

MAYOR OF LONDON

Background Information for London Plan Guidance

Support for housebuilding

November 2025

Background Information for Support for housebuilding draft London Plan Guidance

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1 About this document

- 1.1.1 In October 2025 the Government and Mayor announced a series of measures to support housebuilding in London. This responds to the current challenging macro-economic circumstances and changing national regulatory landscape which have led to a reduction in housebuilding in the capital.
- 1.1.2 The Mayor is consulting on the draft Support for housebuilding London Plan Guidance (LPG) and associated documents, which set out proposed time limited changes to cycle parking requirements and housing design guidance, together with a new time-limited planning route for the delivery of affordable housing.
- 1.1.3 The purpose of these measures, alongside stronger planning powers for the GLA and investment in the City Hall Developer Investment Fund, is to accelerate housebuilding, unlock stalled sites and ensure more affordable homes are being built across the capital.
- 1.1.4 This document sets out background information that has informed the proposed approach.

2 Increasing housing delivery

2.1 Introduction

- 2.1.1 Challenging market conditions, influenced by a higher interest rate environment alongside factors such as build cost inflation, additional building safety requirements, and the complexities of higher-density development, have impacted housing delivery in London. The increased cost of borrowing, combined with the high price point of market housing, and a slowdown in forward sales from overseas buyers and has contributed to reduced sales rates.
- 2.1.2 This change in sales activity has had a direct effect on overall build-out rates, leading to delays in housing delivery. Greater exposure to market risks and lower absorption rates have, in turn, constrained affordable housing delivery.
- 2.1.3 The measures set out in the LPG are designed as responses to these challenges and aim to provide additional support for the short-term housing delivery London urgently needs.
- 2.1.4 These have been informed by a range of factors which are summarised below.

2.2 Construction activity

- 2.2.1 In recent years, average annual housing completions in London have reached the highest levels seen in decades. However, London's housing market is currently facing a period of adjustment. Data from Molior indicates that the residential development pipeline has reduced compared to the last few years, with around 40,000 private homes in schemes with 20 or more market homes currently under construction, compared to 60,000-65,000 between 2015 and 2020¹. Construction starts have also slowed significantly, with only 3,248 private starts recorded in the first three quarters of 2025. The Planning London Datahub also identifies c. 48,000 residential units that have been granted permission on sites that have not started as at 2024/5.
- 2.2.2 Molior forecasts suggest that construction activity will decline further after 2026, indicating that by January 2027, just 15,000–20,000 private homes will be actively under construction. While build-to-rent completions remain strong for now, they are expected to taper off from 2026 onwards due to fewer new starts.

¹ Molior residential development in London Q3 2025, only including schemes with 20+ private homes

2.3 Build costs

- 2.3.1 Build cost inflation began rising in Q1 2021, following the COVID-19 pandemic and associated global supply chain disruptions. The most pronounced rises occurred between Q2 and Q4 2022², driven by sharp increases in material prices, contractor insolvencies³, and regulatory changes. According to the Build Cost Information Service (BCIS), material cost inflation peaked in 2022, with categories such as timber and steel experiencing price increases in excess of 30 per cent. From Q4 2023⁴ onwards, material inflation has moderated, although prices remain above long-term averages in several key areas.
- 2.3.2 Labour costs have emerged as the dominant inflationary pressure since late 2023.⁵ BCIS data⁶ indicates that the construction workforce remains at approximately 88 per cent of pre-pandemic levels, with wage inflation driven by persistent skills shortages and increased employer National Insurance contributions (NIC). These pressures have been compounded by ongoing contractor insolvencies, which have disrupted supply chains and increased risk premiums across the sector.
- 2.3.3 Regulatory changes introduced between Q2 2022 and Q1 2024, including enhanced fire safety and environmental standards, have added further complexity and cost to residential development. These changes have increased compliance requirements and contributed to longer delivery programmes, particularly in London.
- 2.3.4 The Turner & Townsend UK Market Intelligence Q2 2025 report highlights continued labour cost pressures, noting that National Insurance Contribution increases and reduced earnings thresholds have raised employer costs. While material cost volatility has eased, certain categories—particularly metals—remain priced 6–10 per cent above long-term averages. Their forecast indicates a real estate Tender Price Index (TPI) of 3.0 per cent for 2025, with infrastructure TPI expected to range between 4.5 per cent and 5.0 per cent.
- 2.3.5 The Arcadis Autumn 2025 Market View similarly identifies labour-driven inflation, particularly in specialist trades such as mechanical and electrical. Capacity constraints among contractors, linked to slow-moving

