MAYOR OF LONDON

The London Plan
Spatial Development Strategy for Greater London
Consolidated with Alterations since 2004

February 2008

www.london.gov.uk/thelondonplan

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preamble

Where does the London Plan fit in?
The GLA
The Greater London Authority (GLA) was established in 2000.
It covers the 32 London boroughs and the City of London. It is made
up of a directly elected Mayor (the Executive) and a separately elected
Assembly (to scrutinise the Mayor). The GLA is a new kind of public
authority, designed to provide citywide, strategic government for London.
Its principal purposes are to promote the economic and social development
and the environmental improvement of Greater London.

The London Plan – what is it for?
The Mayor is responsible for strategic planning in London. He has a wide
range of duties and powers. The government has set out guidance and
advice on the Mayor's planning duties and powers[i]. His duties include
producing a Spatial Development Strategy for London – called the
London Plan – and keeping it under review. The London Plan replaces
government's strategic guidance[ii], and boroughs' development plan
documents must be in 'general conformity' with it.

The Greater London Authority (GLA) Act 1999 requires that the London
Plan deals only with matters that are of strategic importance to Greater
London. The GLA Act also requires that the London Plan takes account
of three crosscutting themes:
· the health of Londoners
· equality of opportunity
· its contribution to sustainable development in the UK.

The London Plan:
· is the strategic plan setting out an integrated social, economic and
  environmental framework for the future development of London,
  looking forward 15–20 years
· integrates the physical and geographic dimensions of the Mayor's
  other strategies, including broad locations for change and providing
  a framework for land use management and development, which is
  strongly linked to improvements in infrastructure, especially transport
· provides the Londonwide context within which individual boroughs
  must set their local planning policies
· sets the policy framework for the Mayor's involvement in major
  planning decisions in London
· sets out proposals for implementation and funding
· is London's response to European guidance on spatial planning
  and a link to European Structural Funds.

The London Plan enables a strategic approach to be taken to the key issues facing London. It:
· provides a clear framework within which all of the stakeholders in London's future can plan their own activities to best effect
· enables Londoners to participate in shaping the future of their city – mostly at the sub-regional level
· ensures that policies are coherent and integrated, across issues and between places
· sends a strong message to the world that London has a vibrant and confident view of its future.

The Planning and Compulsory Purchase Act 2004, section 38, bestows development plan status on the London Plan. Under the plan-led system, this means that the determination of planning applications must be made in accordance with the London Plan and the relevant Development Plan Documents (DPDs) unless material considerations indicate otherwise.

The role of the London Plan
The Mayor is required by law to produce other strategies for London. Each must be consistent with the others and the London Plan acts as the integrating framework for all. Each must take on board national policies and international obligations. These strategies are:

Agenda for Action on Alcohol, Air Quality*, Alcohol and Drugs, Ambient Noise*, Animal Welfare, Anti-social Behaviour, Biodiversity*, Business Waste, Childcare, Children and Young People, Climate Change Adaptation Strategy, Climate Change Mitigation and Energy Strategy*, Cocaine, Culture*, Domestic Violence, Economic Development*, E-government, Energy, Food, Health Inequalities, Housing, Municipal Waste*, Older People, Refugees, Rough Sleepers, Skills, Tourism, Transport*, Water and a Tree & Woodland Framework (those strategies marked * are statutory requirements).

The London Plan is required to take account of the European Spatial Development Perspective (ESDP) and other EU directives[iii]. The ESDP sets a framework for the planning system to operate in the wider European context and supports the principle of sustainable development and the creation of balanced urban systems.

It is a statutory requirement that alterations to the London Plan undergo a 'sustainability appraisal'. The Mayor also has a statutory duty to promote equality of opportunity in London and will ensure that the proposals and policies in the London Plan are implemented with due regard to the

Race Relations Amendment Act 2000, the Disability Discrimination Acts 1995 and 2005 and other relevant government policy advice.

The London Plan has accordingly been formulated having had regard to the matters specified in sections 41 and 342 (1)(a) of the Greater London Authority Act 1999 and Regulation 6(1) of the Town and Country Planning (London Spatial Development Strategy) Regulations 2000, to all relevant EU directives and UK legislation, and to Government advice and regional planning guidance. The London Plan is subject to an ongoing process of monitoring and managing change and a monitoring report is published annually.

The plan takes the year 2025/26 as its formal end date because the Mayor believes a long-term view of London's future is needed. Many of the targets and statistics relate to earlier years (especially 2016) because information is more readily available and/or reliable for those dates. Preparation of Alterations has been informed by a parallel scenario development and policy testing exercise[iv].

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'My vision for London'
by Ken Livingstone, Mayor of London

The London Plan has already proved to be a major success. It is the first spatial strategy for the capital in a generation and sets the strategic framework to meet London's population and economic growth. Whilst my review extends the plan timescale forward from 2016 to 2025/26, the main policy directions remain the same and the same factors are driving change in London – particularly the phenomenal pressures for growth. This rapid expansion of population and jobs is without parallel in any other UK city, and stems from London's exceptional dynamism, attractiveness and advantages in the new era of economic globalisation. It poses unique opportunities – but also challenges – if the potential benefits are to be maximised and the city's environment, quality of life and historic character are to be preserved and improved.

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None the less, for a host of reasons, as set out in my Statement of Intent, it has been necessary to consider what alterations are necessary to keep the plan up to date, to address emerging issues and to learn from issues arising from the implementation of the plan so far.

Having already absorbed the equivalent of the population of Sheffield in the last 15 years, London is expected to grow by the equivalent of the population of Leeds in the next 15 years. Projections for the years after 2016 show that this population growth will continue. To sustain and improve London's environment, this increase must be absorbed without expansion into the existing green belt or encroaching on London's internal green spaces. To sustain the quality of life and character of London, rapid economic growth, which in some cases will involve upgrading and reshaping entire industries, must be achieved without destroying the character of the city.

To underpin this process, we must continue with sustained investment in our infrastructure and we have now started to compensate for three decades of under-investment. In parallel, the opportunity must be seized to resolve some of London's existing problems – in particular, social and economic exclusion. To achieve this, London needs vision and a strength in delivery equal to the opportunities and challenges that it faces. This plan sets out my vision for the future of London and my proposals as to how, working in partnership, we can achieve it.

My vision, which guides all my strategies, is to develop London as an exemplary, sustainable world city, based on three interwoven themes:
· strong, diverse long term economic growth
· social inclusivity to give all Londoners the opportunity to share in London's future success
· fundamental improvements in London's environment and use of resources.

This vision seeks to achieve the maximum possible from the forces to which the city is subject and those which it can influence. It is a challenging vision involving clear choices, priorities, resources, determination and the resolution of conflict.

The London Plan provides the unified, spatial framework for all my strategies and is designed to ensure that Londoners benefit from sustainable improvements to their quality of life. These strategies collectively show how that can be done – based on a shared vision, robust policies, a commitment to partnership between the public, private, voluntary and community sectors and additional resources being returned to London.

The most substantial changes I have made to the London Plan relate to tackling climate change. If the world does not take rapid and sustained action to reduce greenhouse gas emissions, then we risk leaving our children and grandchildren to cope with potentially catastrophic global warming. The majority of the world's population will soon live in cities, so the cities of the world must confront climate change. To deliver my vision for London we must lead the way in showing how one of the world's greatest cities is planning for and adapting to already inevitable warming, and even more importantly, how we can achieve very substantial reductions in our emissions of carbon dioxide.

This has been a very focused review of the London Plan, concentrating upon action to mitigate and abate the effects of climate change. Much of the rest reflects the need for a geographical structure that will more effectively address the issues facing different parts of London, especially the Central Activities Zone and the suburban areas. This document also incorporates the early alterations on housing, waste and minerals policies that I published in December 2006.

I am pleased that after a full programme of consultation and a rigorous Examination in Public, the EiP Panel provided such a strong endorsement for my main proposals, especially those for climate change. I have responded positively to its recommendations.

Ken Livingstone
Mayor of London

introduction

London - our unique inheritance

i   London has undergone rapid change many times in its history. Over the last 2000 years, it has created an outstanding cultural, social, economic, environmental and built heritage. Its strengths are unique. It is:
- one of the three world financial centres, Europe's financial capital, and the world's most economically internationalised city
- the most culturally diverse city in the world
- the largest city in the European Union
- the UK's centre of government, culture and tourism as well as business
- a city with a vast heritage of historic buildings, townscape, waterways and an environment that attracts visitors from all over the world
- a city with an unsurpassed range of arts and cultural activity
- a UK and international centre for the creative industries and the new knowledge economy
- a safe and green city
- a world centre of academic excellence, providing research and consulting services internationally
- a hub of unsurpassed international transport connections
- a city which has the important advantage that its main language, English, is as close to an international language as exists in the world today
- a city with diverse suburban environments that offer many people a high quality of life.

ii   London, throughout its history, has succeeded in maintaining its unique character as a city and its distinctive network of neighbourhoods and town centres. This gives Londoners a wide choice as to the type of lifestyle they can support, enjoy and pursue. This distinctive character of diversity is not only one of London's greatest strengths but deeply appreciated by its population – a key factor contributing to its quality of life, and one which this plan seeks to strengthen.

Time for change

iii   Over the past 20 years London has changed dramatically. Some of these changes are being driven by international forces, including:
- the globalisation of many economic sectors, and the dominance of the finance and business sectors, frequently interlinked with dramatic advances in technology
- an increased inter-relationship between major economies, where internationalisation of investment and trade accompanies developments in telecommunications and rapid transport effectively shrinks distances between people, markets, and business decision takers

- a fundamental and accelerating environmental imperative to use energy and resources more efficiently, mitigate the impacts of, and adapt to, climate change, value the environment and reduce harmful emissions and environmental stress
- movement of people across borders, bringing with them fresh ideas, new cultures, enhanced skills and access to new markets
- growth of incomes and wealth with particularly strong rising demand for leisure and tourism activities
- an increase in social and economic polarisation
- changes in opinion and values making people welcome diversity and be less tolerant of discrimination, misuse of resources and pollution.
- the 2012 Olympic and Paralympic Games which will allow London to host an exemplary Olympiad, to highlight London's unique diversity and to contribute to its development as an exemplary sustainable world city.

iv The phenomenal growth in London's finance and business services sector, which has concentrated in central London, and in population, which has increased almost throughout the city, has not been matched by sufficient investment. Housing, transport, office stock, skills and the public realm have all experienced under-investment. The benefits of economic buoyancy have not been shared between all Londoners. Most strikingly, workless Londoners account for 16 per cent of all UK worklessness[i].

v The result has been:
- increased difficulties in travelling around London, with heavy traffic and slow and unreliable journey times – although alleviated in central London through the introduction of the congestion charge and major expansion in bus capacity.
- upward pressure on business costs
- acute housing shortages resulting in rising house prices, reducing real living standards, disadvantaging people on modest and low incomes, and creating a destabilising factor in the UK macro-economy
- skills gaps in some sectors, alongside social deprivation in many areas and increased economic and social polarisation
- continued social exclusion and discrimination, particularly affecting minority ethnic communities
- increasing pollution, damaged environments and chronic under investment generally and in particular, in the public realm.

vi These problems have been paralleled by a lack of investment in schools and health facilities, by a general growing shortage of skilled workers and rising fears about crime, safety and security.

vii   This was the context – a mixture of strengths, opportunities and concerns
       – in which the Mayor prepared the first strategic plan for Londoners in 20
       years. The plan addresses current problems, but also looks to the future.

viii   The Mayor believes that London's future will be significantly shaped
       by a number of factors driving change, which are described in Chapter 1.
       The most significant of these, at least for a spatial development strategy,
       is the projected rapid growth of people and jobs, driven by powerful
       market and demographic forces.

