priorities that London needs. Over the past decade or so the two lead priorities have consistently been affordable housing and transport, this situation continues, with now an added emphasis on contributions toward the Crossrail funding package (see Policy 6.5).

8.9 Other important priority uses for s106 funding that generally apply across London are measures to mitigate and adapt to climate change, the improvement of learning and skills, improved healthcare, child care facilities and small shops.

Strategic

A The Mayor will work with Government and other stakeholders to ensure the effective development and implementation of the proposed Community Infrastructure Levy.

B The Mayor will prepare guidance for boroughs and other partners setting out a clear framework for application of the Community Infrastructure Levy to ensure the costs incurred in providing the infrastructure which supports the policies in this plan (particularly public transport – including Crossrail – see Policy 6.5) can be funded wholly or partly by those with an interest in land benefiting from the granting of planning permission.

8.10 Looking to the future, the Government has indicated that it intends to introduce a Community Infrastructure Levy (CIL).

This is expected to set a framework where all developments will make a contribution to the infrastructure that a successful and sustainable city needs, and it may substantially replace use of section 106 agreements other than for site specific requirements. The Government is currently consulting on draft regulations to implement the new system, which will not be implemented finally until April 2010 at the earliest. Given this, the Plan does not attempt to set a strategic policy for CIL in London. When the CIL proposals are implemented, the Mayor will work with boroughs and other key stakeholders to ensure its effective development and implementation across London, recognising both local and strategic needs.

Monitoring

Policy 8.4 | Monitoring and review

Strategic

A The implementation of the London Plan will be kept under review using the Key Performance Indicators set out in Table 8.1 and reported in the Annual Monitoring Reports.

B The Mayor will produce an Implementation Plan which will include a range of strategic actions that the Mayor and key stakeholders will deliver to ensure the implementation of this Plan. An indication of the contents of the Implementation Plan is set out in Table 8.2 below and progress will be reported annually alongside the Annual Monitoring Report.

C The London Plan will be reviewed regularly to reflect trends identified in the Annual Monitoring Report and any other relevant changes to London’s situation.
8.11 It is important to retain a succinct set of targets against which to monitor the Plan so that it is easy for everyone with an interest to assess the extent to which the objectives and policies in this Plan are being successfully implemented and to understand the key trends. These have to be deliverable within the resources available and capable of maintaining a high level of consistency with previous monitoring in order to generate a meaningful time series of data.

8.12 The monitoring regime of the previous London Plan was based on 28 Key Performance Indicators (KPIs). It has been recognised that some of these were ineffective. However, it is also important to retain useful KPIs as the real value of monitoring is in building up a time series of performance, which will assist in identifying trends and creating suitable policy responses. The new set of 24 KPIs is listed in Table 8.1; these will be monitored in the Annual Monitoring Report, to be published each February.

Table 8.1 Key Performance Indicators

<table>
<thead>
<tr>
<th>No</th>
<th>Key Performance Indicator</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Maximise the proportion of development taking place on previously developed land.</td>
<td>Maintain at least 96 per cent of new residential development to be on previously developed land</td>
</tr>
<tr>
<td>2</td>
<td>Optimise the density of residential development</td>
<td>Over 95 per cent of development to comply with the housing density location and SRQ matrix</td>
</tr>
<tr>
<td>3</td>
<td>Minimise the loss of open space</td>
<td>No net loss of open space designated for protection in LDFs due to new development</td>
</tr>
<tr>
<td>4</td>
<td>Increase the supply of new homes</td>
<td>Completion of 33,380 additional homes per year</td>
</tr>
<tr>
<td>5</td>
<td>An increased supply of affordable homes</td>
<td>Completion of 13,200 additional affordable homes per year</td>
</tr>
<tr>
<td>6</td>
<td>Reducing Health Inequalities</td>
<td>Reduction in the gap between life expectancy at birth of Londoners living within the 11 Spearhead PCTs vs the 20 remaining PCTs, 2011–2031</td>
</tr>
<tr>
<td>7</td>
<td>Sustaining economic activity</td>
<td>Increase in the proportion of working age London residents in employment 2011–2031</td>
</tr>
<tr>
<td>8</td>
<td>Ensure that there is sufficient development capacity in the office market.</td>
<td>Stock of office planning permissions to be at least three times the average rate of starts over the previous three years</td>
</tr>
<tr>
<td>9</td>
<td>Ensure that there is sufficient employment land available</td>
<td>Release of industrial land to be in line with benchmarks in the Industrial Capacity SPG</td>
</tr>
<tr>
<td>10</td>
<td>Loss of garden land to residential development</td>
<td>No more than 120 residential units to be developed on garden land/year</td>
</tr>
<tr>
<td>11</td>
<td>Increased employment opportunities for those suffering from disadvantage in the employment market</td>
<td>Reduce the gap in unemployment rates between BAME groups and the white population and reduce the gap between lone parents on income support in London vs England &amp; Wales average</td>
</tr>
<tr>
<td>12</td>
<td>Improving the provision of social infrastructure and related services.</td>
<td>An increase in the provision of childcare places per 1000 under fives, particularly in Regeneration Areas</td>
</tr>
<tr>
<td>13</td>
<td>Improving the provision of social infrastructure and related services.</td>
<td>School places to match School Role Projections Note: Dependent upon school role projections being made available</td>
</tr>
<tr>
<td></td>
<td>Achieve a reduced reliance on the private car and a more sustainable modal split for journeys</td>
<td>Use of public transport per head grows faster than use of the private car per head</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>14</td>
<td>Achieve a reduced reliance on the private car and a more sustainable modal split for journeys.</td>
<td>Zero traffic growth in central and inner London, and traffic growth in outer London reduced to no more than 5 per cent</td>
</tr>
<tr>
<td>15</td>
<td>Achieve a reduced reliance on the private car and a more sustainable modal split for journeys.</td>
<td>Increase the share of all trips by bicycle from 2 per cent in 2009 to 5 per cent by 2026 As measured by DfT</td>
</tr>
<tr>
<td>16</td>
<td>Increase in energy generated from renewable sources</td>
<td>Production of xGWh of energy from renewable sources by 2026 The target will be developed in accordance with a Regional Renewable Energy Assessment in 2010, as required by Office for Renewable Energy Deployment</td>
</tr>
<tr>
<td>17</td>
<td>A 50 per cent increase in passengers and freight transported on the Blue Ribbon Network from 2011–2021</td>
<td>Maintain at least 50 per cent of B1 development in PTAL zones 5–6 and at least 90 per cent of B2 and B8 development in Zones 0–2</td>
</tr>
<tr>
<td>18</td>
<td>Increase in the number of jobs located in areas with high PTAL values</td>
<td>No net loss of designated Sites of Importance for Nature Conservation</td>
</tr>
<tr>
<td>19</td>
<td>Improve London’s Blue Ribbon Network</td>
<td>Reduce 15km of rivers 2009–2015</td>
</tr>
<tr>
<td>20</td>
<td>Protecting and improving London’s heritage and public realm</td>
<td>Reduction in the proportion of buildings at risk as a percentage of the total number of listed buildings in London</td>
</tr>
<tr>
<td>21</td>
<td>Reduce carbon dioxide emissions through new development</td>
<td>For strategic developments achieve zero carbon in residential development by 2016 and zero carbon in all development by 2019</td>
</tr>
</tbody>
</table>

**Implementation Plan**

8.13 A key aspect of this London Plan is the introduction of an Implementation Plan as suggested in PPS11: Regional Spatial Strategies. The Implementation Plan will be published as a separate document to the London Plan and will be monitored with progress reported annually within or alongside the Annual Monitoring Report (i.e. each February). The Implementation Plan will not set out every activity that the Mayor and GLA group will undertake. Instead it will identify the key actions that are necessary to deliver the London Plan. The Implementation Plan will also include key activities by other organisations whose commitment is important to the delivery of the London Plan. It can be expected that many of the actions will be collaborative work between two or more key agencies. Table 8.2 sets out an indication of some of the key actions to be included in the Implementation Plan. Note this table will be removed from the final London Plan as the Implementation Plan itself will be published.
### Table 8.2 Indicative Actions for the Implementation Plan