² [A review of the Construction Industry 2022 | BCIS](#)

³ [UK construction: fragile confidence in a sector awash with rising costs and uncertainty | BTG Advisory](#)

⁴ RICS – Global Construction Monitor Q4 2023

⁵ [Gardiner & Theobald - Market Intelligence](#)

⁶ BCIS - [Latest construction workforce figures](#)

procurements during 2023 and regulatory requirements taking effect between 2023 and 2024, have further exacerbated delivery risks.

2.4 Sales rates

- 2.4.1 According to Molior, between Q1 and Q3 2025, London recorded only 5,933 new private home sales in schemes with 20+ private units⁷, indicating a subdued market compared to previous years. This slowdown reflects broader macroeconomic conditions, particularly the shift in interest rates.
- 2.4.2 Following the 2008–09 Global Financial Crisis, UK interest rates were held at ultra-low levels from March 2009 until May 2022. This prolonged period of cheap borrowing, combined with quantitative easing and demand-side interventions such as Help to Buy and stamp duty holidays, significantly boosted housing demand. Consequently, sales rates and construction starts rose sharply, driving sustained house price inflation. In London, the average price of a new-build home increased from £253,765 in January 2009 to £537,575 by April 2025, a 112 per cent rise.⁸ Lower financing costs enabled buyers and investors to pay more, pushing values higher and reducing affordability ratios across developed markets.
- 2.4.3 Between November 2018 and November 2021, the Bank of England's Base Rate averaged 0.37 per cent on a monthly basis over this period. At the time of writing, the Base Rate has over the course of 2025 averaged 4.27 per cent on a monthly basis – an increase of approximately 91 per cent when compared to the period between November 2018 and November 2021.
- 2.4.4 The low-rate environment ended as the UK responded to post-pandemic inflationary pressures and geopolitical shocks, notably the Ukraine war. Interest rates peaked at 5.25 per cent between July 2023 and July 2024 before easing to 4 per cent in November 2025. These levels mirror those seen in 2002–08, when net annual residential housing completions were between 20-32,000. Higher borrowing costs reduce purchasing power, slowing house price growth and dampening sales rates. This dynamic has already led to weaker transaction volumes and is expected to constrain new-build starts further.
- 2.4.5 Since the onset of large increases in construction costs in 2021, market sentiment is that sales values have been largely stagnant across London in recent years as affordability pressures, as well as political and economic uncertainty have impacted purchaser appetite.

⁷ Molior residential development in London Q3 2025, only including schemes with 20+ private homes

⁸ Land registry House Price Index

- 2.4.6 In their regional house price growth forecasts, Savills forecast 0 per cent growth in London in 2026, 2 per cent growth in 2027, 3.5 per cent growth in 2028, 4.5 per cent growth in 2029 and 3 per cent growth in 2030.⁹
- 2.4.7 These growth forecasts indicate that sale value growth, which supports development viability, will be relatively limited between 2026 and 2027, but higher growth rates may be seen after 2028.

2.5 Building safety regulator

- 2.5.1 Despite the critical role that the Building Safety Regulator (BSR) plays in delivering safe homes, it has been the source of substantial delays – which has had a disproportionate effect on developments in London due to the concentration of high-rise schemes in the capital. Under BSR regulations, flats over six storeys have become more costly to build and remediate. Official figures published in July 2025¹⁰ indicate that less than a third of applications were decided at Gateway 2 in the 12-week time frame, with the average wait time being 36 weeks. While the BSR has committed to clearing historic new build applications by January 2026 in light of latest reforms, delays caused by the BSR gateway requirements have effectively increased programme length and funding costs for developments in London, which has impacted development viability.

2.6 Proposed measures

- 2.6.1 The following sections outline how the proposed approaches in the Draft LPG respond to issues referred to above, and other relevant considerations.

⁹ Savills' sales value growth forecasts relate to second-hand properties and price growth new-build properties may move differently.