Growth

 ix   The London Plan cannot realistically reverse these strong, deep-rooted
       factors driving change, nor does the Mayor wish it to do so. This plan
       sets out policies to accommodate that growth in a sustainable way,
       within London's own boundaries and without encroaching on London's
       own precious green spaces.

  x   The Mayor believes that accommodating London's growth has five key
       implications for future policy direction.

 xi   First, growth can only be accommodated without encroaching on open
       spaces if development takes place more intensively, leading to higher
       densities and plot ratios on existing brownfield sites. In short – London
       must become a more compact city.

xii   Secondly, growth must be accommodated in ways that respect and
       enhance the environment by being exemplary in mitigating and adapting
       to climate change, and in being energy and waste efficient.

xiii   Thirdly, the future scale and phasing of development should be integrated
       with the capacity of the public transport system and accessibility
       of different locations.

xiv   Fourthly, this level of growth will be inhibited unless a range of supply
       side issues is dealt with to match the demand. These include the supply
       of commercial floorspace, housing, relevant skills, adequate transport
       and a high quality environment.

xv   Fifthly, clear spatial priorities are needed. Areas of London that have
       not benefited from recent development – notably in parts of the east –
       should be prioritised for future development. Other areas, including
       the Central Activities Zone and town centres, will also accommodate
       considerable growth.

xvi   Regional Planning Guidance and the emerging Regional Spatial Strategies for the East and South East of England[ii] support the central message of this plan: that London must fulfil its potential as a world city in the national interest as well as that of Londoners. Accommodating the anticipated growth in London will be beneficial both to London and the rest of the UK. This plan seeks to work with the market and to address the potential supply side constraints.

xvii   In today's competitive world, London needs a competitive strategy. If properly supported by adequate public investment, economic growth will help to pay for the many improvements in services, transport and the environment that are needed. It will improve the quality of life for all across London. It will provide the opportunities for Londoners to benefit from more and better jobs and from the improved standards of living that flow from them. It will also allow London to continue to make a substantial annual net contribution to the rest of the UK economy[iii] (also see Paragraph 1.11).

Equity

xviii   These benefits will not flow automatically. In particular, tackling social exclusion has proved to be the most difficult challenge that has faced past regeneration initiatives. However, this plan is one part of an integrated approach by the Mayor and the GLA group, including the London Development Agency (LDA), in which tackling social and economic exclusion is a unifying theme running through all the strategies. There is also now a broad understanding of the issue across all sectors - social inclusion is central to the concept of sustainability and it is of increasing concern to the private sector. For the voluntary and community sectors, it is the core of their aspirations. In the spirit of partnership (see Chapter 6) and with the full involvement of all sectors, growth can successfully be focused on tackling exclusion.

xix   This plan does so by directing growth to where it is most needed, providing more affordable housing and promoting policies for education, health, safety, skills development and community services, as well as tackling discrimination and promoting equal access to all London's opportunities.

Sustainable development

xx   All policies, as will be seen from Chapter 2, are set within overarching policies to promote sustainable development and to tackle and adapt to climate change, which together from a powerful strand running throughout the plan.

xxi   A more compact city will enable the more effective use of scarce resources, including land, energy, transport infrastructure, water and construction materials. It means in turn that open spaces, rivers and other water features should be protected and enhanced so that growth can benefit the city's breathing spaces. Equally the quality of the existing and new-built environment will need to be enhanced, so that a more dynamic and active city can also enjoy more attractive surroundings.

The Mayor's vision

xxii   The three themes set out above, of growth, equity and sustainable development, are consistent themes throughout all the Mayor's strategies. The Economic Development Strategy sets out the framework for sustainable economic development founded on investment in London's places and infrastructure, its people and enterprise, and in marketing and promoting the best of what the capital has to offer.

xxiii   The Transport Strategy sets out policies and proposals to improve transport in London, which is a particular 'supply side' constraint to economic growth and quality of life. The Climate Change Adaptation Strategy, the Biodiversity, Air Quality, Municipal Waste Management, Ambient Noise, Energy and Culture Strategies seek to safeguard the environment and enhance the quality of life. By pulling these approaches together, the London Plan provides the framework that resolves the physical demands of integrating substantial growth within the structure of London to achieve both social and environmental benefit. It is this integration of policies that creates a strategy for truly sustainable growth.

xxiv   This takes us back to the Mayor's vision – to develop London as an exemplary, sustainable world city, based on the three balanced and interwoven themes of strong, long-term and diverse economic growth, social inclusivity and fundamental improvements in the environment and use of resources. The vision is set out in full in the Mayor's Introduction.

From vision to objectives

xxv   So that his vision can be fully implemented and integrated across all his strategies, the Mayor has set out five common themes for each strategy to ensure that London can become: a city for people, a prosperous city, a fair city, an accessible city and a green city. In this plan, each of these themes has been developed into a specific objective. Given the nature of the plan – which is the Mayor's spatial development strategy – an additional objective about the future spatial structure of London has been added as a forerunner to the others.

xxvi These six objectives are set out below with an indication of the main elements they cover. Each objective is addressed, in order, by a chapter or section in the London Plan. Given the integrated nature of the plan, some of the elements within each objective are also addressed in other sections. They are purposely not mutually exclusive, but are designed to achieve integration. Nor are they hierarchical – they should be read as a whole.

xxvii The achievement of these objectives will need co-ordination at the sub-regional level through the refinement of Sub-Regional Development Frameworks as Sub-Regional Implementation Frameworks (see Chapter 5) and through a wide range of stakeholders, as set out in Chapter 6. Performance measures have also been identified for each objective in Chapter 6 so that their achievement can be checked.

The Mayor's objectives

Policy I.1 The Mayor's objectives
In working with strategic partners, setting priorities for the GLA group, and in exercising his planning functions, the Mayor will seek to implement the following objectives. Policies in DPDs should take these objectives fully into account.

Objective 1: To accommodate London's growth within its boundaries without encroaching on open spaces (see Chapter 2).

The key policy directions for achieving this objective are:
- make the most sustainable and efficient use of space in London and encourage intensification and growth in areas of need and opportunity, whilst promoting a low carbon city and mitigating climate change
- achieve an urban renaissance through higher density and intensification in line with public transport capacity, leading to a high quality, compact and secure city, building upon London's existing urban quality and sense of place (see also Chapter 4B)
- enable the Central Activities Zone and the main Opportunity Areas for development to intensify and to accommodate much of the growth in jobs (see also Chapter 3B and Chapter 5)
- make the Thames Gateway parts of North East and South East London the priority area for new development, regeneration and investment, including the prime location for the 2012 Olympic and Paralympic Games, introducing a new scale and quality of development (see also Chapter 5)
- promote London's polycentric development and a stronger and wider role for town centres, to meet the full range of local needs (including shopping, leisure, housing, local services and jobs) and to strengthen their sense of identity (see also Chapter 3D)

- prepare Sub-Regional Implementation Frameworks on the basis of the boundaries set out in Chapter 2
- foster improved, sustainable and mutually beneficial relationships with neighbouring regions (see also Chapter 1)
- prioritise Areas for Regeneration, in which spatial, economic and social services should be better co-ordinated and the objectives of the neighbourhood renewal programme promoted (see also Chapter 3A)
- improve suburban areas through better access, more co-ordinated services and measures to enhance safety and sustainability, including an improved economic base, quality of life and greater access to employment opportunities both locally and across London (see also Chapter 3D)
- protect and improve the green belt, Metropolitan Open Land, other designated open spaces, the Blue Ribbon Network and Green Grid (see also Chapter 3D and Chapter 4C).

Objective 2: To make London a healthier and better city for people to live in (see Chapter 3A).

The key policy directions for achieving this objective are:
- improve the quality of Londoners' lives and the environment through better designed buildings and public spaces (see also Chapter 4B)
- achieve targets for new housing, including affordable housing, that will cater for the needs of London's existing and future population and give more people who need it access to homes they can afford
- address the differing needs of London's diverse population
- promote policies to address health inequalities and the determinants of health in London and to improve the health of Londoners
- ensure that overall housing mix meets the needs of larger households
- promote public safety and security, including design measures that improve safety in buildings and the public realm (see also Chapter 4B)
- create a cleaner, healthier and more attractive environment in all parts of London (see also Objective 6 and Chapter 4A)
- improve the provision of playspace
- improve, by more effective working with partners, including the community and voluntary sectors, the availability of quality local services particularly education, health and provision for children and young people, including childcare facilities
- provide the spatial framework for the Mayor's Culture Strategy and enhance the cultural assets of London, encourage development of new facilities in new areas, building upon racial and cultural differences that reinforce London's diversity (see also Chapter 3D)

Objective 3: To make London a more prosperous city with strong, and diverse long term economic growth (see Chapter 3B).

The key policy directions for achieving this objective are:
- provide the spatial framework for London's economic growth and regeneration and to realise the Mayor's Economic Development Strategy
- create and maintain an adequate infrastructural base for London's financial and business services sector, as its chief engine of economic growth and jobs creation, concentrated in the Central Activities Zone and its associated Opportunity Areas including the Isle of Dogs and Stratford
- enhance London's world, European and national role through attracting industries and tourism – building on the opportunities provided by the 2012 Olympic and Paralympic games, improving strategic transport links, collaborating with other world cities, European and regional neighbours (see also Chapter 1 and Chapters 3C and 3D)
- strengthen the offer of London's economy. Sustain and promote the rapid expansion of retail, leisure and cultural industries, including the night-time economy, that are key to London's economic base and are the most rapidly expanding sectors of expenditure
- strengthen the West End as a global shopping destination
- support emerging dynamic sectors of growth and innovation, such as green and creative industries, and encourage information technology and research, and the development of business intelligence in London (see also Chapter 4A)
- create incentives and opportunities to stimulate the supply of suitable floorspace in the right locations to accommodate economic growth, including mixed uses
- enhance the business environment across London and secure an attractive and safe public realm
- provide for small and ethnic minority businesses and encourage local enterprise, including social enterprise, throughout London
- release employment land that is no longer needed in its current use for new uses
- provide the relevant training, transport accessibility and support to allow Londoners to compete successfully for jobs across London (see also Chapter 3C)

Objective 4: To promote social inclusion and tackle deprivation and discrimination (see Chapters 3A and 3B).