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Partners</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivering Development in London’s places</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Produce Planning frameworks for Opportunity Areas</td>
<td>GLA</td>
<td>Boros LDA TFL</td>
<td>2010–2014</td>
</tr>
<tr>
<td>Produce Planning Frameworks for Intensification Areas</td>
<td>Boros</td>
<td>GLA LDA TFL</td>
<td>2010–2014</td>
</tr>
<tr>
<td>Establish Business Improvement Districts</td>
<td>Boros</td>
<td>GLA LDA</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Carry out regular Town Centre Health Checks</td>
<td>Boros, GLA</td>
<td></td>
<td>Ongoing</td>
</tr>
<tr>
<td>Assemble a local evidence base for night time economy</td>
<td>Boros</td>
<td>Various</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Produce Olympic Legacy Strategic Planning Guidance</td>
<td>GLA</td>
<td></td>
<td>2009–2011</td>
</tr>
<tr>
<td>Produce Olympic Legacy Masterplan Framework</td>
<td>LDA</td>
<td>GLA Boros ODA</td>
<td>2009–2011</td>
</tr>
<tr>
<td>Development of Wandle Valley Regional Park Implementation Framework</td>
<td>Boros x4</td>
<td>NE EA GLA</td>
<td>2009 – on</td>
</tr>
<tr>
<td><strong>Housing delivery</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deliver 50,000 affordable homes</td>
<td>HCA</td>
<td></td>
<td>2008–2011</td>
</tr>
<tr>
<td>Housing Strategy &amp; SPG</td>
<td>GLA</td>
<td></td>
<td>2009–2010</td>
</tr>
<tr>
<td>Update Strategic Housing Land Availability Assessment</td>
<td>GLA</td>
<td>Boros</td>
<td>2014</td>
</tr>
<tr>
<td>Update Strategic Housing Market Assessment</td>
<td>GLA</td>
<td>Boros</td>
<td>2014</td>
</tr>
<tr>
<td><strong>Land Use management</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify land for waste management, including hazardous waste</td>
<td>Boros</td>
<td>GLA</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Prepare WHS Management Plans</td>
<td>Site Owners</td>
<td>Boros EH</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Identify and promote a site for a boatyard</td>
<td>GLA</td>
<td>LDA PLAl TFL</td>
<td>2012</td>
</tr>
<tr>
<td>Carry out Office Policy Review every 1–2years</td>
<td>GLA</td>
<td></td>
<td>Ongoing</td>
</tr>
<tr>
<td>Manage the Office Policy Review Panel</td>
<td>GLA</td>
<td></td>
<td>Ongoing</td>
</tr>
<tr>
<td>Identify sites for Cultural Quarters</td>
<td>Boros</td>
<td>Developers, London Living Places</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Planning Policy Development</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revise Sustainable Design and Construction SPG</td>
<td>GLA</td>
<td>Boros</td>
<td>2009–2011</td>
</tr>
<tr>
<td>Revise Industrial Capacity SPG</td>
<td>GLA</td>
<td>Boros</td>
<td>2010–2011</td>
</tr>
<tr>
<td>Revise Accessible London SPG</td>
<td>GLA</td>
<td>Boros</td>
<td>2010–2011</td>
</tr>
<tr>
<td>Produce Town Centres SPG</td>
<td>GLA</td>
<td>Boros</td>
<td>2009–2011</td>
</tr>
<tr>
<td>Produce CAZ SPG</td>
<td>GLA</td>
<td>Boros</td>
<td>2009–2011</td>
</tr>
<tr>
<td>Produce Renewable Energy SPG</td>
<td>GLA</td>
<td>Boros</td>
<td>2009–2011</td>
</tr>
<tr>
<td>Finalise London View Management Framework SPG</td>
<td>GLA</td>
<td>Boros</td>
<td>2010</td>
</tr>
<tr>
<td>Finalise Planning Obligations for Crossrail SPG</td>
<td>GLA</td>
<td></td>
<td>2010</td>
</tr>
<tr>
<td>Task</td>
<td>Responsible Bodies</td>
<td>Duration</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------------------</td>
<td>--------------------------------------------------------</td>
<td>-----------------</td>
<td></td>
</tr>
<tr>
<td>Produce guidance on All London Green Grid SPG</td>
<td>GLA LDA Boros</td>
<td>2010–2012</td>
<td></td>
</tr>
<tr>
<td>Produce and maintain a Renewable Energy Feasibility Study</td>
<td>GLA Boros</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Produce guidance on the application of S106 and/or the Community Infrastructure Levy in London</td>
<td>GLA Boros</td>
<td>2010–2011</td>
<td></td>
</tr>
<tr>
<td>Research affordable housing for the elderly.</td>
<td>GLA HCA Boros</td>
<td>2010–2012</td>
<td></td>
</tr>
<tr>
<td>Produce guidance on Borough Tree Strategies</td>
<td>Forestry Comm. GLA Boros</td>
<td>2010–2011</td>
<td></td>
</tr>
<tr>
<td>Research London’s burial space needs</td>
<td>GLA Boros</td>
<td>2009–2011</td>
<td></td>
</tr>
<tr>
<td>Best practice guidance on the control of dust and emissions from construction and demolition</td>
<td>London Councils GLA Boros</td>
<td>2010–2011</td>
<td></td>
</tr>
<tr>
<td>Update Retail Needs Assessment</td>
<td>GLA Boros</td>
<td>2010–2012</td>
<td></td>
</tr>
<tr>
<td>Research Water Neutrality Concept</td>
<td>GLA Water Companies Boros EA</td>
<td>2010–2012</td>
<td></td>
</tr>
<tr>
<td><strong>Transport Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To update progress on Table 6C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promotion of river passenger transport through Concordat Group</td>
<td>TfL River operators GLA Boros</td>
<td>ongoing</td>
<td></td>
</tr>
<tr>
<td>Increased pier provision in central London for river passenger services</td>
<td>TfL GLA LDA PLA Boros</td>
<td>2015</td>
<td></td>
</tr>
<tr>
<td>Promotion of river freight transport including bringing disused wharves into operation</td>
<td>TfL GLA LDA PLA LTGDC Boros</td>
<td>Ongoing 3 wharves by 2012</td>
<td></td>
</tr>
<tr>
<td><strong>Social Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify and meet the needs for new health facilities</td>
<td>GLA NHS PCTs HUDU Boros</td>
<td>2010–2012</td>
<td></td>
</tr>
<tr>
<td>Manage Higher and Further Education Forum</td>
<td>GLA H&amp;F Education Providers Boros</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Develop a strategic approach to increasing childcare provision</td>
<td>GLA Boros</td>
<td>2010–2012</td>
<td></td>
</tr>
<tr>
<td>Develop a sub-regional approach to planning for social infrastructure</td>
<td>GLA Boros Sub regional partnerships</td>
<td>2010–2012</td>
<td></td>
</tr>
<tr>
<td>Work with the voluntary and community sectors to develop their role in the delivery of skills, training and services and community empowerment</td>
<td>GLA</td>
<td>Voluntary sector organisations</td>
<td>Ongoing</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td><strong>Utility/Green Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delivery of Thames Tideway Sewer Tunnels</td>
<td>Thames Water</td>
<td>EA Boros Defra</td>
<td>2009–2020</td>
</tr>
<tr>
<td>Development of main sewage treatment works</td>
<td>Thames Water</td>
<td></td>
<td>2010–2018</td>
</tr>
<tr>
<td>Development of strategic reservoir</td>
<td>Thames Water</td>
<td>EA</td>
<td>2015–2026</td>
</tr>
<tr>
<td>Ensure appropriate capacity in water supply infrastructure to match London Plan growth projections</td>
<td>GLA</td>
<td>Thames Water Three Valleys Essex &amp; Suffolk Sutton &amp; E Surrey</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Ensure appropriate capacity in electricity transmission and distribution to match London Plan growth projections</td>
<td>GLA</td>
<td>National Grid EDF Scottish &amp; Southern</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Ensure appropriate capacity in gas transmission and distribution to match London Plan growth projections</td>
<td>GLA</td>
<td>National Grid Southern Gas</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Implementation of the Green Grid</td>
<td>Boros</td>
<td>GLA LDA</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Implementation of Thames Estuary 2100 Tidal Flood Risk Management</td>
<td>EA</td>
<td>Boros Land owners</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Implementation of Catchment Flood Management Plans</td>
<td>EA</td>
<td>Boros Land owners</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Delivery of a strategic surface water management plan for London and more detailed plans for high risk areas through Drain London</td>
<td>GLA</td>
<td>Drain London Forum</td>
<td>2009–2012</td>
</tr>
<tr>
<td>Implementation of London Rivers Action Plan</td>
<td>EA</td>
<td>Boros GLA</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Implement the River Basin Management Plan</td>
<td>EA</td>
<td>Boros</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Climate Change Mitigation and Adaptation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>London Heat Map Tool (Energy Masterplan for London)</td>
<td>GLA</td>
<td>LDA</td>
<td>Ongoing (Launch 2009)</td>
</tr>
<tr>
<td>Supporting the deployment of decentralised energy networks</td>
<td>GLA/LDA</td>
<td>Boros</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Regional Renewable Energy Assessment</td>
<td>GLA/LDA</td>
<td></td>
<td>2010–2012</td>
</tr>
<tr>
<td>Home Retrofit Programme</td>
<td>GLA</td>
<td>Boros, LDA</td>
<td>Ongoing (Launch 2009–2010)</td>
</tr>
<tr>
<td><strong>Inter Regional Working</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintain the Inter Regional Forum</td>
<td>GLA</td>
<td>SE &amp; EoE</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Cross boundary working on corridors</td>
<td>GLA</td>
<td>SE &amp; EoE</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Promote Planning in London</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Looking to the future

8.13 Chapter 1 noted that change is the only constant in London. Inevitably, new trends, issues and ideas will emerge over the period to 2031 which will have to be taken up in monitoring and reviewing the Plan and in taking the decisions about how we plan for our city’s future. These might include changes to population trends, the world’s economy and London’s place within it or the effects of climate change. The Mayor will continue to ensure the London Plan is responsive to the fast-moving needs of the capital over the period of this Plan and beyond.
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. 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**

<table>
<thead>
<tr>
<th>Ref</th>
<th>Location</th>
<th>Area (Ha)</th>
<th>Indicative employment capacity</th>
<th>Minimum new homes</th>
<th>OAPF progress</th>
<th>Strategic policy directions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bexley Riverside</td>
<td>1,645</td>
<td>7,000</td>
<td>4,000</td>
<td>1</td>
<td>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 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 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.</td>
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<tr>
<td>2</td>
<td>Charlton Riverside</td>
<td>243</td>
<td>1,000</td>
<td>3,500</td>
<td>1</td>
<td>Development at Charlton Riverside should be integrated with the wider development of the south bank of the Thames to complement opportunities at Deptford/Greenwich 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.</td>
</tr>
<tr>
<td>3</td>
<td>City Fringe</td>
<td>518</td>
<td>40,000</td>
<td>7,000</td>
<td>2</td>
<td>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.</td>
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<tr>
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<tr>
<td>4</td>
<td>Colindale/Burnt Oak</td>
<td>262</td>
<td>2,000</td>
<td>12,500</td>
<td>2</td>
<td>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. Coordination 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.</td>
</tr>
<tr>
<td>5</td>
<td>Cricklewood/Brent Cross</td>
<td>324</td>
<td>20,000</td>
<td>10,000</td>
<td>3</td>
<td>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.</td>
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<tr>
<td>6</td>
<td>Croydon</td>
<td>173</td>
<td>7,500</td>
<td>10,000</td>
<td>1</td>
<td>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.</td>
</tr>
<tr>
<td>7</td>
<td>Deptford Creek/ Greenwich Riverside</td>
<td>189</td>
<td>4,000</td>
<td>5,000</td>
<td>1</td>
<td>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.</td>
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<tr>
<td>8</td>
<td>Earls Court &amp; West Kensington</td>
<td>31</td>
<td>7,000</td>
<td>2,000</td>
<td>1</td>
<td>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. 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.</td>
</tr>
<tr>
<td>9</td>
<td>Elephant &amp; Castle</td>
<td>88</td>
<td>5,000</td>
<td>4,000</td>
<td>4</td>
<td>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.</td>
</tr>
<tr>
<td>10</td>
<td>Euston</td>
<td>16</td>
<td>5,000</td>
<td>1,000</td>
<td>1</td>
<td>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.</td>
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<tr>
<td>11</td>
<td>Greenwich Peninsula</td>
<td>350</td>
<td>7,000</td>
<td>13,500</td>
<td>3</td>
<td>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.</td>
</tr>
<tr>
<td>12</td>
<td>Heathrow</td>
<td>700</td>
<td>12,000</td>
<td>9,000</td>
<td>1</td>
<td>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 2.16). 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 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. 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&amp;D, and for prestigious national and European headquarters.</td>
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<tr>
<td>12 cont</td>
<td>Heathrow</td>
<td>700</td>
<td>12,000</td>
<td>9,000</td>
<td>1</td>
<td>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.</td>
</tr>
<tr>
<td>13</td>
<td>Ilford</td>
<td>85</td>
<td>800</td>
<td>5,000</td>
<td>3</td>
<td>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 and build upon its strengths as a new leisure-oriented location to serve the wider area. Longer term development will be assisted by improved transport links, particularly Crossrail 1 and the East London Transit.</td>
</tr>
<tr>
<td>14</td>
<td>Isle of Dogs</td>
<td>518</td>
<td>110,000</td>
<td>10,000</td>
<td>2</td>
<td>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.</td>
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</tr>
<tr>
<td>14</td>
<td>Isle of Dogs</td>
<td>518</td>
<td>110,000</td>
<td>10,000</td>
<td>2</td>
<td>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.</td>
</tr>
<tr>
<td>15</td>
<td>Kensal Canalside</td>
<td>20</td>
<td>1,000</td>
<td>2,000</td>
<td>1</td>
<td>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.</td>
</tr>
<tr>
<td>16</td>
<td>King’s Cross</td>
<td>53</td>
<td>25,000</td>
<td>1,900</td>
<td>3</td>
<td>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. 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.</td>
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<tr>
<td>17</td>
<td>Lewisham, Catford and New Cross</td>
<td>824</td>
<td>6,000</td>
<td>8,000</td>
<td>1</td>
<td>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.</td>
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<tr>
<td>18</td>
<td>London Bridge &amp; Bankside</td>
<td>187</td>
<td>25,000</td>
<td>1,900</td>
<td>2</td>
<td>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 coordinated with those in the Waterloo and Elephant and Castle Opportunity Area and across borough boundaries.</td>
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</table>
Within the Area development will be focused on Barking Riverside, South Dagenham, Beam Reach, Beam Park and Rainham West 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 other uses, and consolidating the offer of the remaining industrial land including promotion of a Green Enterprise District. Any new development and infrastructure brought 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.