¹⁰ Building Safety Regulator building control approval application data October 2023 to March 2025

3 Cycle parking

3.1 Introduction

- 3.1.1 The draft guidance sets out reduced residential cycle parking standards, replacing the requirements for dwellings, large-scale purpose-built shared living and purpose-built student accommodation in Table 10.2 of the London Plan. It introduces different requirements in different areas of London, with boroughs grouped into three bands. It also includes guidance on how to meet the parking requirements, including what types and locations of cycle parking would be acceptable.
- 3.1.2 A reduction in cycle parking provision can allow for increases in net saleable areas and net lettable areas in developments which would have a positive impact upon scheme viability. For larger higher density developments, a reduction in cycle parking provision can result in reductions in basement size and thereby assist viability by reducing the higher build costs associated with basement construction.

3.2 Existing standards

- 3.2.1 The existing minimum long-stay cycle parking standards are set out in Table 10.2 and part A1 of Policy T5 Cycling in the current London Plan. Those existing standards, for dwellings, shared living and student accommodation, are set out in Table 3.1, below, for reference.

Table 3.1 Current London Plan standards

Use	Minimum long-stay spaces
Dwelling: Studio or one person, one bedroom	1
Dwelling: Two person, one bedroom	1.5
Dwelling: Other	2
Room in large-scale, purpose-built shared living	1
Purpose-built student accommodation bedroom	0.75

3.2.2 Justification for these requirements is set out in London Plan evidence prepared in 2012¹¹, 2014¹² and 2017.¹³ In summary they were based on the principle of enabling everyone to own a cycle.

3.3 Dwellings proposed standards

3.3.1 Boroughs have been grouped into three bands, based on current cycle mode shares for London residents, sourced from the 'London Travel Demand Survey' (LTDS).¹⁴ The bands were split at natural breaks in the mode shares, as summarised in Table 3.2 and Figure 3.1 and detailed in Table 3.3.

Table 3.2 Borough bands summary

Band	Current cycle mode share (%)
1	≥3.5
2	1.75–3.5
3	<1.75

¹¹ [Early Minor Alterations to the London Plan 2011: Cycle Parking Standards: Supporting Evidence Report: February 2012.](#)

¹² TfL Cycle Parking Standards Report (5 March 2014).

¹³ Transport for London, [Cycle Parking: Part of the London Plan Evidence Base: December 2017.](#)

¹⁴ LTDS is an annual survey of a random sample of 8,000 households in London about their travel habits. Further information about the survey is available at tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys and much of the data is reported on in 'Travel in London' reports, available at tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports.

Figure 3.1 Borough bands map

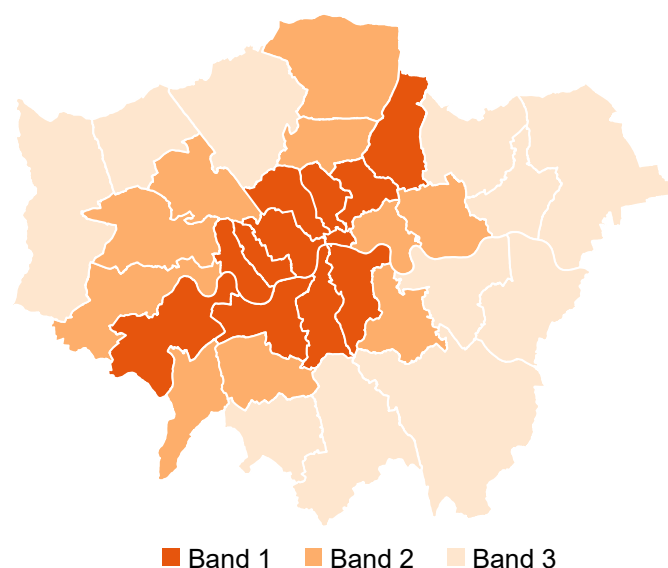


Table 3.3 Borough bands

Band	Current cycle mode share ¹⁵ (%)	Band	Band cycle mode share (%)
Hackney	7.4	1	≥3.5
Richmond upon Thames	6.2	1	≥3.5
Hammersmith & Fulham	6.1	1	≥3.5
Islington	5.6	1	≥3.5
Lambeth	5.4	1	≥3.5
Southwark	4.8	1	≥3.5
Wandsworth	4.5	1	≥3.5
Kensington & Chelsea	4.4	1	≥3.5
City of London	4.2	1	≥3.5
Camden	3.9	1	≥3.5

¹⁵ Trip-based cycle mode share by borough of trip origin, for London residents aged 5 and over, LTDS 2022/23–2024/25 three-year average.