The key policy directions for achieving this objective are:
· tackle unemployment by increasing access to high quality jobs across London through training, advice and other support, particularly for those women and young people and minority ethnic groups most in need
· improve the provision of social infrastructure and related services, including provision for health, playspace and childcare facilities and address health inequalities
· ensure the legacy of the 2012 Olympic and Paralympic games increases access to facilities from deprived areas
· tackle concentrations of deprivation with the aim of ensuring that no one is seriously disadvantaged by where they live within 5-15 years (see also Chapter 2)
· tackle homelessness
· tackle discrimination, building on the economic and cultural strengths of London's diversity and building a London that is more accessible to disabled people (see also Chapter 4B)
· provide a framework for the spatial policies and decisions of learning, health, safety and other key social and community services
· ensure that all Londoners benefit from economic growth and are engaged in the development process.

Objective 5: To improve London's accessibility (see Chapter 3C).

The key policy directions for achieving this objective are:
· provide the spatial framework for the development of London's transport system and ensure that development supports the Mayor's Transport Strategy
· improve and expand London's public transport through increased and phased investment in services and infrastructure and secure the early completion of Crossrail
· strengthen measures to reduce CO_2 emissions and the negative impacts of transport on air quality
· facilitate delivery of major transport improvements needed for the 2012 Olympic and Paralympic games
· reduce the need to travel especially by car, and the growth of journey lengths
· improve international, national and regional transport access to London, including a sustainable and balanced London area airport system

- integrate development with public transport to ensure that there is a proper fit between development and the capacity of the public transport network to service it over the period on the plan, taking appropriate opportunities to intensify the use of land where current or future transport capacity allows and to connect Londoners to employment opportunities (see also Chapter 2)
- further develop transport improvement plans for all areas of London
- continue to tackle congestion through levels of restraint of car use appropriate to different parts of London and the provision of alternatives, including the improvement of access on foot and cycling and better and safer facilities for pedestrians and cyclists
- improve the sustainable movement of freight within and around London, making more use of water and rail
- increase safety and security on the transport system.

Objective 6: To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city (see Chapter 4).

The key policy directions for achieving this objective are:
- address issues of mitigation of and adaptation to climate change and ensure that the environmental impact of a growing London does not contribute to global warming
- promote a range of actions to achieve the wider environmental sustainability of London, including setting challenging targets for energy use (including appropriate renewables), the reduction and treatment of waste, the reduction of noise pollution, the improvement of air quality and the promotion of biodiversity
- manage flood risk and water resource issues at an early stage, especially in the Thames Gateway region
- provide the spatial framework to achieve better use of resources and improvements to the environment in support of the Mayor's environmental strategies
- analyse the potential threat from summer hotspots and identify heat sensitive land uses
- encourage and support the development of green industries (see also Chapter 3B)
- make the fullest and most sustainable use of resources including land, water, energy and construction materials
- protect and enhance the quality of the townscape, through historic conservation and enhancing the public realm, open spaces and waterways, and create new resources, recognising their increased importance in a compact city (see also Chapter 2A and Chapter 3D)
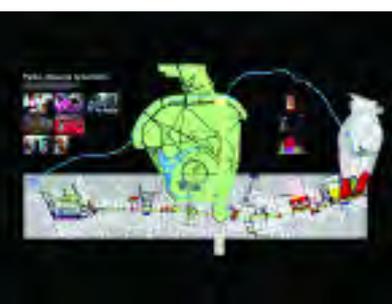
- enhance world-class heritage assets, including World Heritage Sites and Royal Parks
- achieve the highest quality of safe and sustainable urban design, including for high buildings and the management of strategic views in London, and ensure that design is considered in the context of climate change
- re-use buildings and brownfield sites, rather than developing on green space
- enhance the use and environment of the Thames and the Blue Ribbon Network
- protect, enhance and create green open spaces
- protect and increase biodiversity

These objectives are underpinned by the detailed policies throughout the plan. The policies, or elements of policies, are of four types. First, those that commit the Mayor to certain actions. Second strategic development control policies. Third, policies which are to be implemented through DPDs (see also the Preamble and paragraph 6.66) and fourth, other spatial policies to be delivered by a variety of means and bodies.

The structure of this plan

xxviii   The London Plan, as required by legislation, is strategic – it concentrates on what matters most, with details included in supporting technical reports and annexes. The Plan is set out in six chapters.

Chapter 1 – 'Positioning London' sets out London's place in the world, some of the key influences that have shaped London today, and, critically, the forces that are driving future change.

Chapter 2 – 'The broad development strategy', sets out the key components of the spatial strategy, the over-arching sustainable development policy and more detailed policies for the main spatial elements of the plan, including the Key Diagram.

Chapter 3 – 'Thematic policies' – contains the four parts that address the key policy themes.

- Part A, Living in London, concentrates on accommodating population growth and meeting the needs of communities, including for healthcare
- Part B, Working in London, concentrates on supporting economic growth
- Part C, Connecting London, focuses on the critical inter-relationship between transport accessibility and development opportunity

· Part D, Enjoying London, expands on the theme of improving the
    quality of life in London.

Chapter 4 – 'Crosscutting policies' – looks at the generic policies that
pull the themes together, reflecting in particular the environmental theme
of the Mayor's vision:

· Part A, London's metabolism, addresses climate change,
    environmental policies and issues
· Part B, Designs on London, addresses quality of life, heritage,
    and design
· Part C, the Blue Ribbon Network, looks at the river and water network.

Chapter 5 – 'The sub-regions' looks in more detail at London's five
sub-regions, at provision for the 2012 Olympic and Paralympic Games,
at the CAZ and the growth areas. It commits the Mayor, in partnership,
to developing Sub-Regional Implementation Frameworks.

Chapter 6 – 'Delivering the vision' – sets out the framework for delivering
the London Plan, key performance indicators and the arrangements
for monitoring progress against the plan's six objectives.

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1 positioning London

1 London's place in the world
A world city

> *Policy 1.1 London in its global, European and UK context*
> The Mayor, LDA and TfL will, and all other strategic agencies should, ensure that the development of London as a global business centre supports the spatial and economic development of Europe and the UK and that London's growth supports the future growth of the 'core cities'[1].
>
> The Mayor will continue to seek the appropriate level of governmental and other resources to support London's development as the main world city and major gateway to Europe and the UK.

1.1   London's life and economy will continue to be strongly shaped by trans-national forces, particularly economic globalisation, improved international communications and migration. Many forces that have a worldwide impact will be especially significant for London. These include, for example, global warming and international threats to security.

1.2   London is a world city and acts as one of a very small number of command and control centres in the increasingly interactive network of transactions across the world economy[2]. World cities have very distinctive strategic needs. Although separated by thousands of miles, they are intimately linked as a virtual global entity by the transactions of markets and communications systems. To reflect these links, the Mayor has begun to develop collaborative relationships with other major world cities.

1.3   Globalisation and other changes in the global economy are working together to change the economic map of the world. In particular, China is projected to become the second biggest economy globally by 2020, and to overtake the United States to become the largest economy by 2050. India is projected to grow to become the third largest economy by 2050; over the same timescale Russia and Brazil are likely to have economies about the same size as that of Japan. As these countries grow and become more prosperous, they will increase in importance as markets for goods and services from the UK and other more developed countries. Chinese and Indian consumers will buy more insurance as their incomes increase, and their enterprises will need the professional, legal, accountancy and advertising services in which London has a leading role. These are all areas, however where there is intense and increasing global competition. London will have to ensure it remains a competitive economic environment, with the investment it needs in its infrastructure, people and enterprises. The marketing and promotion of what London has to offer will also be of increasing importance.

1.4 This plan maintains a strong emphasis on facilitating the continued attractiveness of London to world business with a phased supply of appropriate floor space for international business activities, and the specialist services that supply them, especially in the Central Activities Zone where many will need and wish to locate.

1.5 As a world gateway city, London will be dependent upon excellent global communications extending well beyond the plan period. London is a world transport hub and one that needs substantial improvement. This will require significant additional airport and port capacity, located to serve spatial and economic priorities, and stronger public transport linkages to them (see Chapter 3C).

1.6 This plan will also support London's unique strengths as a diverse world city, including culture, tourism, learning, government and finance. It is also built upon London's ever increasing diversity of population, which is, in many ways, London's key strength. The 2012 Olympic and Paralympic Games will be a celebration of London's diversity as well as an illustration of how the games can make a lasting contribution to the development of an exemplary sustainable world city. The Mayor also sees London taking its place as a key global exemplar in addressing climate change (see Chapter 4A).

A European leader

1.7 This plan reflects the aspirations of the European Union and member states that Europe should become the world's most competitive, most dynamic knowledge economy by 2010. As a world gateway London has a key role to play in delivering this ambition.

1.8 The policies of the European Spatial Development Perspective (ESDP)[3] set a framework for economic and social cohesion, sustainable development and balanced competitiveness of the European territory. London sits within the North West Europe area along with the Rhine/Ruhr cities such as Dortmund and Essen, the Randstad cities of the Netherlands such as Amsterdam and Rotterdam, and Paris and the Ile de France. Their economies have high levels of interdependence at a scale immediately below that of world cities and the high-speed rail network is accelerating that interdependence. These European cities share with London strong but changing economies, problems of social cohesion, heavy pressure on elderly infrastructure and threats to their environment. There is a need for collaborative strategies to tackle these common problems, based on the ESDP's principles.

1.9   London is particularly identified in the Spatial Vision for North West Europe[4]
        (which elaborates upon the European Spatial Development Perspective)
        as a part of its Central Zone, 'a world powerhouse'. Although identified
        as the most important gateway city in the Central Zone, London is seen
        as creating a 'bottleneck' to the long distance through movements essential
        to sustain the competitiveness of the whole of North West Europe.
        This reinforces the necessity of achieving infrastructure improvements
        around and within London, in the economic interest not only of London
        and the UK, but also the wider European economy. The Mayor will look
        towards national and European governments (for example through
        the Trans-European Networks Programme) for assistance in improving
        strategic transport infrastructure, including the development of routes
        that relieve London of international through traffic. The identification
        of the English Channel as a 'bottleneck' raises the possibility that a second
        Channel crossing may need to be considered within the lifetime of this plan.
        In principle this would be a valuable means of reinforcing the eastward
        thrust of London's spatial development and of further strengthening
        London's relationship to mainland Europe.