Improved 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 an additional station 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.

At Dagenham and Havering Riversides, good trunk road access, 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, 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.
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<tbody>
<tr>
<td>19 cont</td>
<td>London Riverside</td>
<td>2,838</td>
<td>14,000</td>
<td>25,000</td>
<td>1</td>
<td>Barking Riverside is London’s single largest housing development opportunity, with capacity over 10,000 new homes if transport and development constraints can be addressed. 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.</td>
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<tr>
<td>20</td>
<td>Lower Lea Valley (including Stratford)</td>
<td>1,392</td>
<td>50,000</td>
<td>32,000</td>
<td>2</td>
<td>Currently this Area is the most important single strategic regeneration initiatives for London and an urban renewal challenge of global significance including the 2012 Olympic and Paralympic Games and their legacy. The Lower Lea 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 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. A new Metropolitan centre will be focused on Stratford town centre and a rich mix of employment, housing and open spaces across the Lower Lea 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.</td>
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</tr>
<tr>
<td>20 cont</td>
<td>Lower Lea Valley (including Stratford)</td>
<td>1,392</td>
<td>50,000</td>
<td>32,000</td>
<td>2</td>
<td>The main Olympic Park will accelerate the realisation of the vision for the Lower Lea 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 coordinated 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 Lea 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.</td>
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<tr>
<td>21</td>
<td>Paddington</td>
<td>38</td>
<td>5,000</td>
<td>1,000</td>
<td>3</td>
<td>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.</td>
</tr>
<tr>
<td>22</td>
<td>Park Royal/ Willesden Junction</td>
<td>751</td>
<td>14,000</td>
<td>1,500</td>
<td>2</td>
<td>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.</td>
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<tr>
<td>22 cont</td>
<td>Park Royal/ Willesden Junction</td>
<td>751</td>
<td>14,000</td>
<td>1,500</td>
<td>2</td>
<td>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.</td>
</tr>
<tr>
<td>23</td>
<td>Royal Docks &amp; Beckton Waterfront</td>
<td>1,380</td>
<td>6,000</td>
<td>11,000</td>
<td>2</td>
<td>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. For Thameside West, strategic development principles are set out in the adopted Lower Lea 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.</td>
</tr>
<tr>
<td>24</td>
<td>Southall</td>
<td>46</td>
<td>2,000</td>
<td>4,000</td>
<td>1</td>
<td>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.</td>
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<tr>
<td>25</td>
<td>Thamesmead and Abbey Wood</td>
<td>972</td>
<td>4,000</td>
<td>3,000</td>
<td>1</td>
<td>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.</td>
</tr>
<tr>
<td>26</td>
<td>Tottenham Court Road</td>
<td>19</td>
<td>5,000</td>
<td>600</td>
<td>4</td>
<td>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.</td>
</tr>
<tr>
<td>27</td>
<td>Upper Lea Valley</td>
<td>3,884</td>
<td>15,000</td>
<td>9,000</td>
<td>2</td>
<td>Parts of the Area around the growth points at Tottenham Hale, Blackhorse Lane, Central Leeside and Ponders End are considered suitable for higher density development. Four tracking of the London Stansted line will be important in unlocking development capacity, particularly at Central Leeside. Proposals should be co-ordinated with those for the Lower Lea Valley Opportunity Area. Adequate capacity should be retained to meet industrial needs including waste management and strategic logistics functions. 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.</td>
</tr>
<tr>
<td>Ref</td>
<td>Location</td>
<td>Area (Ha)</td>
<td>Indicative employment capacity</td>
<td>Minimum new homes</td>
<td>OAPF progress</td>
<td>Strategic policy directions</td>
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<tr>
<td>27</td>
<td>Upper Lea Valley</td>
<td>3,884</td>
<td>15,000</td>
<td>9,000</td>
<td>2</td>
<td>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.</td>
</tr>
<tr>
<td>28</td>
<td>Vauxhall, Nine Elms, Battersea</td>
<td>228</td>
<td>15,000</td>
<td>10,000</td>
<td>2</td>
<td>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.</td>
</tr>
<tr>
<td>Ref</td>
<td>Location</td>
<td>Area (Ha)</td>
<td>Indicative employment capacity</td>
<td>Minimum new homes</td>
<td>OAPF progress</td>
<td>Strategic policy directions</td>
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<tr>
<td>28</td>
<td>Vauxhall, Nine Elms, Battersea</td>
<td>228</td>
<td>15,000</td>
<td>10,000</td>
<td>2</td>
<td>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.</td>
</tr>
<tr>
<td>29</td>
<td>Victoria</td>
<td>54</td>
<td>4,000</td>
<td>1,500</td>
<td>4</td>
<td>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.</td>
</tr>
<tr>
<td>Ref</td>
<td>Location</td>
<td>Area (Ha)</td>
<td>Indicative employment capacity</td>
<td>Minimum new homes</td>
<td>OAPF progress</td>
<td>Strategic policy directions</td>
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</tr>
<tr>
<td>30</td>
<td>Waterloo</td>
<td>106</td>
<td>15,000</td>
<td>1,900</td>
<td>3</td>
<td>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.</td>
</tr>
<tr>
<td>31</td>
<td>Wembley</td>
<td>239</td>
<td>11,000</td>
<td>11,500</td>
<td>3</td>
<td>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.</td>
</tr>
<tr>
<td>Ref</td>
<td>Location</td>
<td>Area (Ha)</td>
<td>Indicative employment capacity</td>
<td>Minimum new homes</td>
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</tr>
<tr>
<td>32</td>
<td>White City</td>
<td>110</td>
<td>10,000</td>
<td>5,000</td>
<td>2</td>
<td>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. Development should promote the vitality of the town centre, particularly in the Shepherd’s Bush market area, and support 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 &amp; 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.</td>
</tr>
<tr>
<td>Ref</td>
<td>Location</td>
<td>Area (Ha)</td>
<td>Indicative employment capacity</td>
<td>Minimum new homes</td>
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<td>Strategic policy directions</td>
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</tr>
<tr>
<td>33</td>
<td>Woolwich</td>
<td>99</td>
<td>5,000</td>
<td>5,000</td>
<td>3</td>
<td>Building on existing and proposed transport infrastructure 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.</td>
</tr>
</tbody>
</table>
Table A1.2 Intensification Areas

<table>
<thead>
<tr>
<th>Ref</th>
<th>Location</th>
<th>Area (Ha)</th>
<th>Indicative employment capacity</th>
<th>Minimum new homes</th>
<th>IAPF progress</th>
<th>Strategic policy directions</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>Canada Water/Surrey Quays</td>
<td>46</td>
<td>2,000</td>
<td>2,500</td>
<td>2</td>
<td>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</td>
</tr>
<tr>
<td>35</td>
<td>Dalston</td>
<td>20</td>
<td>1,000</td>
<td>1,700</td>
<td>2</td>
<td>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.</td>
</tr>
<tr>
<td>36</td>
<td>Farringdon/Smithfield</td>
<td>25</td>
<td>2,500</td>
<td>1,000</td>
<td>2</td>
<td>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.</td>
</tr>
<tr>
<td>Ref</td>
<td>Location</td>
<td>Area (Ha)</td>
<td>Indicative employment capacity</td>
<td>Minimum new homes</td>
<td>IAPF progress</td>
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</tr>
<tr>
<td>37</td>
<td>Haringey Heartlands/ Wood Green</td>
<td>50</td>
<td>2,000</td>
<td>1,000</td>
<td>3</td>
<td>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.</td>
</tr>
<tr>
<td>38</td>
<td>Harrow &amp; Wealdstone</td>
<td>177</td>
<td>2,000</td>
<td>1,500</td>
<td>1</td>
<td>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.</td>
</tr>
<tr>
<td>Ref</td>
<td>Location</td>
<td>Area (Ha)</td>
<td>Indicative employment capacity</td>
<td>Minimum new homes</td>
<td>IAPF progress</td>
<td>Strategic policy directions</td>
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</tr>
<tr>
<td>39</td>
<td>Holborn</td>
<td>13</td>
<td>2,000</td>
<td>200</td>
<td>1</td>
<td>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.</td>
</tr>
<tr>
<td>40</td>
<td>Kidbrooke</td>
<td>115</td>
<td>400</td>
<td>4,400</td>
<td>2</td>
<td>This area is focussed on Kidbrooke rail station and the Ferrier housing estates together with adjoining housing sites, open space and recreation facilities. 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.</td>
</tr>
<tr>
<td>41</td>
<td>Mill Hill East</td>
<td>48</td>
<td>1,800</td>
<td>2,100</td>
<td>3</td>
<td>Redevelopment opportunities exist around the Underground station, principally at the MOD Inglis Barracks, Mill Hill gas works 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 and servicing. Other uses including further/higher education may also be appropriate.</td>
</tr>
<tr>
<td>42</td>
<td>South Wimbledon/Colliers Wood</td>
<td>122</td>
<td>500</td>
<td>1,300</td>
<td>2</td>
<td>This location contains a range of major opportunities for intensification and brownfield redevelopment including Wimbledon Greyhound track site, Durnsford Road industrial estate and Colliers Wood. 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. The potential for improvements in public transport to enhance local accessibility of these relatively remote locations should be explored along with links to neighbourhoods in need of regeneration. Site assembly and decontamination may be required. The area around Mitcham/Willow Lane – an area covering up to 60 hectares – could offer considerable scope for intensification and redevelopment linked to public transport accessibility.</td>
</tr>
<tr>
<td>Ref</td>
<td>Location</td>
<td>Area (Ha)</td>
<td>Indicative employment capacity</td>
<td>Minimum new homes</td>
<td>IAPF progress</td>
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</tr>
<tr>
<td>43</td>
<td>West Hampstead Interchange</td>
<td>18</td>
<td>100</td>
<td>800</td>
<td>4</td>
<td>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.</td>
</tr>
</tbody>
</table>
consultation draft replacement London Plan
For the avoidance of doubt, this annex forms part of the London Plan and therefore of the statutory development plan.

A2.1 Policies 2.15 and 4.7-4.9 of the London Plan provide the strategic framework for town centre policy development and implementation. This Annex identifies the existing role and function of town centres in the network and provides a broad indication of the future growth potential of each town centre together with anticipated changes to classifications over the Plan period. The roles of town centres in the regeneration process and strategic clusters of night time economic activity are also identified.