Band	Current cycle mode share ¹⁵ (%)	Band	Band cycle mode share (%)
Westminster	3.9	1	≥3.5
Waltham Forest	3.6	1	≥3.5
Tower Hamlets	3.1	2	1.75–3.5
Hounslow	3.1	2	1.75–3.5
Haringey	2.9	2	1.75–3.5
Lewisham	2.9	2	1.75–3.5
Ealing	2.6	2	1.75–3.5
Merton	2.4	2	1.75–3.5
Brent	2.4	2	1.75–3.5
Newham	2.3	2	1.75–3.5
Kingston upon Thames	2.1	2	1.75–3.5
Enfield	1.9	2	1.75–3.5
Redbridge	1.4	3	<1.75
Greenwich	1.3	3	<1.75
Hillingdon	1.3	3	<1.75
Bromley	1.3	3	<1.75
Barking & Dagenham	1.2	3	<1.75
Barnet	1.0	3	<1.75
Croydon	1.0	3	<1.75
Bexley	1.0	3	<1.75
Sutton	0.9	3	<1.75
Havering	0.7	3	<1.75
Harrow	0.2	3	<1.75

3.3.2 Average current cycle ownership among households with access to cycle parking (defined here as inside their property, in a communal area, or off street in a secure, locked facility such as a cycle hangar), by band and by number of people per household were also obtained from LTDS, as shown in Table 3.4.

Table 3.4 Current average number of cycles owned per household, by number of people per household, for households with access to cycle parking¹⁶

Band	1 person households	2 person households	≥3 person households
1	0.4	0.9	1.6
2	0.3	0.7	1.3
3	0.2	0.5	1.1

3.3.3 The people per household data was converted to an average number of bedrooms for a household of a given size. This was based on an assumption of a simple mixture of household sizes in different units sizes in a way that arrives at the same average number of people per household in new housing in the 'GLA Population Yield Calculator'¹⁷, as shown in Table 5.

Table 3.5 Estimated average number of cycles owned per household, by number of bedrooms, for households with access to cycle parking

Band	1 bedroom	2 bedrooms	≥3 bedrooms
1	0.7	1.2	1.6
2	0.5	0.9	1.3
3	0.3	0.6	1.0
Assumption	50% 1 person + 50% 2 person = 1.5 person average	70% 2 person + 30% 3 person = 2.3 person average	10% 2 person + 90% 3 person = 2.9 person average

¹⁶ Figures are for 2024/25 only, as access to cycle parking was added to the survey in that year.

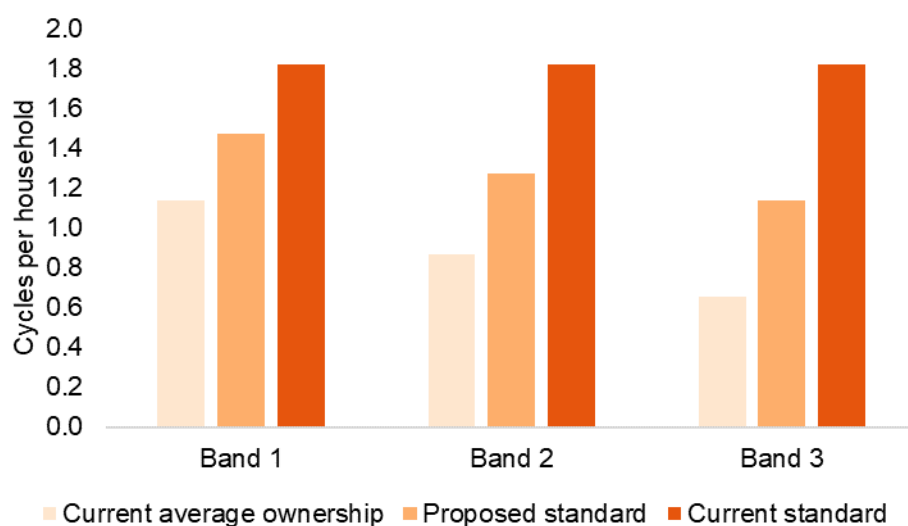
¹⁷ Greater London Authority, [GLA Population Yield Calculator](#) (23 October 2019).