1.10   This plan commits London to work with other metropolitan areas in
        the Central Zone on policies to improve international movement and
        to investigate forms of economic collaboration and exchange of policy
        and experience. This plan supports the concept of trans-national corridors
        of development and the Mayor has identified the London-Paris-Berlin-
        Moscow corridor as one that London should focus on, together with
        the Channel Tunnel Rail Link corridor to Paris, Brussels and Randstad.
        London will continue to participate in European programmes, designed
        to improve trans-national planning (see Chapter 6).

A capital city

1.11   The future of London has enormous importance for the UK as a whole.
        It has unique capacity to attract economic activities, including the higher
        levels of global business, which it is simply not possible to attract
        elsewhere in the UK. This is also true of significant elements of London's
        roles in government, tourism, culture and learning. London acts as a
        gateway to the rest of the UK for business and visitors. For example,
        it accounts for 75 per cent of all international arrivals to the UK. London
        is one of the few regions to make a significant net contribution to the
        national exchequer, conservatively estimated at £1–7 billion per annum[5].

1.12   London is also of crucial economic importance in terms of its linkages
        with the rest of the UK. The Mayor sees London as part of a network
        of UK regions. He supports polycentric development at a national level
        and economic advancement of the UK's major provincial cities. This plan

accommodates a rate of growth in London that is in the national interest and within the city's capacity. However, London cannot absorb infinite levels of growth and it will be important that other cities also seek to accommodate growth in the plan period and beyond. The economic future of these cities will depend to some extent on the benefits that economic growth in London will generate for them – especially those global businesses that are only likely to locate in the capital. Regional Planning Guidance for the South East[6] (see also paragraph 1.15) supports the view that London must continue to play a unique role of capital city and world financial centre in the interests of other British cities as well as itself. The Mayor will continue to work with the Core Cities group and regional bodies to examine ways that London and other cities can pursue mutually beneficial economic strategies that can achieve benefits for the UK as a whole.

1.13   If the national economy is to prosper, strong measures are needed, including diverting freight, improving both orbital and cross London movement, constructing the metro services proposed in this plan, developing direct international rail services from the regions outside London to the continent and by-passing long distance and international through traffic. The Mayor will do everything possible to ensure that London receives appropriate levels of national funding in recognition of its national significance (see Chapter 6).

The centre of a metropolitan region: inter-regional collaborative working

Policy 1.2 London and the wider metropolitan region
The Mayor, LDA and TfL will, and all other relevant London agencies should, work with appropriate agencies in the South East and East of England regions to secure the sustainable development of the wider metropolitan region and co-ordinate approaches to strategic issues of common concern.

1.14   London is part of a metropolitan region of 21 million people. This forms a 'mega-city region' in which there are a vast number of linkages and networks between all the urban settlements. Within this wider region, London performs the functions characteristic of the central city[7]. It is the main generator and source of jobs as well as of culture, leisure and higher-level shopping activities. The interactions within the mega-city region are increasing. The Mayor supports polycentric development across the mega-city region in which Central London, London's town centres and the towns in the other two regions develop in a complementary manner. He also supports the government's proposed growth areas[8] in Milton

Keynes, Thames Gateway, London-Stansted-Cambridge-Peterborough and Ashford as important contributions to dealing with the pressures on land and development in the mega-city region and sees these as complementary to the growth strategy for London set out in this plan

1.15   The strategy for this wider region is set out in Regional Planning Guidance for the South East (RPG9) and is being developed in Regional Spatial Strategies for the East and South East of England[9]. The focus of RPG9 is upon sustainable development, achieved through the objectives of social progress, effective protection of the environment, prudent use of natural resources and maintenance of high and stable levels of economic growth and employment. This plan accepts the principles of RPG9 and takes forward its vision. For example, it promotes London's role in the global economy and encourages development in east and inner London (and especially the Thames Gateway). It also supports sustainable growth in residential areas and the creation of public transport hubs.

1.16   The policies in this plan will be co-ordinated with the policies for the South East and East regions through the Inter-Regional Planning Forum. The Mayor will continue to work, in particular, with the neighbouring regional bodies, the South East and the East of England. This joint work will include collaboration on journeys to work, economic development, labour markets, skills, housing, transport including logistics, mitigating and adapting to climate change, safety and environmental issues and will particularly focus on the co-ordination of the strategies in this plan with those emerging in the Regional Spatial Strategies (RSSs) for the South East and East of England.

1.17   London will contribute to the objective of sustainable development by seeking to absorb the growth pressures that it generates (see Policy 3A.1). The increase in the supply of affordable housing will help to defuse some of the pressures for movement out of London of those currently unable to afford London housing prices.

1.18   Levels of commuting need to be managed in the interests of sustainable planning, economic development and avoiding strain on the public transport network, encouraging a switch from cars to public transport and ensuring that as far as possible Londoners are able to take advantage of the opportunities their city provides. However, it is unrealistic to seek a complete balance of jobs and workforce either between London and its surrounding regions or in different parts of London.

1.19   The Mayor will work to increase the capacity of London resident workers to take up the growing number of jobs in London through training and other programmes that help Londoners to take up work, or progress in work, and via improvement in access to workplaces (see Chapters 3A and 3C). The Mayor will support efforts to increase public transport capacity across the whole mega-city region, especially in the heavy rail system. As well as reducing London's need for its jobs growth to be supported by increased commuting these actions should improve social inclusion in London by increasing the proportion of Londoners in work. At the same time the Mayor will also work with regional partners to explore how Londoners can help redress labour market constraints in nearby parts of the wider South East[10].

1.20   The Mayor and the regional planning authorities in the South East and East regions share the complementary transport policies of encouraging major developments at nodes of best access, shifting freight from road to rail, promoting better orbital routes around London, providing better and well-integrated public transport and improved alternatives to car use, strengthening access to ports and airports, especially by public transport, and coordinating logistics provision. Patterns of investment pay little regard to administrative boundaries so trans-regional policy should be co-ordinated. The mitigation of and adaptation to climate change will require co-ordination of policies across the wider metropolitan area.

1.21   The Mayor acknowledges the importance of containing London's environmental impact through better use and handling of energy, water and waste. The policies in this plan place heavy emphasis upon self-sufficiency, recycling and the proximity principle. The Mayor will work to reduce London's dependency upon neighbouring regions for waste disposal (see Chapter 4A).

1.22   There is a need for general conformity of policy across boundaries on matters such as shopping, parking, protection of green belt and agricultural land, waste, biodiversity, water and energy demand and supply, and the use of the Thames and other waterways.

1.23   There are especially strong interactions between communities across the London boundaries. The Sub-Regional Implementation Frameworks have begun development of the most effective and sustainable relationships across these boundaries. The regional and local government authorities in the South East and East regions will continue to be appropriately involved in this work.

Policy 1.3 Growth Areas and Co-ordination Corridors
The Mayor will and other partners should engage with relevant agencies beyond London to identify and develop the linkages and capacity of the two nationally important growth areas and to develop timescales and mechanisms for the co-ordination of the three other corridors of city region importance connecting London and the wider city region.

1.24   The Mayor supports the government in recognising two nationally important areas for growth, the Thames Gateway and the London-Stansted-Cambridge-Peterborough corridor.

- The Thames Gateway, where a Strategic Partnership is co-ordinating development. A cohesive investment framework is needed for the 'zones of change' across the Thames Gateway, including strategies for the Opportunity Areas in east London. There should also be close collaboration on strategic transport planning for the whole Thames Gateway area.
- The London-Stansted-Cambridge-Peterborough growth area, along which the Mayor accepts the importance of a coherent set of development nodes, including the Opportunity Areas in North East London, Harlow and the Stansted growth area.

1.25   This plan also includes three corridors of city region importance, where the Mayor supports strategic co-ordination through the preparation and implementation of joint strategies:

- The Western Wedge and Thames Valley areas in which the regional planning and economic development bodies are promoting co-ordinated forms of sustainable development.
- The corridor through South London towards Gatwick Airport in which the Wandle Valley provides a particularly important set of development opportunities.
- A series of areas with substantial development potential between London, Luton and Bedford, roughly along the line of the M1. The regional and local authorities will jointly examine timescales and mechanisms for the strategic co-ordination of these areas.

1.26   Strong 'corridors' of development across regional boundaries will necessitate joint strategies. The actions necessary to address these challenges and realise their opportunities are set out in Chapter 5. In the case of the corridors of city region importance they are included in relevant sub-regional sections. Those growth areas recognised by government as being of national importance are treated individually.

2 London – past and present

1.27 London's distinctive history has given it a unique set of spatial characteristics:

- It has grown as a relatively low-density, open city compared to other world cities and to most European capitals[11]. Two-thirds of its land area and the majority of its population and workforce are in the suburbs. It has an attractive network of open and water spaces.
- London has a well-established pattern of centres varying in size and function from the central area to local centres. Many of these centres have a long history as the focus of their community's activities, often dating back to the original settlements, such as Hampstead or Richmond. The centre (the City, Westminster and surrounds) has always been an immensely powerful place of government, trade and culture and has been strongly influenced by international forces. This pattern of centres can be described as 'polycentric'. It forms the basis for the network of centres of different scales identified in this plan and associated guidance[12] in order to secure appropriate capacity at each scale to meet future demand and to support cohesive and sustainable development.
- London's patterns of growth have helped to create significant differences between the sub-regions of the city. For example, east London has been more industrial in character and, owing to 20th century industrial decline, has suffered greater problems of low income and social disadvantage than most areas in west London. London north of the river has historically accommodated the main centres of government, business and culture, compared to the more predominantly residential nature of south London.

1.28 Some of the historical spatial strengths of London have recently been undermined. For example, the rapid growth of out of centre shopping and leisure developments has weakened its town centres.

1.29 Lack of investment has failed to offer the quality of public transport needed to connect up its different areas, and especially to support the flows of workers from the residential areas to workplaces. This has resulted in increasing congestion, especially in the centre, and has inhibited sustainable growth. Many other elements of our Victorian infrastructure are wearing out and are inadequate to meet future needs. TfL has started to reverse this trend with a major programme of transport investment already underway and substantial strategic and more local proposals for the future (see Para 3.220).

1.30 Over the past decade or so, London has started to experience a rapid build up in population and jobs – although they both remain below historic high points. Historically, population growth focused on the western and central parts of London. Recently it has begun to swing towards the inner east, but this trend has not yet reached boroughs in outer east London (see Map 1.1).

1.31 The geography of job creation in London has followed a consistent pattern for the last fifteen years (see Map 1.2) with growth in financial and business service being concentrated in the centre and north west London. Other new jobs, particularly those in people-oriented services, have been created throughout London.