**Town Centre Classifications**

A2.2 Town centres are classified in the Plan in Table A2.1 according to their existing role and function in light of health checks taking into account criteria which include scale, mix of uses, financial performance and accessibility. In London, there are five broad types of town centre which perform different but complementary roles:

- **International centres** – London’s globally renowned retail destinations with a wide range of high-order comparison and specialist shopping with excellent levels of public transport accessibility.
- **Metropolitan centres** – serve wide catchments which can extend over several boroughs and into parts of the wider south east region. Typically they contain at least 100,000 sq.m of retail floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions.
- **Major centres** – typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 sq.m of retail floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions.
- **District centres** – distributed more widely than the Metropolitan and Major centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000–50,000 sq.m of retail floorspace. Some District centres have developed specialist shopping functions.
- **Neighbourhood and more local centres** – typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (less than 2,000 sq.m), sub-post office, pharmacy, laundrette and other useful local services. Together with District centres they can play a key role in addressing areas deficient in local retail and other services.

A2.3 In the Central Activities Zone (CAZ), a further classification – CAZ Frontages – refers to mixed use areas usually with a
predominant retail function (see Policy 2.11). The most significant CAZ Frontages are identified in Table A2.1.

A2.4 Town centres that have specialist roles supporting strategic clusters of night time economic activities of more than local significance are also identified in Table A2.1. Principles to guide the management of these activities are set out in Policy 4.6.

Strategic guidance and future growth potential
A2.5 Table A2.1 provides strategic guidance on the broad future direction envisaged for the International, Metropolitan, Major and District centres including their possible potential for growth and regeneration (see Policy 2.15). Three broad categories of future growth potential have been identified – High, Medium and Low:

a High growth – includes town centres likely to experience strategically significant levels of growth with strong demand and/or large scale retail, leisure or office development in the pipeline and with existing or potential public transport capacity to accommodate it (typically PTAL 5-6).

b Medium growth – includes town centres with moderate levels of demand for retail, leisure or office floorspace and with physical and public transport capacity to accommodate it.

c Low growth – town centres that are encouraged to pursue a policy of consolidation by making the best use of existing capacity, either due to (a) physical, environmental or public transport accessibility constraints, or (b) low demand.

d Regeneration – this is a supplementary classification and refers to those town centres where existing capacity can be utilized to achieve regeneration objectives including physical, environmental and economic renewal.

A2.6 The potential future growth categorisations are only indicative and should be refined by boroughs in collaboration with the Mayor in light of integrated strategic and local capacity assessments and health checks as part of the preparation of LDFs. The categorisations refer to the broad potential for growth for the whole centre and not for individual sites within it. Further guidance on the application of policy will be given in Supplementary Planning Guidance.

Managing change in the town centre network
A2.7 Policy 2.15 sets out the process for managing changes to the classifications of centres based upon evidence in town centre health checks. It will be coordinated strategically taking into account relationships with adjoining sub-regions and the regions outside London.

A2.8 Drawing upon the strategic policy guidelines and growth prospects (paragraph A2.5 above), Table A2.2 indicates potential future changes to the classifications of town centres in the network over the Plan period including potential new centres. These centres or locations are not for immediate reclassification and will continue to be tested to take account of changes in accessibility and the implementation of planning decisions and policy.
### Table A2.1 Town centre classifications and broad future directions

<table>
<thead>
<tr>
<th>Ref</th>
<th>Centre</th>
<th>Borough</th>
<th>Classification¹</th>
<th>Night time economy clusters²</th>
<th>Policy Directions³</th>
<th>Office Guidelines⁴</th>
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<tr>
<td>1</td>
<td>West End</td>
<td>Westminster/Camden</td>
<td>International</td>
<td>NT1</td>
<td>Medium</td>
<td>CAZ</td>
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<td>2</td>
<td>Knightsbridge</td>
<td>Kensington and Chelsea/Westminster</td>
<td>International</td>
<td>NT2</td>
<td>Low</td>
<td>CAZ</td>
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<td>3</td>
<td>Bromley</td>
<td>Bromley</td>
<td>Metropolitan</td>
<td>NT2</td>
<td>High</td>
<td>A/B</td>
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<td>Croydon</td>
<td>Croydon</td>
<td>Metropolitan</td>
<td>NT2</td>
<td>High</td>
<td>A/B</td>
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<td>Ealing</td>
<td>Ealing</td>
<td>Metropolitan</td>
<td>NT2</td>
<td>Medium</td>
<td>A</td>
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<td>Shepherds Bush</td>
<td>Hammersmith and Fulham</td>
<td>Metropolitan</td>
<td>NT2</td>
<td>Medium</td>
<td>R</td>
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<td>7</td>
<td>Wood Green</td>
<td>Haringey</td>
<td>Metropolitan</td>
<td>NT3</td>
<td>Medium</td>
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<td>Harrow</td>
<td>Harrow</td>
<td>Metropolitan</td>
<td>NT3</td>
<td>Medium</td>
<td>B</td>
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<td>9</td>
<td>Romford</td>
<td>Havering</td>
<td>Metropolitan</td>
<td>NT2</td>
<td>Medium</td>
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<td>Uxbridge</td>
<td>Hillingdon</td>
<td>Metropolitan</td>
<td>NT2</td>
<td>Medium</td>
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<td>Hounslow</td>
<td>Hounslow</td>
<td>Metropolitan</td>
<td>NT3</td>
<td>Medium</td>
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<td>12</td>
<td>Kingston</td>
<td>Kingston upon Thames</td>
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<td>NT2</td>
<td>High</td>
<td>A/B</td>
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<td>13</td>
<td>Ilford</td>
<td>Redbridge</td>
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<td>Sutton</td>
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<td>NT2</td>
<td>Medium</td>
<td>B</td>
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<td>15</td>
<td>Barking</td>
<td>Barking and Dagenham</td>
<td>Major</td>
<td>NT3</td>
<td>Medium</td>
<td>R</td>
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<td>NT1 (part)</td>
<td>Medium</td>
<td>CAZ</td>
</tr>
</tbody>
</table>

Notes

1 Classifications are described in paragraph A2.2. Centres marked * in Table A2.1 indicates classification is subject to monitoring.

2 NT1 = International; NT2 = Regional/sub-regional; NT3 = More than local significance.

3 Policy directions (high/medium/low) are explained in paragraph A2.5. ‘R’ indicates centres in need of regeneration.

4 Office guidelines (see Policy 4.2) provide a broad indication of the approach to office development based upon research in the London Office Policy Review 2009, distinguishing between centres where:

A speculative office development could be promoted on the most efficient and accessible sites in the context of wider schemes to enhance the environment and offer of the centre as a commercial location. This might entail some long-term net loss of overall office stock through change of use of provision on less attractive sites.

B some office provision could be promoted as part of wider residential or residential and retail/leisure mixed use development. This would be likely to entail long- term net loss of overall office stock, partial renewal on the more commercially attractive sites and managed change of use of provision on less attractive sites.

CAZ locations lying within the Central Activities Zone – see Policies 2.11, 4.2 and 4.3.
### Table A2.2 Potential future changes to the town centre network over the Plan period

<table>
<thead>
<tr>
<th>Centre</th>
<th>Borough</th>
<th>Classification</th>
<th>Potential future change to classification over the Plan period*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stratford</td>
<td>Newham</td>
<td>Major</td>
<td>Metropolitan</td>
</tr>
<tr>
<td>Woolwich</td>
<td>Greenwich</td>
<td>Major</td>
<td>Metropolitan</td>
</tr>
<tr>
<td>Brent Cross</td>
<td>Barnet</td>
<td>Regional shopping centre</td>
<td>Metropolitan</td>
</tr>
<tr>
<td>Elephant and Castle/Walworth Road</td>
<td>Southwark</td>
<td>District</td>
<td>Major</td>
</tr>
<tr>
<td>Surrey Quays/Canada Water</td>
<td>Southwark</td>
<td>District</td>
<td>Major</td>
</tr>
<tr>
<td>North Greenwich</td>
<td>Greenwich</td>
<td>Unclassified</td>
<td>District</td>
</tr>
<tr>
<td>Tottenham Hale</td>
<td>Haringey</td>
<td>Unclassified</td>
<td>District</td>
</tr>
<tr>
<td>Hackbridge</td>
<td>Sutton</td>
<td>Unclassified</td>
<td>District</td>
</tr>
<tr>
<td>Bromley by Bow</td>
<td>Tower Hamlets</td>
<td>Unclassified</td>
<td>District</td>
</tr>
<tr>
<td>Crossharbour</td>
<td>Tower Hamlets</td>
<td>Unclassified</td>
<td>District</td>
</tr>
<tr>
<td>Kings Cross</td>
<td>Camden</td>
<td>Unclassified</td>
<td>CAZ Frontage</td>
</tr>
<tr>
<td>Battersea</td>
<td>Wandsworth</td>
<td>Unclassified</td>
<td>CAZ Frontage</td>
</tr>
</tbody>
</table>

* Re-classifications are subject to capacity analysis, impact assessments, land use and accessibility, planning approvals, town centre health checks and full implementation.
consultation draft replacement London Plan
For the avoidance of doubt, this annex forms part of the London Plan and therefore of the statutory development plan.

Policy 2.17 of the London Plan addresses Strategic Industrial Locations (SIL). Table A3.1 below identifies each SIL in London, distinguishing between Preferred Industrial Locations (PIL) and Industrial Business Parks (IBP).