3.3.4 Finally, the standards were set between current ownership levels and the existing standards, as shown in Table 3.6 and Figure 3.2, to allow for reasonable growth in demand for cycle ownership as infrastructure is improved over time. The degree of growth allowed for is varied across both borough band and dwelling size, with the most future growth (compared to existing levels) being allowed for band 3 boroughs and smaller dwellings. Band 3 boroughs have lower existing cycle mode shares and so have the highest potential for growth. Similarly, larger dwellings already have higher cycle parking levels, and so there is more potential for growth in mode share from smaller dwellings.

Table 3.6 Proposed minimum cycle parking standards

Band	1 bedroom	2 bedrooms	≥3 bedrooms
1	1.0	1.5	1.9
2	0.9	1.3	1.6
3	0.7	1.2	1.5

Figure 3.2 Current average ownership, proposed standard and current standard¹⁸



3.3.5 One-bedroom dwelling standards were simplified compared to existing standards, removing the distinction between one- and two-person, one-

¹⁸ Based on an example mix of 30 per cent 1-bedroom, 40 per cent 2-bedroom and 30 per cent 3-bedroom dwellings.

bedroom dwellings but still reflecting average occupancy of 1.5 people. A three-bedroom standard was added given this data was available in LTDS and to reduce the potential impact of higher requirements on one- and two-bedroom dwellings.

- 3.3.6 Existing levels of households that use hire cycles only and therefore do not need cycle parking are already reflected in the existing ownership levels sourced from LTDS. The level of reduction in standards compared to current is still made in the context of cycle hire being a growing mode. To reflect this, the draft guidance introduces flexibility in what types of cycle parking can contribute to the standard. It is of note that the current impact of cycle hire on cycle ownership is low: for 2022/23 to 2024/25, only 6 per cent of cycle trips by London residents were made by those without access to their own cycle.¹⁹
- 3.3.7 The proposed standards continue to provide support for the 2018 Mayor's Transport Strategy target for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.²⁰ Ultimately there are a number of factors that will influence meeting this target. Those affecting cycling include improved cycling infrastructure, parking provision in new residential developments, parking provision in other developments and on-street parking. Mode share growth in cycling has been strong in recent years, increasing from 3.7 per cent in 2018 to 4.5 per cent in 2023.²¹ In the context of an increasing population and the total number of trips made in London, this is significant. At the proposed standard, new development can cater for existing demand plus some room for growth.

3.4 Shared living and student accommodation proposed standards

- 3.4.1 The proposed standards for one-bedroom dwellings (typical occupancy of 1.5 people) were taken and adjusted down to the occupancy of rooms for student accommodation and shared living (typical occupancy of 1 person). This results in the proposed standards in Table 3.7. LTDS data does not distinguish between students in purpose-built student accommodation and those living in other residential building types, but, overall, students have the same cycle ownership levels to all London residents: 38 per cent of all students own a cycle; 38 per cent of all Londoners do also.²² As for

¹⁹ LTDS.

²⁰ Greater London Authority, [Mayor's Transport Strategy: March 2018](#), p. 21.

²¹ [Travel in London 2024: Consolidated Estimates of Total Travel and Mode Shares](#) (December 2024).

²² Three-year average 2022/23–2024/25.

dwelling, no direct adjustment for cycle hire has been made, but the draft guidance introduces flexibility for how the standard is met.

Table 3.7 Proposed shared living and student accommodation standards

Band	Spaces per room
1	0.7
2	0.6
3	0.5

4 Changes to housing design standards

- 4.1.1 The Housing Design Standards London Plan Guidance was published in June 2023 and brings together, and helps to interpret, the housing-related design guidance and policies in the London Plan. Standard C4.1 relates to the provision of dual aspect dwelling and only allows single aspect dwellings in exceptional circumstances that make providing dual aspect impractical or undesirable. Standard B2.5 limits the number of dwellings accessed by a core to eight per floor. Both these standards affect the layout of a development and the number of units that can be provided on a site.
- 4.1.2 The development sector has highlighted that local authorities are applying these standards in an inflexible manor which is constraining the layout of developments and building efficiency. The added flexibility intended by the removing standards C4.1 and B2.5 may result in more dwellings being provided on a site than would otherwise have been without the changes. The increase in the number of dwellings on a site, and the potential to achieve greater building efficiencies and optimisation is likely to positively impact the viability of the development and may reduce build costs per dwelling. Standard B3.1 is related to cycle parking requirements which are considered above.