1.32 A pattern of growth based on those services, including sectors such as retail, creative industries, computer-related activities and tourism, has emerged across inner and outer London over the last decade. However, there are several areas which have experienced relative decline (see Policy 2A.9).

map 1.1   Population growth 1986 – 2006

Net population change '000s

- Highest quintile: 32.4 to 73.1
- Second highest quintile: 25.7 to 32.0
- Third highest quintile: 21.9 to 25.7
- Fourth highest quintile: 13.3 to 20.2
- Lowest quintile:-9.3 to 11.8
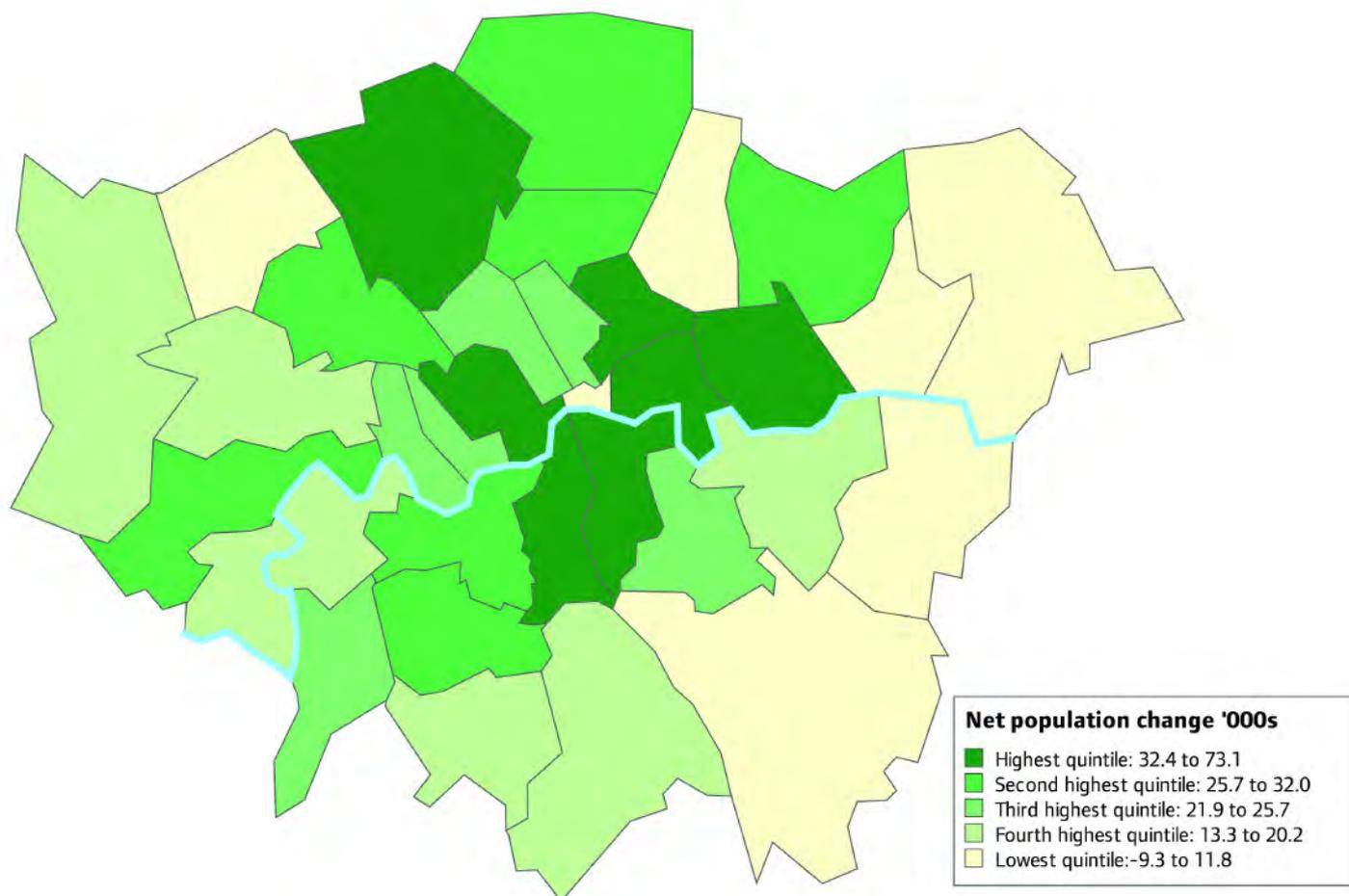
source   ONS mid-year population estimate; GLA DMAG 2006 Round Demographic Projections.
note   Allowances have been made for population change due to boundary changes between
         1991 and 1996

map 1.2   Jobs growth 1986 – 2006

Net employment change '000s

- Highest quintile: 35.6 to 92.7
- Second highest quintile: 11.8 to 34
- Third highest quintile: 5.1 to 9.4
- Fourth highest quintile: -0.8 to 4.8
- Lowest quintile:-17.3 to -4.3
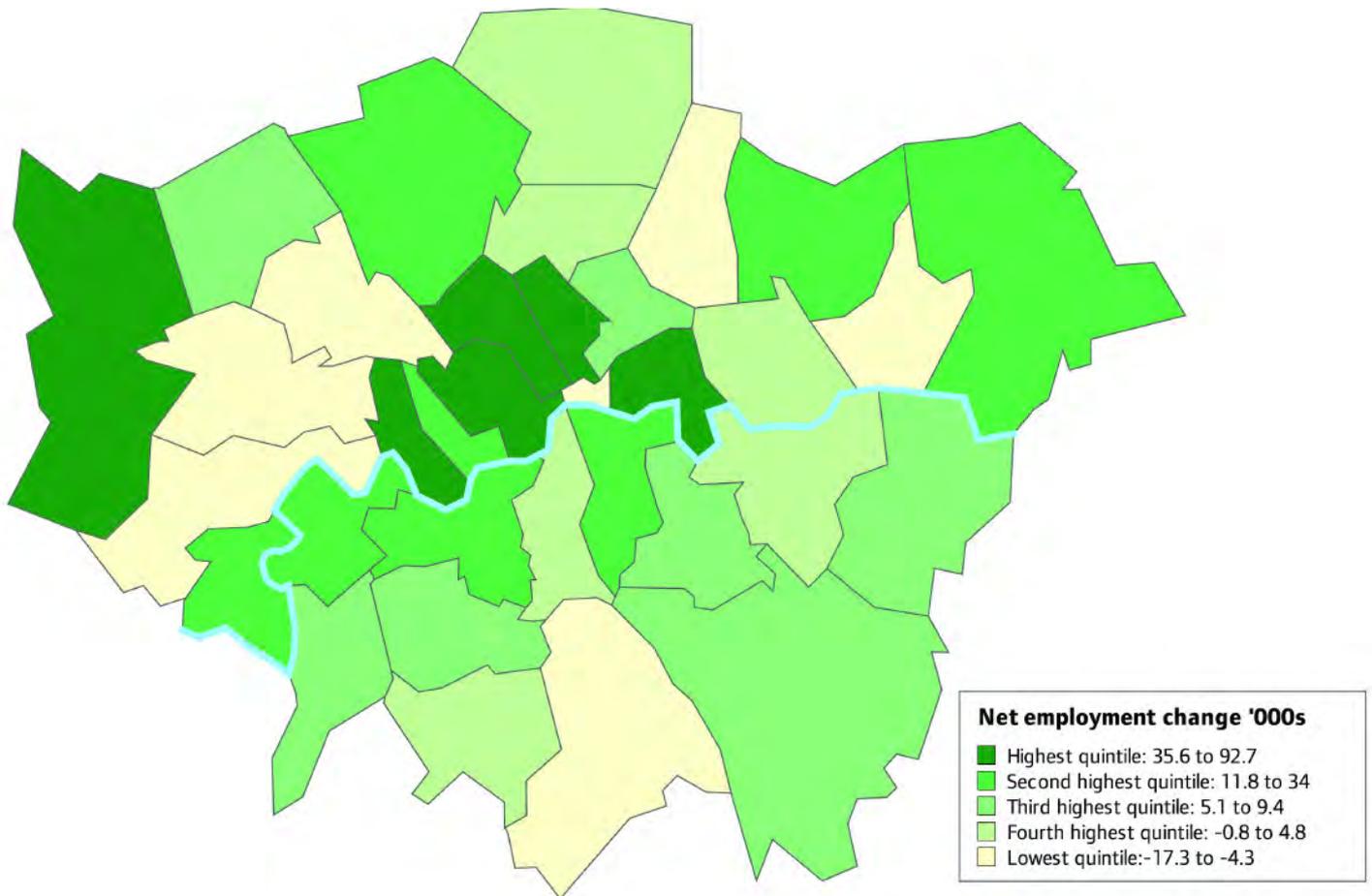
source   Experian Business Strategies. Annual Long Run Employment 1971 – 2004.
GLAeconomics August 2006.
GLAeconomics. Current Issues Note 13. Updated borough-level employment
projections to 2026. GLA, 2007

1.33   More recently a dramatic shift to the east has occurred, with rapid growth in Tower Hamlets. This shift reflects two other changes of long-term strategic importance that point to a new spatial emphasis in London. First, the bulk of recent investment in transport infrastructure has been in the east – the new A12, Channel Tunnel Rail link, Limehouse link, Jubilee Line Extension, Docklands Light Railway extension, A13 improvements etc. In addition, the impact of a unified Europe has altered the geography of trade. In the past London's main markets lay to the west and north where the bulk of the UK's 60 million people live. Now there is major market potential to the east and south across the European Union, covering a population over six times as great.

3   Forces driving change in London

1.34   Looking to the future, this section examines six forces driving change in London. They are population growth, economic growth, environmental issues, lifestyle and technological changes and social justice. All of them have their roots in global changes, each with a particular London dimension, and they require a new and imaginative response from policy makers. The Mayor is committed to accommodating growth that is sustainable in the widest sense. This approach to sustainable growth will be kept under review (see Chapter 6).

Population growth

1.35   New projections for the London Plan confirm that there will be large changes both in the scale and nature of London's population over the next 20 years. The attraction of London as a place to work, study, live and visit is likely to continue – and in turn to place pressure on the supply of homes, workplaces, hotels, services, the environment and the transport system.

1.36   London's population reached its peak of 8.6 million in 1939 – but in a very different world. Few Londoners had cars and people lived in fewer, much larger, households. Driven by policies of decentralisation, London's population fell significantly to 6.8 million people by 1983. It has been growing steadily since 1989.