**Table A3.1 Strategic Industrial Locations**

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Borough</th>
<th>SIL Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Barwell Business Park</td>
<td>Kingston upon Thames</td>
<td>IBP</td>
</tr>
<tr>
<td>2</td>
<td>Beckton Riverside</td>
<td>Newham</td>
<td>PIL / IBP</td>
</tr>
<tr>
<td>3</td>
<td>Belvedere Industrial Area (part)</td>
<td>Bexley</td>
<td>PIL</td>
</tr>
<tr>
<td>4</td>
<td>Bermondsey South East</td>
<td>Southwark / Lewisham</td>
<td>PIL</td>
</tr>
<tr>
<td>5</td>
<td>Beverley Way Industrial Area</td>
<td>Merton</td>
<td>PIL</td>
</tr>
<tr>
<td>6</td>
<td>Blackhorse Lane</td>
<td>Waltham Forest</td>
<td>PIL</td>
</tr>
<tr>
<td>7</td>
<td>Brentford (part) – Transport Avenue</td>
<td>Hounslow</td>
<td>PIL</td>
</tr>
<tr>
<td>8</td>
<td>Brimsdown</td>
<td>Enfield</td>
<td>PIL</td>
</tr>
<tr>
<td>9</td>
<td>British Gas Site/ Cody Road (part)</td>
<td>Newham</td>
<td>IBP</td>
</tr>
<tr>
<td>10</td>
<td>Bromley Road</td>
<td>Lewisham</td>
<td>PIL</td>
</tr>
<tr>
<td>11</td>
<td>Central Leaside Business Area (parts)</td>
<td>Enfield / Haringey / Waltham Forest</td>
<td>PIL</td>
</tr>
<tr>
<td>12</td>
<td>Charlton Riverside (part)</td>
<td>Greenwich</td>
<td>PIL</td>
</tr>
<tr>
<td>13</td>
<td>Chessington Industrial Estate</td>
<td>Kingston upon Thames</td>
<td>PIL</td>
</tr>
<tr>
<td>14</td>
<td>Dagenham Dock / Rainham Employment Area</td>
<td>Barking and Dagenham / Havering</td>
<td>PIL</td>
</tr>
<tr>
<td>15</td>
<td>East Lane</td>
<td>Brent</td>
<td>PIL</td>
</tr>
<tr>
<td>16</td>
<td>Empson Street (part)</td>
<td>Tower Hamlets</td>
<td>IBP</td>
</tr>
<tr>
<td>17</td>
<td>Erith Riverside (part)</td>
<td>Bexley</td>
<td>PIL</td>
</tr>
<tr>
<td>18</td>
<td>Fish Island / Marshgate Lane (parts)</td>
<td>Newham / Tower Hamlets</td>
<td>PIL / IBP</td>
</tr>
<tr>
<td>19</td>
<td>Foots Cray Business Area</td>
<td>Bexley / Bromley</td>
<td>IBP</td>
</tr>
<tr>
<td>20</td>
<td>Freezywater / Innova Park (part)</td>
<td>Enfield</td>
<td>PIL</td>
</tr>
<tr>
<td>21</td>
<td>Great Cambridge Road (part)</td>
<td>Enfield</td>
<td>IBP</td>
</tr>
<tr>
<td>22</td>
<td>Great West Road (part)</td>
<td>Hounslow</td>
<td>IBP</td>
</tr>
<tr>
<td>23</td>
<td>Great Western (part)</td>
<td>Ealing</td>
<td>PIL</td>
</tr>
<tr>
<td>Ref.</td>
<td>Location</td>
<td>Borough</td>
<td>SIL Type</td>
</tr>
<tr>
<td>------</td>
<td>---------------------------------------------------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>24</td>
<td>Greenwich Peninsula West</td>
<td>Greenwich</td>
<td>PIL</td>
</tr>
<tr>
<td>25</td>
<td>Hackney Wick (part)</td>
<td>Hackney</td>
<td>IBP</td>
</tr>
<tr>
<td>26</td>
<td>Hainault Industrial Estate</td>
<td>Redbridge</td>
<td>PIL</td>
</tr>
<tr>
<td>27</td>
<td>Harold Hill Industrial Estate</td>
<td>Havering</td>
<td>PIL</td>
</tr>
<tr>
<td>28</td>
<td>Hayes Industrial Area</td>
<td>Hillingdon</td>
<td>PIL</td>
</tr>
<tr>
<td>29</td>
<td>Honeypot Lane, Stanmore (part)</td>
<td>Harrow</td>
<td>IBP</td>
</tr>
<tr>
<td>30</td>
<td>Kimpton Industrial Area</td>
<td>Sutton</td>
<td>PIL</td>
</tr>
<tr>
<td>31</td>
<td>King George Close Estate, Romford</td>
<td>Havering</td>
<td>PIL</td>
</tr>
<tr>
<td>32</td>
<td>Lea Bridge Gateway</td>
<td>Waltham Forest</td>
<td>PIL</td>
</tr>
<tr>
<td>33</td>
<td>London Industrial Park</td>
<td>Newham</td>
<td>PIL</td>
</tr>
<tr>
<td>34</td>
<td>Marlipit Lane</td>
<td>Croydon</td>
<td>PIL</td>
</tr>
<tr>
<td>35</td>
<td>Morden Road Factory Estate and Prince George's Road</td>
<td>Merton</td>
<td>PIL</td>
</tr>
<tr>
<td>36</td>
<td>Nine Elms (part)</td>
<td>Wandsworth</td>
<td>PIL</td>
</tr>
<tr>
<td>37</td>
<td>North Feltham Trading Estate</td>
<td>Hounslow</td>
<td>PIL</td>
</tr>
<tr>
<td>38</td>
<td>North London Business Park, Brunswick Road</td>
<td>Barnet</td>
<td>IBP</td>
</tr>
<tr>
<td>39</td>
<td>North Uxbridge Industrial Estate</td>
<td>Hillingdon</td>
<td>IBP</td>
</tr>
<tr>
<td>40</td>
<td>North Wimbledon (part)</td>
<td>Merton</td>
<td>PIL</td>
</tr>
<tr>
<td>41</td>
<td>Northolt, Greenford, Perivale (parts)</td>
<td>Ealing</td>
<td>PIL</td>
</tr>
<tr>
<td>42</td>
<td>Park Royal (part)</td>
<td>Brent/ Ealing/ Hammersmith and Fulham</td>
<td>PIL / IBP</td>
</tr>
<tr>
<td>43</td>
<td>Purley Way and Beddington Lane Industrial Area</td>
<td>Croydon / Sutton</td>
<td>PIL</td>
</tr>
<tr>
<td>44</td>
<td>Rippleside</td>
<td>Barking and Dagenham</td>
<td>PIL</td>
</tr>
<tr>
<td>45</td>
<td>River Road Employment Area</td>
<td>Barking and Dagenham</td>
<td>PIL</td>
</tr>
<tr>
<td>46</td>
<td>Southend Road Business Area</td>
<td>Redbridge</td>
<td>PIL</td>
</tr>
<tr>
<td>47</td>
<td>St Marys Cray</td>
<td>Bromley</td>
<td>IBP</td>
</tr>
<tr>
<td>48</td>
<td>Staples Corner</td>
<td>Brent</td>
<td>PIL</td>
</tr>
<tr>
<td>49</td>
<td>Stonefield Way / Victoria Road</td>
<td>Hillingdon</td>
<td>PIL</td>
</tr>
<tr>
<td>50</td>
<td>Surrey Canal Area (part)</td>
<td>Lewisham / Southwark</td>
<td>PIL</td>
</tr>
<tr>
<td>51</td>
<td>Thames Road, including Crayford Industrial Area and Howbury Park</td>
<td>Bexley</td>
<td>IBP</td>
</tr>
<tr>
<td>52</td>
<td>Thameside East</td>
<td>Newham</td>
<td>PIL</td>
</tr>
<tr>
<td>53</td>
<td>Thameside West</td>
<td>Newham</td>
<td>PIL</td>
</tr>
<tr>
<td>54</td>
<td>Tottenham Hale (part)</td>
<td>Haringey</td>
<td>IBP</td>
</tr>
<tr>
<td>55</td>
<td>Uxbridge Industrial Estate</td>
<td>Hillingdon</td>
<td>PIL</td>
</tr>
<tr>
<td>56</td>
<td>Wealdstone Industrial Area</td>
<td>Harrow</td>
<td>PIL</td>
</tr>
<tr>
<td>57</td>
<td>Wemley (part)</td>
<td>Brent</td>
<td>PIL</td>
</tr>
<tr>
<td>58</td>
<td>West Thamesmead / Plumstead Industrial Area</td>
<td>Greenwich</td>
<td>PIL</td>
</tr>
<tr>
<td>59</td>
<td>Willow Lane, Beddington and Hallowfield Way</td>
<td>Merton</td>
<td>PIL</td>
</tr>
</tbody>
</table>
For the avoidance of doubt, this annex forms part of the London Plan and therefore of the statutory development plan.

**Disaggregated Housing Provision Targets 2011/12–2020/21.**

To assist the London Boroughs in monitoring their housing provision targets the following table provides a disaggregation of the target by components of supply.

Conventional supply is made up of large site and small site components that were identified in the 2009 Strategic Housing Land Availability Assessment and Housing Capacity Study (SHLAA/HCS). The non-self contained element is derived through an analysis of past trends and pipeline developments. Vacant dwellings are based on targets to reduce long-term vacant stock in each borough. More information about each of these components of supply can be found in the report of study of the 2009 Strategic Housing Land Availability Assessment and Housing Capacity Study.

To assist the boroughs in the preparation of their land supply and housing trajectories beyond 2020/21, boroughs should roll forward the annual targets in Table 3.1 in line with Policy 3.3. The Mayor commits to revising the housing targets by 2015/16.

<table>
<thead>
<tr>
<th>Borough</th>
<th>Conventional Supply</th>
<th>Non-Self contained</th>
<th>Vacant Dwellings</th>
<th>New Annual Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barking and Dagenham</td>
<td>1,485</td>
<td>23</td>
<td>0</td>
<td>1,510</td>
</tr>
<tr>
<td>Barnet</td>
<td>2,048</td>
<td>127</td>
<td>79</td>
<td>2,255</td>
</tr>
<tr>
<td>Bexley</td>
<td>337</td>
<td>0</td>
<td>0</td>
<td>335</td>
</tr>
<tr>
<td>Brent</td>
<td>975</td>
<td>29</td>
<td>61</td>
<td>1,065</td>
</tr>
<tr>
<td>Bromley</td>
<td>566</td>
<td>0</td>
<td>0</td>
<td>565</td>
</tr>
<tr>
<td>Camden</td>
<td>500</td>
<td>165</td>
<td>0</td>
<td>665</td>
</tr>
<tr>
<td>City of London</td>
<td>81</td>
<td>28</td>
<td>0</td>
<td>110</td>
</tr>
<tr>
<td>Croydon</td>
<td>1,221</td>
<td>20</td>
<td>91</td>
<td>1,330</td>
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<tr>
<td>Ealing</td>
<td>843</td>
<td>0</td>
<td>47</td>
<td>890</td>
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<tr>
<td>Enfield</td>
<td>530</td>
<td>7</td>
<td>22</td>
<td>560</td>
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<td>Greenwich</td>
<td>2,429</td>
<td>100</td>
<td>65</td>
<td>2,595</td>
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<td>Hackney</td>
<td>1,124</td>
<td>3</td>
<td>31</td>
<td>1,160</td>
</tr>
<tr>
<td>Hammersmith and Fulham</td>
<td>564</td>
<td>20</td>
<td>30</td>
<td>615</td>
</tr>
<tr>
<td>Borough</td>
<td>Conventional Supply</td>
<td>Non-Self contained</td>
<td>Vacant Dwellings</td>
<td>New Annual Target</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------------------</td>
<td>--------------------</td>
<td>------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Haringey</td>
<td>792</td>
<td>0</td>
<td>28</td>
<td>820</td>
</tr>
<tr>
<td>Harrow</td>
<td>349</td>
<td>3</td>
<td>0</td>
<td>350</td>
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<tr>
<td>Havering</td>
<td>1,237</td>
<td>0</td>
<td>0</td>
<td>1,235</td>
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<tr>
<td>Hillingdon</td>
<td>415</td>
<td>207</td>
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<td>620</td>
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<td>Hounslow</td>
<td>453</td>
<td>21</td>
<td>0</td>
<td>475</td>
</tr>
<tr>
<td>Islington</td>
<td>922</td>
<td>250</td>
<td>0</td>
<td>1,170</td>
</tr>
<tr>
<td>Kensington and Chelsea</td>
<td>530</td>
<td>9</td>
<td>45</td>
<td>585</td>
</tr>
<tr>
<td>Kingston upon Thames</td>
<td>329</td>
<td>45</td>
<td>0</td>
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<td>Lambeth</td>
<td>1,142</td>
<td>68</td>
<td>46</td>
<td>1,255</td>
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<tr>
<td>Lewisham</td>
<td>1,088</td>
<td>17</td>
<td>0</td>
<td>1,105</td>
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<tr>
<td>Merton</td>
<td>318</td>
<td>0</td>
<td>0</td>
<td>320</td>
</tr>
<tr>
<td>Newham</td>
<td>2,499</td>
<td>2</td>
<td>0</td>
<td>2,500</td>
</tr>
<tr>
<td>Redbridge</td>
<td>748</td>
<td>0</td>
<td>11</td>
<td>760</td>
</tr>
<tr>
<td>Richmond upon Thames</td>
<td>210</td>
<td>35</td>
<td>0</td>
<td>245</td>
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<tr>
<td>Southwark</td>
<td>1,877</td>
<td>130</td>
<td>0</td>
<td>2,005</td>
</tr>
<tr>
<td>Sutton</td>
<td>211</td>
<td>0</td>
<td>0</td>
<td>210</td>
</tr>
<tr>
<td>Tower Hamlets</td>
<td>2,462</td>
<td>382</td>
<td>43</td>
<td>2,885</td>
</tr>
<tr>
<td>Waltham Forest</td>
<td>688</td>
<td>4</td>
<td>69</td>
<td>760</td>
</tr>
<tr>
<td>Wandsworth</td>
<td>1,217</td>
<td>62</td>
<td>0</td>
<td>1,280</td>
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<tr>
<td>Westminster</td>
<td>594</td>
<td>95</td>
<td>81</td>
<td>770</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>30,784</strong></td>
<td><strong>1,849</strong></td>
<td><strong>749</strong></td>
<td><strong>33,380</strong></td>
</tr>
</tbody>
</table>
Access This term refers to the methods by which people with a range of needs (such as disabled people, people with children, people whose first language is not English) find out about and use services and information. For disabled people, access in London means the freedom to participate in the economy, in how London is planned, in the social and cultural life of the community.