5 Affordable housing and the Time-limited planning route

5.1 Introduction

- 5.1.1 The GLA's 2017 Strategic Housing Market Assessment (SHMA) identified the need for a net increase of 42,841 new affordable homes a year between 2016 and 2041 to meet demand in London. The majority of these (30,972) would need to be delivered at 'low-cost rent', to meet demand from lower-income Londoners in need of affordable homes.²³
- 5.1.2 Since its introduction in 2017, the threshold approach has helped to reverse the downwards trend in affordable housing delivery seen in previous years. Between 2018 and 2023, the number of affordable housing units secured in referable schemes averaged 13,491 per year – a 31 per cent increase when compared to the average from the period 2012-2017. For each year between 2019 to 2023, 35 per cent or more affordable housing was secured in over three quarters of developments.²⁴
- 5.1.3 Affordable housing delivery increased during a period when overall housing completions reached historically high levels, and in 2024/25, the highest annual net additional affordable housing completions figure was recorded in planning data for 16 years since 2008/09.²⁵ However, the need for affordable homes continues to exceed delivery.
- 5.1.4 As set out above, housing starts have recently declined due to challenging market conditions, particularly arising from high build cost inflation, increases in interest rates, and regulatory requirements which are affecting development viability. According to GLA monitoring data, the average affordable housing level of referable applications that have been approved through the viability tested route was 20 per cent between 2022-2024.²⁶
- 5.1.5 Some recent applications have been granted with very low levels of affordable housing, including at appeal, which may not effectively meet housing need. For example, the GLA is aware of 12 large strategic developments proposing very low levels of affordable housing (0-16 per cent). These amount to c.18,566 homes in total (all tenures), and include live and consented applications, as well as S73 applications which seek

²³ GLA, [The 2017 London Strategic Housing Market Assessment](#), 2017, p6, table 1 (deducting market homes figure)

²⁴ GLA Monitoring – Affordable housing in referable applications (2024)

²⁵ Planning London Datahub November 2025

²⁶ These exclude schemes that progressed through the Fast Track Route, estate regeneration schemes, which are ineligible for the Fast Track Route and schemes on industrial or public land that are subject to a 50 per cent threshold.

significant reductions in the level of affordable housing following the grant of the original consent.

- 5.1.6 These circumstances are likely to lead to a reduction in affordable housing delivery and warrant emergency intervention by the government and Mayor, prior to the new London Plan, to encourage greater and earlier housing delivery, and higher levels of affordable housing provision than would otherwise be the case.

5.2 Proposed approach

- 5.2.1 In recognition of this the emergency package of measures announced by the Mayor and government include a 'time-limited planning route'. This will sit alongside the Fast Track Route (FTR) and Viability Tested Route (VTR) which form part of the threshold approach to applications in London Plan policy H5. Whilst the proposal for the new planning route includes reducing the affordable housing thresholds for qualifying schemes, it is designed to encourage development to come forward, and existing schemes to progress, in the near-term, in order to support a rapid recovery in housing delivery, which includes affordable housing delivery.²⁷
- 5.2.2 The lower time limited thresholds have been informed by various factors including current market conditions and those referred to above. They are based on judgement and set at a level intended to incentivise the delivery of higher levels of affordable housing than may otherwise be provided. When combined with affordable housing grant where appropriate, these adjustments can help speed up the planning process, diversify delivery models, reduce exposure to market sales risk, and accelerate overall delivery, compared with schemes with very low levels of affordable housing and high amounts of market housing.
- 5.2.3 While the new route may be used as an alternative to the London Plan 2021 FTR during the period it is open, the Mayor remains committed to the principles underpinning the FTR and to maintaining a higher threshold in the medium to long term.