1.37   In 2006, London's population was estimated to be 7.57 million people. The best current estimate of projected growth is a range, with that for 2016 (7.94 – 8.19 million) only slightly different than anticipated in the 2004 London Plan, rising to 8.26 – 8.71 million by 2026[13] (see Figure 1.1 and Chapter 3A and Chapter 5). The Mayor will continue to work with partners to refine these figures.

figure 1.1 London's population change: actual and projected (1986 – 2026)
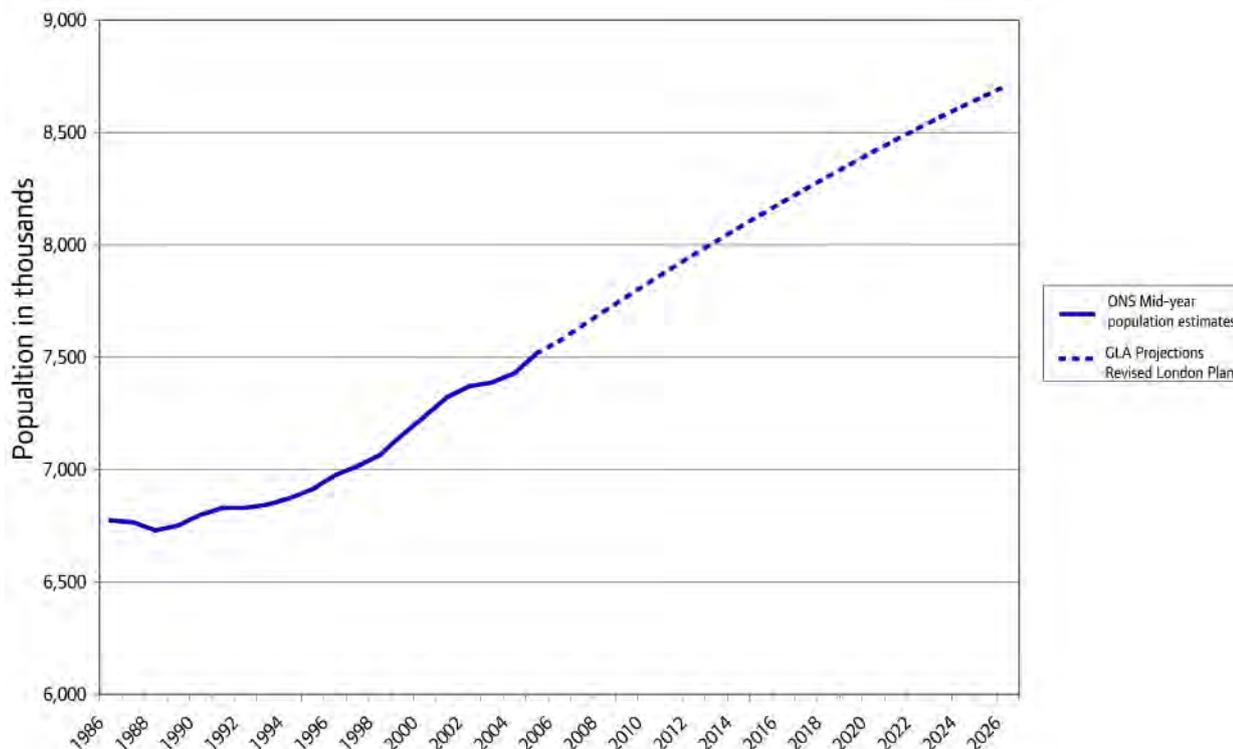
source   GLA DMAG. 2006 Round Demographic Projections. DMAG Briefing 2006/32.
          GLA, 2006 ONS Mid Year Estimates

1.38   The new projections confirm that London's population is not only growing
        but its composition, particularly in terms of age structure and ethnicity,
        is changing markedly[14]. The current projections confirm that London will
        continue to be 'younger' than the country as a whole, and suggest that
        the most significant increase in children is likely to occur after 2016 rather
        than before. A more detailed analysis of the different groups which make
        up London's population is included in Chapter 3A.

1.39   The impact of migration has had a rejuvenating effect on London's age
        structure; people moving to London tend to be young adults, such as
        students or first time employees, while those moving out are mostly older
        workers, retired people and young families. This impact is projected to
        increase as these trends continue over the next 20 years. Certain policies
        in this plan, particularly for affordable housing, are designed to improve
        the ability of young families to compete in the housing market.

1.40   London's diversity is one of its great historical social, economic and
        cultural strengths and makes it one of the world's most multi-racial cities.
        Over the six years to 2003 London received about two-thirds of the UK's
        net inflow of international migrants. Though at a lower rate than in the
        recent past, new arrivals will continue to contribute to London's diversity

and help maintain its youthful labour force. Over 40% of Londoners are from black and minority ethnic communities, including some mainly white minority groups such as Irish, Cypriot and Turkish communities. A significant growth in black and minority ethnic communities is projected over the next 20 years.

1.41 Together, these changes in the ethnic composition and age structure of the population by 2026 will have a major impact on the working-age population. Up to three quarters of the growth in the working age population will be drawn from black and minority ethnic groups. The Mayor will continue closely to monitor this in light of the 690,000 – 950,000 increase in the working age population projected for 2006 – 2026, and its impact on black and minority ethnic group employment.

Economic growth

1.42 The fundamental factor driving change in London's employment structure in the last 20 years has been the gain of 546,000 jobs in financial and business services and the loss of 292,000 jobs in manufacturing[15]. After business services, the second main driver of job creation has been other services, primarily dominated by the leisure and people-orientated services sector, and hotels and restaurants that are closely linked to the growth of tourism. The retail sector expanded significantly in the 1990s, following earlier losses, as did employment in health and education[16]. Most other sectors declined in employment (see Figure 1.2).

figure 1.2 Change in employment by category, London 1986 – 2006
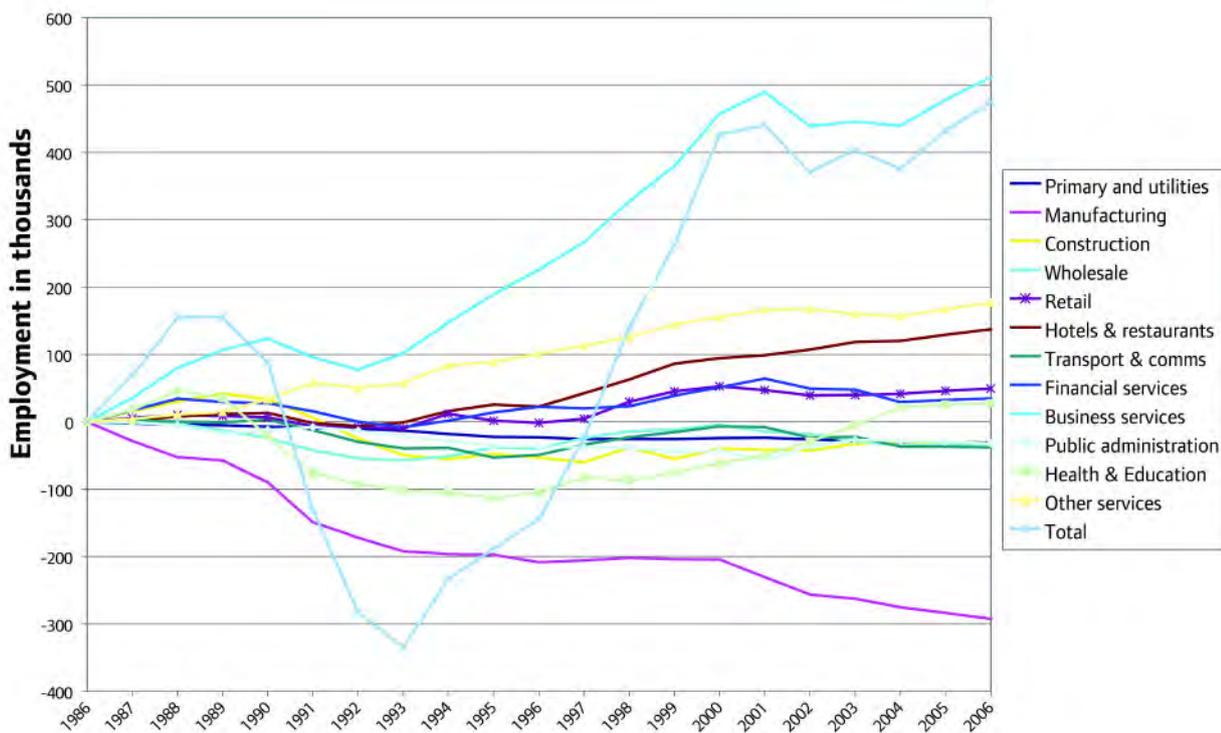
sources   Experian Business Strategies, 2006 op cit. GLA Economics Working Paper 20, 2007 op cit

Future economic and employment change

1.43   Deeply rooted changes in international and UK economies and society
       have led to the persistence of strong structural trends over a period
       of three decades; the central forecast for the purposes of this plan
       is the continuation of these trends. The net growth in jobs in London
       2006 – 2026 is projected as 912,000. The key sectoral projections that
       determine the total are set out in accompanying technical papers[17].
       These projections are the most authoritative currently available. However
       they are still only indicative and may over or underestimate the employment
       growth which could take place in some parts of London. It is not the
       intention to constrain growth and it should be fostered and provided for
       in accordance with the policies set out in this plan: they, and the variables
       which inform them, will be monitored closely.

figure 1.3 Total employment, London 1986 – 2026

figure 1.4 Financial and business services employment, London 1986 – 2026

1.44   The finance and business services sector stands out in the structure of the London economy owing to its exposure to increased global openness and technological change, its contribution to GDP and its ongoing dynamism. This is particularly true of the international business part of the sector and its role in making markets and providing financial services in foreign currencies. The sector has accounted for 65 per cent of the job growth in London in the last 20 years and is the key economic sector in the city.

1.45   For structural reasons, the sector is projected to make the most significant contribution to economic growth in London over the next 20 years with around 605,000 further jobs, 66 per cent of the net growth (see Figure 1.4 above).

1.46   The other major driver of jobs growth in London is people-oriented services, particularly concentrated in the entertainment, leisure and retail industries. Unlike financial and business services, job growth in these sectors is not concentrated in the centre but is spread widely throughout London[18] (see Chapter 2). Between 1983 and 2003 these industries created 190,000 jobs in London. Projections indicate that these services will create an additional 314,000 jobs between 2006 and 2026. A further significant sector of growth is in hotels and catering – industries that are also strongly linked to tourism. High value-added activities such as design, creative and green industries are projected to be important in those areas of London where manufacturing has been restructured and remains vibrant.

1.47   Conversely, primary/utilities and manufacturing sectors are expected to decline. So too is public administration, though the public sector as a whole remains the major employer in many outer parts of London – even though the London economy is driven much more by the private sector than elsewhere in the country[19].

1.48   The spatial implications of these issues are explored in Chapter 2. The implications for additional floor space requirements are set out in Chapter 3B.

The environmental imperative

1.49   The environmental imperative is encapsulated by the Rio Summit, the Kyoto Agreement and a raft of EU and UK directives, standards and targets including that national Sustainable Development Strategy[20]. In essence it means that London, which lags behind many other cities, needs to consume fewer resources and to recycle more.