Accessibility This term is used in two distinct ways, its definition depending on the accompanying text (see Accessibility of London and Accessibility of the Transport System below).

Accessibility of London This refers to the extent to which employment, goods and services are made available to people, either through close proximity, or through providing the required physical links to enable people to be transported to locations where they are available.

Accessibility of the Transport System This refers to the extent of barriers to movement for users who may experience problems getting from one place to another, including disabled people.

Advanced Thermal Treatment A means of recovering energy from waste. Waste is heated at high temperature and a useable gas is produced (Gasification and Pyrolysis are examples of Advanced Thermal Treatment)

Affordable housing This is defined in Chapter 3 at Policy 3.11.

Aggregates This is granular material used in construction. Aggregates may be natural, artificial or recycled.

Air Quality Management Area (AQMA) An area which a local authority had designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

Albedo The surface reflectivity of the sun’s radiation.

Ambient noise Ongoing sound in the environment such as from transport and industry, as distinct from individual events, such as a noisy all-night party. Unless stated otherwise, noise includes vibration.

Amenity Element of a location or neighbourhood that help to make it attractive or enjoyable for residents and visitors.

Anaerobic Digestion A process by which bacteria break down organic material in the absence of air, yielding a bio-gas that can be burned for heat or electricity generation

Apart-hotel Self-contained hotel accommodation (C1 use class) that provides for short-term occupancy purchased at a nightly rate with no deposit against damages (ODPM Circular 03/2005). They will usually include concierge and room service, and include formal procedures for checking in and out. Planning conditions may limit length of stay to occupiers.
Area for Intensification Areas that have significant potential for increases in residential, employment and other uses through development of sites at higher densities with more mixed and intensive use but at a level below that which can be achieved in the Opportunity Areas.

Areas for Regeneration These areas are the Census Local Super Output Areas (LSOAs) in greatest socioeconomic need, defined on the basis of the 20 per cent most deprived LSOAs in the Index of Multiple Deprivation.

Biodiversity This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Biomass The total dry organic matter or stored energy of plant matter. As a fuel it includes energy crops and sewage as well as forestry and agricultural residues.

Blue Ribbon Network A spatial policy covering London’s waterways and water spaces and land alongside them.

Brownfield land Both land and premises are included in this term, which refers to a site that has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated. This excludes open spaces and land where the remains of previous use have blended into the landscape, or have been overtaken by nature conservation value or amenity use and cannot be regarded as requiring development.

Brown roofs Roofs which have a layer of soil or other material which provides a habitat or growing medium for plants or wildlife.

Business Improvement Districts (BIDs) This concept was originally developed in the USA for increasing investment within defined areas of a city such as town centres or industrial estates. This is achieved through changes to local taxation, based on a supplementary rate levied on businesses within that defined area.

Carbon dioxide (CO₂) Carbon dioxide is a naturally occurring gas comprising 0.04 per cent of the atmosphere. The burning of fossil fuels releases carbon dioxide fixed by plants many millions of years ago, and this has increased its concentration in the atmosphere by some 12 per cent over the past century. It contributes about 60 per cent of the potential global warming effect of man-made emissions of greenhouse gases.

Carbon neutrality Contributing net zero carbon dioxide emissions to the atmosphere.

Car club These are schemes such as city car clubs and car pools, which facilitate vehicle sharing.

Central Activities Zone (CAZ) The Central Activities Zone is the area where planning policy recognises the importance of strategic finance, specialist retail, tourist and cultural uses and activities, as well as residential and more local functions.

Combined Heat and Power The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity
alone is produced, is used for space or process heating.

**Commercial waste** Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment as defined in Schedule 4 of the Controlled Waste Regulations 1992, is defined as commercial waste.

**Communities and Local Government (CLG)** The Government department responsible for planning, local Government, housing and regional development.

**Community heating** Community heating is the distribution of steam or hot water through a network of pipes to heat a large area of commercial, industrial or domestic buildings or for industrial processes. The steam or hot water is supplied from a central source such as a heat-only boiler or a combined heat and power plant.

**Community Strategies** These are practical tools for promoting or improving the economic, social and environmental wellbeing of the area of jurisdiction of a local authority. Such strategies are prepared allowing for local communities (based upon geography and/or interest) to articulate their aspirations, needs and priorities.

**Comparison retail/shopping** These refer to shopping for things like clothes, products, household and leisure goods which are not bought on a regular basis.

**Congestion charging** This refers to applying charges to reduce the number of vehicles and level of congestion in congested areas. The Mayor has introduced a scheme to charge vehicles within a defined area of central London.

**Construction and demolition waste** This is waste arising from the construction, repair, maintenance and demolition of buildings and structures, including roads. It consists mostly of brick, concrete, hardcore, subsoil and topsoil, but it can contain quantities of timber, metal, plastics and occasionally special (hazardous) waste materials.

**Convenience retail/shopping** These refer to shopping for everyday, essential items like food, drink, newspapers and confectionary.

**Conventional business park** This style of business park is generally large, car-based and located beyond the urban area.

**Corridor management** Ensuring that the requirements of the different users of a corridor, including transport users, business and residents are addressed in a coordinated and integrated way.

**Crossrail 1** The first line in the Crossrail project, Crossrail 1 is an east–west, cross-central London rail link between Paddington and Whitechapel serving Heathrow Airport, Canary Wharf and Stratford. It will serve major development and regeneration corridors, and improve access to large areas of central and suburban London.

**Chelsea–Hackney line (Crossrail 2)** This proposed rail line is intended to link north-east and south-west London. The precise route, the character and the role of the link have not yet been finalised.

**Cultural Quarters** Areas where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environments, are to be designated as Cultural Quarters. They can contribute to urban regeneration.
**Decarbonise** To remove or reduce the potential carbon dioxide emissions to the atmosphere from a process or structure.

**Design and Access Statements**
A statement that accompanies a planning application to explain the design principles and concepts that have informed the development and how access issues have been dealt with. The access element of the statement should demonstrate how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development and how inclusion will be maintained and managed.

**Development brief** This brief sets out the vision for a development. It is grounded firmly in the economic, social, environmental and planning context. Apart from its aspirational qualities, the brief must include site constraints and opportunities, infrastructure and transport access and planning policies. It should also set out the proposed uses, densities and other design requirements.

**Disabled people** A disabled person is someone who has an impairment, experiences externally imposed barriers and self-identifies as a disabled person.

**District Centres** These are defined in Annex 2.

**Diversity** The differences in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people constitute the diversity of that group. This term refers to differences between people and is used to highlight individual need.

**E-economy/e-commerce** A sector of business which comprises companies deriving at least some portion of their revenues from Internet-related products and services.

**East of England Region** The Eastern Region covers Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk.

**Embodied energy** The total life cycle energy used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product.

**Energy efficiency** This is about making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience. This does not necessitate the use of less energy, in which respect it differs from the concept of energy conservation.

**Energy hierarchy** The Mayor's approach to reducing carbon dioxide emissions in the built environment. The first step is to reduce energy demand (be lean), the second step is to supply energy efficiently (be clean) and the third step is use renewable energy (be green).

**Energy masterplanning** Spatial and strategic planning that identifies and develops opportunities for decentralised energy and the associated technical, financial and legal considerations that provide the basis for project delivery.

**Energy recovery** To recover energy is to gain useful energy, in the form of heat and/or electric power, from waste. It includes combined heat and power, combustion of landfill gas and gas produced during anaerobic digestion.
Environmental Assessments In these assessments, information about the environmental effects of a project is collected, assessed and taken into account in reaching a decision on whether the project should go ahead or not.

Environmental Statement This statement will set out a developer’s assessment of a project’s likely environmental effects, submitted with the application for consent for the purposes of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

Equal life chances for all The Mayor’s Equality Framework has been developed to address the remaining and significant pockets of deprivation and inequality, and provides a fresh analysis and different solutions to inclusion, community cohesion and tackling disadvantage. It promotes an approach that brings Londoners together rather than dividing them, enabling people to realize their potential and aspirations and make a full contribution to the economic success of their city. It aims to achieve equal life chances for all.

Equal opportunities The development of practices that promote the possibility of fair and equal chances for all to develop their full potential in all aspects of life and the removal of barriers of discrimination and oppression experienced by certain groups.

European Spatial Development Perspective A non-statutory document produced by the Informal Council of Ministers setting out principles for the future spatial development of the EU.

Fluvial water Water in the Thames and other rivers

Flood resilient design this can include measures such as putting living accommodation on the first floor or building on stilts.

Fuel cell A cell that acts like a constantly recharging battery, electrochemically combining hydrogen and oxygen to generate power. For hydrogen fuel cells, water and heat are the only by-products and there is no direct air pollution or noise emissions. They are suitable for a range of applications, including vehicles and buildings.

Gasification See Advanced Thermal Treatment.

Geodiversity The variety of rocks, fossils, minerals, landforms, soils and natural processes, such as weathering, erosion and sedimentation, that underlie and determine the character of our natural landscape and environment.

Green Belt Green Belts are a national policy designation that helps to contain development, protect the countryside and promote brownfield development, and assists in the urban renaissance. There is a general presumption against inappropriate development in the Green Belt.