5.3 Grant funding

- 5.3.1 In view of this, the draft LPG and updated Accelerated Funding Route guidance set out that schemes that commit to providing affordable housing at or above the relevant affordable housing thresholds under the new time-limited planning route will be eligible for grant funding. Subject to meeting the conditions and eligibility requirements of GLA funding programmes, grant

²⁷ HM Government and Mayor of London, [Homes for London: A Package of Support for Housebuilding in the Capital](#), October 2025, p3, paragraph 13

may be sought for homes by unit above the first 10 per cent which will be nil grant. Revised benchmark grant rates have also been published.

- 5.3.2 Taking into account the particular role that affordable housing plays in meeting housing need and in supporting overall delivery, the draft LPG strongly encourages applicants to provide affordable housing at levels above the relevant affordable housing thresholds under the new time-limited planning route, and at 35 per cent or more where possible, using affordable housing grant and CIL exceptional circumstances relief where available and necessary.

5.4 Eligibility

- 5.4.1 This approach applies to new applications and existing consents with incentives to exceed the relevant affordable housing thresholds and to maintain affordable housing in existing consents at or in excess of 35 per cent.
- 5.4.2 The time-limited planning route will not apply to sites on or released from Grey or Green Belt which are subject to the NPPF Golden Rules, Purpose Built Student Accommodation (PBSA) or Large-scale Purpose-built Shared Living (LSPBSL) developments and schemes that involve the demolition of existing affordable housing.
- 5.4.3 Residential market research identifies a growing appetite for PBSA and LSPBSL developments with an increase in demand and investor interest. For example, Savills reports an 87 per cent increase in co-living units submitted for planning approval between 2023 and 2024.²⁸ In line with market reports that identify PBSA and LSPBSL developments as attractive investment options, GLA monitoring data shows that in 2024, the number of C3 homes approved by the Mayor at Stage 2 reduced by 3,177 units compared with 2023, while the number of PBSA/ LSPBSL units increased by 9,092. This indicates that these schemes are outbidding conventional residential (Use class C3) led schemes as PBSA and LSPBSL development can attract higher values and lower CIL contributions.
- 5.4.4 However, the draft LPG specifies that for mixed tenure schemes the C3/C4 residential component may benefit from the time limited thresholds where the PBSA and LSPBSL floorspace (combined) comprises less than 50 per cent of total scheme residential GIA, and where the relevant London Plan PBSA threshold and LSPBSL requirements are met.
- 5.4.5 In line with London Plan Policy H8, the Mayor's Good Practice Guide to Estate Regeneration (2018) and the Mayor's Accelerating Housing Delivery Practice Note (2024), schemes that involve the loss of affordable housing

²⁸ Savills, [Spotlight: UK Co-Living 2025](#), 13 February 2025

(including estate regeneration) are required to re-provide the existing affordable housing. These schemes are assessed through the Viability Tested Route to demonstrate that they have maximised the delivery of any additional affordable housing, and so time limited thresholds do not apply.

5.5 Review

- 5.5.1 To ensure that the time limited thresholds are effective, these are only available to schemes which are consented by 31 March 2028 or the publication of the revised London Plan, whichever is the earlier. Developments must also meet a specified delivery milestone within an early delivery period defined in the LPG to benefit from this approach without being subject to review mechanisms. These assess whether additional affordable housing can be provided if viability improves and target profit levels are exceeded over the lifetime of the development.²⁹
- 5.5.2 This milestone has been defined as completion of the first floor of the of building within the scheme (or for larger phased schemes, the first floor of buildings which together provide at least 200 residential units), by 31 March 2030. The GLA is also consulting on whether there are circumstances in which an alternative review milestone may be necessary and justified in a way that continues to incentivise fast build out; and whether there should be discretion to agree forward dates and milestones for future phases if it would support the faster build out of the scheme, which if met mean that no review is required for that phase.

5.6 Community Infrastructure Levy

- 5.6.1 In order to further support viability, government is consulting on time limited relief for Community Infrastructure Levy (CIL). This approach is aligned with and will support delivery of the time limited planning route because it is available for schemes that provide a least 20 per cent affordable housing, with additional relief for higher levels of affordable housing.

²⁹ The Mayor's approach to late stage reviews always allows for the target profit level necessary for the scheme to be deemed viable to be achieved before additional contributions are due, plus 40 per cent of additional surplus profit to be retained by the developer.