1.50   To tackle this, the Mayor, government and a wide range of other stakeholders have already embarked on a range of initiatives by:
- encouraging individuals to help address the environmental imperative through their behaviour and lifestyles
- investigating and developing cost efficient ways of 'retro-fitting' existing buildings and transport investment (directly and indirectly the biggest sources of carbon dioxide emissions) to reduce carbon dioxide output
- ensuring that over their expected lifetimes, new development, transport provision and waste management arrangements and investments are designed from the outset to help mitigate climate change and to be adaptable to its effects.

1.51   The London Plan is mainly concerned with addressing the latter point. The others will be addressed more specifically by the Mayor's forthcoming Water Strategy, Climate Change Adaptation and Municipal and Business Waste Strategies and his other strategies as they are developed or reviewed, for example the Climate Change Mitigation and Energy Strategy, as well as work by government and other stakeholders.

1.52   As the Mayor's Vision at the start of the plan sets out, London needs to respond to climate change in two ways – first, and most importantly in the long term, by reducing emissions that contribute to global warming. This will mean reducing the level of carbon dioxide emissions dramatically over a period of many decades, with a target of 60 per cent reduction by 2050 from the level experienced in 1990. Measures to support this and to promote alternative sources of energy are included throughout this plan and especially in Chapter 4A. It will also mean tackling the causes of global warming at source through more sustainable practices, for example, the promotion of alternatives to car use will help to overcome the polluting effects of road traffic. Secondly, it will entail managing the impacts and risks that climate change will bring. This will require more sustainable design and construction and more efficient use of energy, water, waste and other resources including renewable energy. It will also mean tackling issues of air quality, cooling and overheating, and reducing flood risk. New development and infrastructure will need to be located and designed for the climate change that they will experience over their lifetime. These issues are discussed in particular in Chapters 4A and 4B.

1.53   This plan sets out how London will cope with these changes (see Chapters 4A, 4B and 4C). The Mayor and the London Climate Change Partnership have identified further work on assessing impacts and adaptations and this will be kept under review.

1.54   The Mayor's vision for an exemplary, sustainable world city means that Londoners must be more responsible about how much they consume and discard (see Chapter 4A). The London Plan gives an opportunity to plan growth in ways that make better use of key resources such as land, buildings and construction materials, water, energy and waste. For example, integration of planning for development and transport will encourage use of public transport, rather than car-based travel. This plan continues to avoid easy but unsustainable options such as greenfield development, and rigorously protects open spaces and environmental assets. It contains policies to ensure that buildings are designed to use energy and other resources more efficiently, both during and after their construction. To help achieve this, investment will be steered towards re-using the wasted resource of previously used or underdeveloped sites in east London and elsewhere. Similarly the spatial implications of the Mayor's strategies for biodiversity, waste, air quality, ambient noise and energy are critical to the sustainable accommodation of growth in London. Sustainable development runs as a thread through every part of this plan.

Lifestyles and values

1.55   A youthful and diverse population is likely to wish to live in places with higher levels of social and working activity. The move to a higher density, more urban, intensive, continental lifestyle is already evident. People are less likely to be content with a sharp separation of work and home and many may want more mixed environments – both where they live and where they work. There are increasing concerns about safety and security.

1.56   At a broader level, society has experienced a shift from a model of dependence (based on the post-war welfare state) to independence (based on the free-for-all of the 1980s) to an emergent model of interdependence[21]. For example, the concepts of stakeholding and partnership working are not a product of coincidence or fashion, but reflect deep-rooted change running through society towards interdependence. These partnerships will be critical in implementing this plan, reinforced by a growing move to corporate social responsibility.

1.57   These changes are mirrored at the individual level by dramatic changes in personal values. Longitudinal studies on the UK[22] have shown that there has been a long-term shift away from values associated with the post-war need for shelter, stability and survival and the consequent need for authority and control. Instead values today are based more on integration, diversity, social and environmental concerns. There is a reluctance to accept arbitrary authority and a wish for greater control over one's life. This too has major implications for consensus building
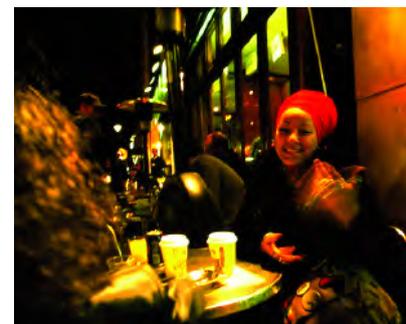
around this plan and for its implementation. It means that the plan should provide a framework of strategic policies that safeguard and promote the public interest, but should not aspire to dictate lifestyles. It also suggests that there is a desire for people to take responsibility for their own affairs through increased local involvement of the community and voluntary sector.

Impact of new technology

1.58   Transactions using increasingly sophisticated communication technologies have grown enormously, affecting every aspect of every day. E-tailing, e-commerce and e-government are all likely to have an impact on London with particular force, given the high level of connectivity in London and its place at the core of global networks[23]. This plan addresses issues of the digital divide between those who have and do not have access to the new technologies, distinguishing between the needs of commerce and residents. Economic and population growth in higher density, intensive developments will make it more economic to ensure the provision of broadband and new technologies.

1.59   In the emerging information society, London will need to become increasingly a learning city in which skills and the ability to use information will be essential. This will place heavy demands on education and training resources.

1.60   Finally, information technology will add to the flexibility of home and work environments, but will not replace the need for regular face-to-face meetings. It may lead to work journeys being spread over a longer part of the day, and to more local journeys being made, for example to services and cafes. These issues are explored further in Chapter 3B.

Social justice

1.61   London is accustomed to accommodating growth and change, but to do so in a way that tackles polarisation is a tremendous challenge. The Mayor has made it clear, in his vision, that he is determined to tackle it and, together with London Councils has established the London Commission on Child Poverty to identify policy solutions.

1.62   The disparity in wealth and other quality of life measures between the poorest sections of society and the wealthiest is growing[24]. Measured solely in terms of GDP per capita, London is the wealthiest region in the UK. However, London has higher concentrations of individuals in both high and low income bands than the rest of Great Britain[25]. While London showed strong economic growth during the 1990s, this occurred in the context of a worsening of London's position relative to the national average for a number of measures of social well-being[26].

figure 1.5 Households with dependent children by employment status
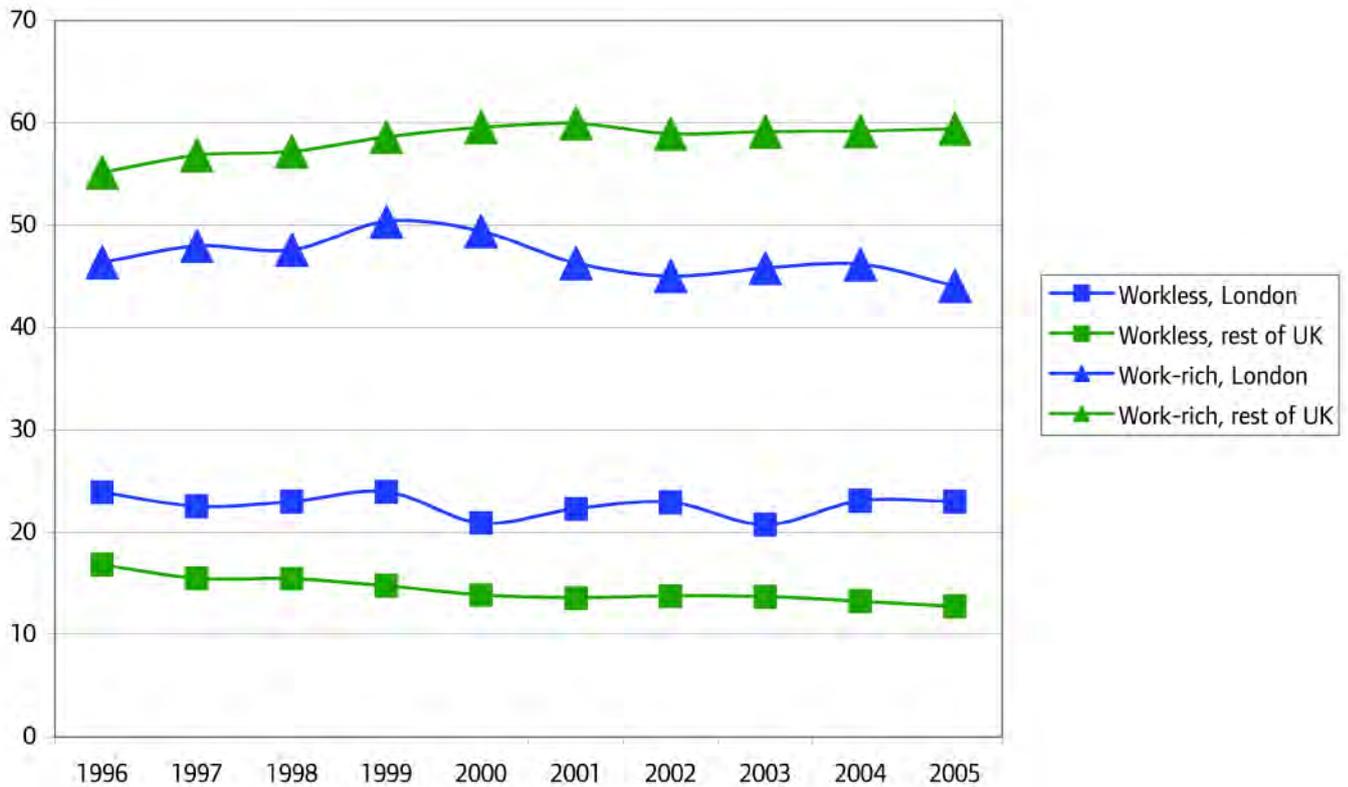
source　Labour Force Survey

1.63　London has by far the highest rate of income poverty for children[27] in Great Britain. In 2004/5 this was 39 per cent across Greater London and 52 per cent in Inner London.

1.64　In 1980, the top 10 per cent of full-time male earners in London had weekly earnings just over twice as high as those in the bottom 10 per cent. In 2000 the ratio had grown to nearly four times. London also has one of the lowest employment rates in the UK, reversing the situation in most of the twentieth century when employment in London exceeded the national average. London currently has the highest UK regional unemployment rate (7.2 per cent). The rate for black and minority ethnic Londoners (11.7 per cent) is twice as high as that for white Londoners (5.4 per cent).

1.65　Thirty one per cent of working age adults in London are non-employed, compared to 25 per cent in the rest of the UK. Again, the rate is much higher for London's ethnic minorities, at 43 per cent.