Green chains These are areas of linked but separate open spaces and the footpaths between them. They are accessible to the public and provide way-marked paths and other pedestrian and cycle routes.

Green corridors This refers to relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case.
and provide an extension to the habitats of the sites they join.

**Green industries** The business sector that produces goods or services, which compared to other, generally more commonly used goods and services, are less harmful to the environment.

**Green infrastructure** The open environment within urban areas, the urban fringe and the countryside. It is a network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife. Also see Greening.

**Green lease** A lease between a landlord and tenant of a commercial building which provides mutual contractual lease obligations for tenants and owners to minimise environmental impact in areas such as energy, water and waste.

**Green roofs/walls** Planting on roofs or walls to provide climate change, amenity and recreational benefits. For further information please see: http://www.london.gov.uk/mayor/strategies/sds/docs/living-roofs.pdf

**Greening** The improvement of the appearance, function and wildlife value of the urban environment through soft landscaping.

**Ground water** Water within soils and rock layers

**Growth Areas** Specific areas for new residential development to accommodate future population growth, as outlined in the Government’s Sustainable Communities Plan. Within London these include the Thames Gateway and the London-Stansted-Cambridge-Peterborough Corridor.

**Gypsy and Travellers’ sites** These are sites either for settled occupation, temporary stopping places, or transit sites for people of nomadic habit of life, such as travellers and gypsies.

**Health inequalities** are defined by the UK Government as ‘inequalities in respect of life expectancy or general state of health which are wholly or partly a result of differences in respect of general health determinants.’

**Household waste** All waste collected by Waste Collection Authorities under Section 45(1) of the Environmental Protection Act 1990, plus all waste arising from Civic Amenity sites and waste collected by third parties for which collection or disposal credits are paid under Section 52 of the Environmental Protection Act 1990. Household waste includes waste from collection rounds of domestic properties (including separate rounds for the collection of recyclables), street cleansing and litter collection, beach cleansing, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections, Civic Amenity wastes, drop-off and bring systems, clearance of fly-tipped wastes, weekend skip services and any other household waste collected by the waste authorities. Household waste accounts for approximately four-fifths of London’s municipal waste.

**Housing in multiple occupation** Housing occupied by members of more than one household, such as student accommodation or bedsits.

**Housing Capacity Study (HCS)** A process for identifying future housing capacity across an area to inform the development of housing policy and proposals. Housing capacity studies have been superseded in Planning Policy Statement 3: Housing
(PPS3) by Strategic Housing Land Availability Assessments (SHLAAs).

**Incineration** The burning of waste at high temperatures in the presence of sufficient air to achieve complete combustion, either to reduce its volume (in the case of municipal solid waste) or its toxicity (such as for organic solvents and polychlorinated biphenyls). Municipal solid waste incinerators recover power and/or heat. The main emissions are carbon dioxide, water and ash residues.

**Inclusive design** Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

**Industrial Business Park (IBP)** Strategic industrial locations that are particularly suitable for activities that need better quality surroundings including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and small scale distribution. They can be accommodated next to environmentally sensitive uses.

**Industrial waste** Waste from any factory and any premises occupied by industry (excluding mines and quarries) as defined in Schedule 3 of the Controlled Waste Regulations 1992.

**Kyoto Protocol** An international agreement linked to the United Nations Framework Convention on Climate Change (UNFCCC), which sets binding targets for countries to reduce greenhouse gas (GHG) emissions. These amount to an average of five per cent against 1990 levels over the five-year period 2008-2012.

**Land Use Credits/Swaps** Typically, a land use ‘credit’ is where new off-site residential provision is provided in advance by a developer on the basis that it could be used to satisfy the residential requirements of mixed use policies generated by future commercial development. Typically, an affordable housing credit is where new affordable housing is created when it is not a policy requirement. This affordable housing credit could potentially then be drawn down either for the purposes of affordable housing policy requirement and/or for the purposes of mixed use policy requirements for residential floorspace. Typically, a land use swap is where a developer provides an off-site residential development to satisfy the housing requirement generated by a specified office/commercial development. The planning applications for the two sites are considered at the same time by the planning authority and are linked by S.106 agreement or planning condition. The concept of credits and swaps may be applied more widely to other land uses, for example, in circumstances in outer London where a developer proposes residential development and agrees to satisfy office policy requirements for the area by making alternative office provision elsewhere in a location which is more viable for offices, possibly in the form of a ‘credit’.

**Lea Valley Corridor** Embraces the strategically important development opportunities and existing industry either side of the River Lea, in parts of Enfield, Hackney, Haringey, Newham, Tower Hamlets and Waltham Forest.

**Lifetime Homes** Ordinary homes designed to provide accessible and convenient homes for a large segment of the population.
from families with young children to frail older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure that the home will be flexible enough to meet the existing and changing needs of most households, and can be easily adapted to meet the needs of future occupants. The 16 criteria are set out and explained in www.lifetimehomes.org.uk and are included in the health and wellbeing category of the Code for Sustainable Homes. They have been built upon and extended in the British Standards Institution Draft for Development (DD 266:2007) ‘Design of accessible housing – Lifetime Homes – Code of practice’.

**Lifetime Neighbourhoods** A lifetime neighbourhood is designed to be welcoming, accessible and inviting for everyone, regardless of age, health or disability, is sustainable in terms of climate change, transport services, housing, public services, civic space and amenities making it possible for people to enjoy a fulfilling life and take part in the economic, civic and social life of the community. This can be achieved by extending the inclusive design principles embedded in the Lifetime Home standards to the neighbourhood level.

**Linear Views** Part of a Townscape View, Linear Views are narrow views to a defined object from an urban space of a building or group of buildings within a townscape setting.

**Local Centres** These are defined in Annex 2 Local Development Frameworks

Statutory plans produced by each borough that comprise a portfolio of development plan documents including a core strategy, proposals and a series of area action plans.

These are replacing borough Unitary Development Plans.

**Local Implementation Plans (LIPs)** Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor’s Transport Strategy at the local level.

**Local Strategic Partnerships (LSPs)** Cross-sectoral, cross-agency umbrella partnerships, which are focused and committed to improving the quality of life and governance in a particular locality. They seek to enable services to be aligned in a way that effectively meets the needs and aspirations of those who use them.

**London Aggregates Working Party (LAWP)** An advisory body to both the Mayor of London and the Department of Communities and Local Government that monitors the supply and demand for aggregates.

**London Development Agency (LDA)** One of the GLA group of organisations (or functional bodies), acting on behalf of the Mayor, whose aim is to further the economic development and regeneration of London.

**London Development Database** This provides current and historic information about development progress across all London boroughs. It is operated by the GLA, and has superseded the London Development Monitoring System.

**London Hydrogen Partnership** A consortium of public, private and voluntary organisations working to establish the widespread use of hydrogen as a clean fuel for buildings, transport and other applications.
London Panoramas  Panoramic views across substantial parts of London.

London-Stansted-Cambridge-Peterborough Corridor  A development corridor to the east and west of the Lee Valley through north London and Harlow and north to Stansted, Cambridge and Peterborough.

Low cost market housing  Housing provided by the private sector, without public subsidy or the involvement of a housing association, that is sold or let at a price less than the average for the housing type on the open market.

Low Emission Zones  A low emission zone (LEZ) is a defined area from which polluting vehicles that do not comply with set emissions standards are barred from entering.

Masterplan  See Spatial Masterplan.

Major development  (applications decided by the London Boroughs)

Major Developments are defined as these:

- For dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5 hectares).
- For all other uses: where the floor space will be 1000 sq metres or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers’ flats etc. should be included in the floor space figure.

Major town centres  These are defined in Annex 2.

Mayor’s London Housing Strategy  The Mayor’s statutory strategy, which sets out the Mayor’s objectives and policies for housing in London.

Metropolitan Open Land  Strategic open land within the urban area that contributes to the structure of London.

Metropolitan town centres  These are defined in Annex 2.

Mixed use development  Development for a variety of activities on single sites or across wider areas such as town centres.

Multi Area Agreements  A multi-area agreement is designed to be a cross-boundary/local area agreement (LAA). They bring together key players in flexible ways to tackle issues that are best addressed in partnership – at a regional and sub-regional level.

Municipal solid waste (MSW)  This includes all waste under the control of local authorities or agents acting on their behalf. It includes all household waste, street litter, waste delivered to council recycling points, municipal parks and gardens wastes, council office waste, Civic Amenity waste, and some commercial waste from shops and smaller trading estates where local authorities have waste collection agreements in place. It can also include industrial waste collected by a waste collection authority with authorisation of the waste disposal authority.

Nature conservation  Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.
**Neighbourhood Centres** These are defined in Annex 2.

**New and emerging technologies**
Technologies that are either still at a developmental stage or have only recently started operating at a commercial scale. They may be new applications of existing technologies. In relation to waste, they include such technologies as anaerobic digestion, Mechanical Biological Treatment (BMT), pyrolysis and gasification.

**Open space** All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

**Opportunity Areas** London’s principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

**Orbital rail network** Proposed orbital rail services, being developed in conjunction with the Network Rail, building on the existing core inner London orbital links and including more frequent services, improved stations and interchanges and greater integration with other means of travel. These services will be developed to meet London Metro standards.

**Other services** A category of community, social, leisure and personal services-based jobs. These are projected to grow strongly in the period to 2031.

**Outstanding Universal Value** A property that has a cultural and/or natural significance that is so exceptional that it transcends national boundaries. A statement of outstanding universal value is adopted by UNESCO’s intergovernmental World Heritage Committee at the time of its inscription and may be subsequently amended by the Committee. Values can be physical, architectural or intangible. They will be embodied in the buildings, spaces, monuments, artifacts and archaeological deposits within the site, the setting and views of and from it. Statements of outstanding universal value are key references for the effective protection and management of World Heritage Sites and can be found at http://whc.unesco.org/en/list.

**Photovoltaics** The direct conversion of solar radiation into electricity by the interaction of light with electrons in a semiconductor device or cell.

**Planning frameworks** These frameworks provide a sustainable development programme for Opportunity Areas. The frameworks may be prepared by the GLA Group, boroughs, developers or partners while planning frameworks will have a non-statutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their development plans.

**Planning Policy Statements/Guidance (PPSs/PPGs)** These are Government statements of national planning policy.

**Polyclinic** Polyclinics combine GP and routine hospital care with a range of wellbeing and support services such as benefits support and housing advice.
Preferred Industrial Location (PIL)
Strategic industrial locations that are particularly suitable for general industrial, light industrial, storage and distribution, waste management, recycling, some transport related functions, utilities, wholesale markets and other industrial related activities.

Primary Care Trusts There are 31 Primary Care Trusts (PCTs) in London. PCTs are an important part of the NHS, and they get about 80 per cent of the total NHS budget. PCTs decide what health services a local community needs, and they are responsible for providing them. They must ensure that there are enough services for people within their local area, and that the services are accessible. These services include: GPs, Dentists, Pharmacists, Opticians, NHS Direct, and NHS walk-in centres.

Proximity Principle This advises dealing with waste as near as practicable to its place of production.

Public realm This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

Public Private Partnership (PPP)
A mechanism for using the private sector to deliver outcomes for the public sector, usually on the basis of a long term funding agreement.

Public Transport Accessibility (PTAL) A measure of the extent and ease of access by public transport, or, where it can reasonably be used as a proxy, as the degree of access to the public transport network.

Pyrolysis See Advanced Thermal Treatment.

Quiet Areas The Environmental Noise (England) Regulations 2006 (as amended) require that Noise Action Plans for agglomerations (including much of Greater London) include provisions that aim to protect any formally identified ‘Quiet Areas’ from an increase in road, railway, aircraft and industrial noise.

Rainwater harvesting Collecting water from roofs via traditional guttering and through down pipes to a storage tank. It can then be used for a variety of uses such as watering gardens.

Recycling Involves the reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.

Renewable energy Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

Retrofitting The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.

River prospects Broad prospects along the river Thames.

Road pricing See Congestion Charging.

Safeguarded wharves These are sites that have been safeguarded for cargo handling uses such as intraport or transhipment movements and freight-related purposes.
A list of those sites that are currently protected and those proposed for protection is available in ‘Safeguarded Wharves on the River Thames’, GLA, 2005.

**Section 106 Agreements** These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

**Self-sufficiency** In relation to waste, this means dealing with wastes within the administrative region where they are produced.

**Sequential approach** Planning policies that receive particular steps to be taken, or types of location or sites to be considered, in a particular order of preference. For example retail, commercial and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport.

**Shopmobility** A scheme that lends manual and powered wheelchairs and scooters to members of the public with limited mobility which allows them to travel to and visit, independently and with greater ease, local shops, leisure services and commercial facilities usually within a town or shopping centre.

**Site of Special Scientific Interest (SSSI)** A classification notified under the Wildlife and Countryside Act (1981 as amended). All the London sites of biodiversity interest are included within sites of Metropolitan Importance for Nature Conservation.

**Social exclusion** A term for what can happen when people or areas suffer from a combination of linked problems, such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.

**Social inclusion** The position from where someone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers for people or for areas that experience a combination of linked problems such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.

**Social infrastructure** Covers facilities such as health provision, early years provision, schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people’s play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.

**Soundscape** the overall quality of an acoustic environment as a place for human experience. Soundscape design might include preserving, reducing or eliminating certain sounds or combining and balancing sounds to create or enhance an attractive and stimulating acoustic environment.

**South East Region** The South East Region runs in an arc around London from Kent at the south-east extremity along the coast to Hampshire, Southampton and Portsmouth in the south-west, and then to Milton Keynes and Buckinghamshire in the North. In total, it encompasses 19 counties and unitary authorities, and 55 district authorities.
Spatial Development Strategy
This strategy is prepared by the Mayor, replacing the strategic planning guidance for London (RPG3). The Mayor has chosen to call the Spatial Development Strategy the London Plan.

Spatial Vision for North West Europe
A non-statutory document prepared by a group of research institutions under the INTERREG IIC programme, which, building on the principles of the ESDP, provides a multi-sectoral vision for the future spatial development for North West Europe.

Strategic Cultural Areas
These are areas with internationally important cultural institutions, which are also major tourist attractions, and include West End, South Bank/Bankside, Barbican, Wembley, the South Kensington museum complex and London’s Arcadia.

Strategic Developments (applications referrable to the Mayor) The planning applications that must be referred to the Mayor under the Town and Country Planning (Mayor of London) Order 2008.

Strategic Environmental Assessment
Required under the European Directive 2001/42/EC, which has been transposed into UK Law through the Environmental Assessment of Plans and Programmes Regulations 2004. Strategic Environmental Assessment seeks to contribute to the integration of environmental considerations into the preparation and adoption of plans to promote sustainable development.

Strategic Housing Land Availability Assessment (SHLAA) An assessment of land availability for housing which informs the London Plan and borough local development documents, as set out in Planning Policy Statement 3: Housing (PPS3).

Strategic Housing Market Assessment (SHMA) An assessment of housing need and demand which informs the London Plan and borough local development documents as set out in Planning Policy Statement 3: Housing (PPS3).

Strategic Industrial Locations (SILs)
These comprise Preferred Industrial Locations (PILs) and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including logistics, waste management, utilities, wholesale markets and some transport functions.

Strategic Road Network See Transport for London Road Network.

Strategic Views Views seen from places that are publicly accessible and well used. They include significant buildings or urban landscapes that help to define London at a strategic level.

Sub-Regions
Supplementary Planning Guidance (SPG)  An SPG (sometimes called supplementary guidance) gives guidance on policies in the London Plan. It does not form a part of the statutory plan. It can take the form of design guides or area development briefs, or supplement other specific policies in the plan. However it must be consistent with national and regional planning guidance, as well as the policies set out in the adopted plan. It should be clearly cross-referenced to the relevant plan policy or proposal that it supplements. Public consultation should be undertaken and SPGs should be regularly reviewed. While only the policies in the London Plan can have the status that the GLA Act 1999 provides in considering planning applications, SPGs may be taken into account as a further material consideration.

Supported housing  Homes in which vulnerable residents are offered a range of housing related support services to enable them to live independently.

Surface water  Rainwater lying on the surface or within surface water drains/sewers.

Sustainability Appraisal  Required by the Planning and Compulsory Purchase Act 2004. Sustainability Appraisal is based on the principles of Strategic Environmental Assessment but is wider in focus and covers other key considerations of sustainability that concern social and economic issues.

Sustainable development  This covers development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable urban drainage systems (SUDS)  An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

Sustainable Residential Quality  The design-led approach and urban design principles by which dwellings can be built at higher density, while maintaining urban quality and fostering sustainable development.

Sustainable Communities  places where people want to live and work, now and in the future; that meet the diverse needs of existing and future residents, are sensitive to their environment and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

Thames Gateway  This area comprises a corridor of land on either side of the Thames extending from east London through to north Kent and south Essex. The London part of the area extends eastwards from Deptford Creek and the Royal Docks and includes parts of the lower end of the Lee Valley around Stratford. It includes parts of the boroughs of Barking and Dagenham, Bexley, Greenwich, Havering, Lewisham, Newham and Tower Hamlets as well as limited parts of Hackney and Waltham Forest.

Thames Policy Area  A special policy area to be defined by boroughs in which detailed appraisals of the riverside will be required.

Thameslink  A National Rail cross-London link currently being upgraded.

Town Centres  These are defined in Chapter 2 and Annex 2.
**Townscape Views** Views from an urban space of a building or group of buildings within a townscape setting (see also Linear Views).

**Transport Assessment** This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.

**Transport for London (TfL)** One of the GLA group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.

**View Assessment Areas** The foreground, middle ground or background of the views designated in Chapter 7.

**Wandle Valley** Wandle Valley is a development corridor aligning the Wandle Valley from Wandsworth to Croydon.

**Western Wedge** The Western Wedge is the area of West London between Paddington and the Thames Valley.

**Wheelchair accessible housing** This refers to homes built to meet the standards set out in the second edition of the Wheelchair Housing Design Guide by Stephen Thorpe, Habinteg Housing Association 2006.

**Worklessness** This is a less familiar term than unemployment to describe those without work. It is used to describe all those who are out of work but who would like a job. Definitions of worklessness include: unemployed claimants; those who are actively out of work and looking for a job; and those who are economically inactive.

**World City** A globally successful business location paralleled only by two of the world’s other great cities, New York and Tokyo, measured on a wide range of indicators such as financial services, Government, business, higher education, culture and tourism.
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2 Greater London Authority Act 1999, section 334(5)

3 Greater London Authority Act 1999, section 30

4 The ESDP sets out a framework of planning policies to operate across the EU, in particular implementation of the principles of sustainable development and balanced urban systems – see chapter 2

5 Greater London Authority Act 1999, section 339 (1)

6 The EqIA will consider the relevant impacts of the plan upon the following groups: women; Black, Asian and minority ethnic people; disabled people; children and young people; older people; faith groups; and lesbians, gay men, bisexual and trans gendered people

Chapter 1
1 Based on population living in households with less than 60 per cent of median income after housing costs. See Households Below Average Income data series from Family Resources Survey 2004/5–2006/7, Department for Work and Pensions

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3 Ramidus Consulting Limited 2009 op cit


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10 The day visitor figures are sourced from LDA Omnibus Survey 2008 and represent leisure tourism day visits only.


12 Grant Thornton. Hotel Demand Study. GLA, 2006 and Grant Thornton. Accessible Hotels in London. GLA, to be published in 2009

13 Grant Thornton. Accessible Hotels in London. GLA, to be published in 2009


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17 Green Tourism for London, launched by the LDA and with the support of Visit London, is the new scheme for hotels, guesthouses, attractions and venues in the capital.


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**Chinese**
如果需要您母語版本的此文件，
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**Vietnamese**
Nếu bạn muốn có văn bản thì liệu
này bằng ngôn ngữ của mình, hãy
liên hệ theo số điện thoại hoặc địa
chỉ dưới đây.

**Greek**
Αν θέλετε να αποκτήσετε αντίγραφο του παρόντος
tη υγρόφυλλου στη δυκή σας γλώσσα, παρακαλείστε να
επικοινωνήσετε τηλεφωνικά στον αριθμό αυτό ή ταχι-
δρομικά στην παρακάτω διεύθυνση.

**Hindi**
यदि आप इस दस्तावेज की प्रति अपनी
भाषा में चाहते हैं, तो तुम्हारा निम्नलिखित
नंबर पर फोन करें अथवा नीचे दिये गये नंबर पर संपर्क करें

**Bengali**
আপনি যদি আপনার ভাষায় এই দলিলের প্রতিলিপি
(পাপি) চান, তা হলো নীচের ফোন নং থেকে
বা ঠিকানায় অনুরোধ করে যোগাযোগ করুন।

**Turkish**
Bu belgenin kendi dilinizde
hazırlanmış bir nüshasını
edinmek için, lütfen aşağıdaki
telefon numarasını arayınız
veya adresi başvurunuz.

**Arabic**
إذا أردت نسخة من هذه الوثيقة بلغتك، يرجى
الاتصال برقم الهاتف أو مراسلة العنوان
أدناء

**Punjabi**
ਨੇ ਕੁਝਨੂੰ ਧੀ ਸਮਝਣੇ ਚੀ ਕਾਫੀ ਕਾਸ਼ਕਾਂਦ ਸੰਘਦੀ ਸਿਖਕੀ ਹੈ।
ਵੋ ਵੇਖਦੀ ਸ਼ਿਖਕੀ ਦੇ ਟੇਕ ਵਾਲੇ ਮਾਂ ਵੇਖਦੀ
ਸ਼ਿਖਕੀ ਦੇ ਟੇਕ ਵਾਲੇ ਦੇ ਟੇਕ ਡਾਂਕਾ ਹੋਏ:

**Gujarati**
જો તમે આ ખ્યાલચાણી નું તમારી ભાષામાં
શોધી ચહેરો તો, હમણાં આપણે નંબર 172310,
છેલો કરી અથવા નીચેના સરળમાં સંપર્ક કરો.

MoL/Oct09/CJ D&P/GLA1347