1.66 London's high rate of child poverty reflects the particularly low levels of employment among households with children. Figure 1.5 shows that since 2000 London has seen:
  - no sustained reduction in the proportion of households with children which have no one in employment,
  - a fall in the proportion of households comprising couples who are both working, and
  - a rise in the proportion of households comprising couples where only one is working.

1.67 To address this requires an increase in, and more affordable, childcare provision and increased opportunities for part time working so more women can access jobs.

1.68 Londoners' potential skills will critically affect their opportunities to compete successfully for London's jobs and to avoid a major increase in commuting. A key intention of the Mayor is to ensure that employment growth is absorbed as far as possible by Londoners. This requires integrated policy intervention to address three aims:
  - overcoming barriers to accessing the labour market
  - improving the competitive labour market position of London's resident population
  - encouraging more of London's employed to become residents in London.

1.69 Policies to address these economic, housing and social issues run throughout this plan. The critical policies relate to tackling areas of deprivation (Chapter 2), affordable housing and community empowerment (Chapter 3A) and skills (Chapter 3B). Issues affecting specific groups such as women and minority ethnic communities run throughout the plan, but are considered specifically in Chapters 3A and 3B, and Annex 3.

1.70 The rest of this plan develops the issues and ideas set out in this chapter and the strategic policies that flow from them, starting with the broad development strategy and the key spatial implications.

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2 the broad development strategy

2.1 This chapter sets out the broad development strategy of the London Plan, focusing on the key spatial elements and concluding with the Key Diagram.

2.2 It addresses all the objectives of the London Plan and particularly the first – to accommodate London's growth within its boundaries without encroaching on open spaces.

2A the overall strategy

1   Sustainable development

2.3 All policies in this plan promote sustainable development, including mitigating and adapting to the impacts of climate change, as well as promoting health and equality.

Policy 2A.1 Sustainability criteria

The Mayor will, and boroughs and other stakeholders should promote, support and encourage the development of London in ways that secure this plan's social, environmental and economic objectives. This will include using the following criteria in implementing the London Plan and when considering DPDs and planning proposals:

- taking account of the impact that development will have on London's natural resources, environmental and cultural assets and the health of local people and upon the objective of adapting to and mitigating the effect of climate change (see Chapters 3A, 3C and 3D, and Chapters 4A and 4B)
- Optimising the use of previously developed land and vacant or underused buildings (see Chapters 3A and 3B, and Chapter 4B)
- Using a design-led approach to optimise the potential of sites and improve the quality of life (see Chapter 4B)
- Ensuring that development occurs in locations that are currently, or will be, accessible by public transport, walking and cycling (see Chapter 3C)
- Ensuring that development occurs in locations set out in Policy 2A.5 (see also Chapter 3D)
- Ensuring that development takes account of the capacity of existing or planned infrastructure including public transport, utilities and community infrastructure, such as schools and hospitals (see Chapters 3A and 3C)
- Taking account of the physical constraints on the development of land, including, for example, flood risk, ensuring that no significant harmful impacts occur, or that such impacts are acceptably mitigated (see Chapter 4A)

- Ensuring that development incorporates green infrastructure that is planned, located, designed and managed as an integrated part of the wider network of open space (see Chapters 3 and 4)
- Promoting corporate social responsibility
- Taking account of the objectives of promoting safety and security, preventing major accidents and limiting their consequences (see Chapters 4A and 4B)
- Taking account of the suitability of sites for mixed use development and the contribution that development might make to strengthening local communities and economies including opportunities for local businesses and for the training of local people (see Chapters 3A and 3B, and Chapter 4B)
- Policies in DPDs should clarify that, when assessing the suitability of land for development, the nature of the development and its locational requirements should be taken into account, along with the above criteria
- All stakeholders should take a pro-active approach that engages the community in decisions about its future and builds capacity to enable the community to take a lead in addressing its own needs wherever possible.

2.4   The concept of sustainable development runs throughout the London Plan and all its policies, starting from the Mayor's vision and objectives set out in the Preamble and Introduction. This overarching policy brings together a number of other policies within this plan to demonstrate the integrated nature of sustainability policies. It sets out the criteria that will guide the approach to development in London. Whilst this addresses future development, there is also the need to make the existing environment and buildings more sustainable. Policies for retro-fitting are included in Chapter 4B.

2.5   Unlike many other English regions, London's economy is dominated by the private sector, which is responsible for 70 per cent of economic activity. Much of the capital's built environment and infrastructure dates from the nineteenth or early twentieth centuries, and addressing many of the environmental, social and economic issues raised in this plan will be dependent upon encouraging private developers to renew London's fabric. This plan is based on an approach that welcomes and supports development, but only if it is sustainable – meeting the needs of today in ways that do not preclude options for the future. It is based on a recognition that economic success, protecting and improving the environment and promotion of social inclusivity are mutually supportive, and that success in any is likely to depend upon delivery of all.

2   Overarching spatial policies for London

Policy 2A.2 The spatial strategy for development.
The Mayor will seek to influence the spatial development of London
in the following ways:
- placing London more firmly in its global, European and national
  context (Policy 1.1)
- securing an efficient and sustainable city region to benefit its residents
  and the country as a whole (Policy 1.2)
- giving priority to the regeneration of North East and South East
  London and associated parts of the wider South East, especially
  the Thames Gateway and London–Stansted–Cambridge-Peterborough
  growth areas (Policy 1.3 and Chapter 5)
- providing a sub-regional structure which better integrates the outer,
  inner and central parts of London and more strongly reflects the key
  roles of radial linkages
- supporting and co-ordinating sub-regional initiatives within London,
  bridging the gap between Londonwide and more local actions
  (Policy 2A.3 and Chapter 5)
- strengthening the strategic role of the Central Activities Zone including
  the West End Special Retail Policy Area to intensify and accommodate
  substantial growth, especially in economic activity (Policy 2A.4 and
  Chapter 5)
- encouraging development in Opportunity Areas, with an overall priority
  to the east of London, and an expansion of central London activities
  in the Isle of Dogs and developing Stratford as a European gateway
  (Policy 2A.3 and Chapter 5)
- intensifying development and promoting more mixed uses, with a
  special focus on Opportunity Areas and Areas for Intensification that
  are well served by public transport (Policies 2A.5 and 6)
- enhancing and diversifying the role of town centres and consolidating
  their strengths in places with good public transport access
  (Policy 2A.8)
- integrating spatial policies with policies for neighbourhood renewal,
  better health, improved learning and skills, greater safety and better
  employment and housing opportunities in the Areas for Regeneration
  (Policy 2A.7 and Chapter 3A)
- addressing the quality of life and other key issues facing many suburbs
  in inner and outer London and securing significant improvements
  in access, services and sustainability (Policy 2A.9)
- preparing frameworks effectively to manage London's stock of
  industrial land including promotion of Strategic Industrial Locations
  as London's strategic reservoir for industrial and related uses
  (Policies 2A.10 and 3B.4)

> • improving London's accessibility through the co-ordination of transport and development with an emphasis on improvement to public transport and reducing traffic congestion (sub-section 3 below and Chapter 3C).

2.6 The greatest challenge faced in this spatial plan is to accommodate significant growth in ways that respect and improve London's diverse heritage while delivering the Mayor's vision for an exemplary, sustainable world city, including the issues raised by climate change. This will involve the sensitive intensification of development in locations that are, or will be, well served by public transport. The Mayor has concluded that this will best be achieved through the overall spatial strategy for development set out above.

2.7 There are also two thematic policies which have a particular spatial impact and are addressed in other specific parts of this plan:
   • Open spaces – see Chapter 3D
   • The Blue Ribbon Network – see Chapter 4C.

2.8 These are strategic spatial policy directions that will shape London's future. They are not set out in a priority order and they inter-relate. Together they constitute a polycentric development strategy in which each part of London fulfils its most effective role in a way that is complementary to the roles of other parts. The regional elements of the strategy have been considered in Chapter 1. The remaining elements that relate to London are considered, in order, below. The inter-relationships are brought together in Chapter 5 – London's sub regions – which also links them to the thematic and crosscutting policies in Chapters 3 and 4 and identifies specific locations in which the spatial policies of this chapter will apply. It should be noted that the growth areas overlap the sub regions; joint working and the permeable nature of the sub-regional boundaries will assist integration.

London's Sub-regions

Policy 2A.3 London's Sub-Regions
The Mayor will and boroughs should use the sub-regional structure outlined in Map 5A.1 as the basis for sub-regional planning and policy delivery. In line with government policy, particular attention will be given to realising the opportunities in the South East and North East sub-regions.

2.9   A city as large and complex as London benefits from a sub-regional mechanism that can act as an intermediary between the strategies for London as a whole and local policy-making and implementation by boroughs and others. A fundamental feature of London's spatial structure is its radial nature[1], through which the central, inner and outer parts of London are closely interlinked. Many other strategic service delivery agencies, which must be spatially coordinated by the London Plan have (or are moving towards) structures more closely related to this radial structure than to the concentric sub-regions used previously. When integrated with growth areas and development corridors (see Policy 1.3), they provide a strong framework for addressing national regeneration priorities as well as major developments such as the Olympic and Paralympic Games. These structures are also more identifiable for Londoners and they are less disparate in size.

2.10   The Mayor therefore will use the sub-regional boundaries shown in Map 5A.1 for future planning purposes. Policies for these sub-regions are set out in Chapter 5.

2.11   Sub-Regional Implementation Frameworks (SRIFS) will seek to integrate a broad range of strategic implementation issues, including those currently addressed by the LDA Sub-Regional Economic Development Implementation Plans, the TfL Sub-Regional Network Plans and relevant parts of the London Housing Strategy, and will offer a sub-regional context for Community Strategies.

The Central Activities Zone

Policy 2A.4 The Central Activities Zone
The Mayor will and boroughs should use the CAZ boundary shown diagrammatically in Map 5G.1 as the basis for coordinating policy to address the unique issues facing the Zone. The detailed boundary should be defined in DPDs.

> The Mayor will work closely with boroughs and other stakeholders to prepare a framework to secure the most appropriate development of the Zone and the links to other Opportunity Areas and inform relevant DPDs.

2.12   In recognising the importance of radial linkages, the sub-regional structure set out in Policy 2A.3 underscores the critical and distinct importance of the area where they intersect – central London and its strong links to the Isle of Dogs. The LSC boundary for central London, which the 2004 London Plan adopted, does not reflect this distinctiveness: it was cast too widely. Conversely, the original Central Activities Zone was cast too narrowly to accommodate all the activities, pressures and features which distinguish it. The original London Plan acknowledged that the CAZ needed refinement through the SRDF process. A revised diagrammatic boundary, including a Special Retail Policy Area to address the challenges facing the West End, is shown on Map 5G.1 and the policies for the Central Activities Zone are developed in Chapter 5. This provides the framework for integrating planning, transport, environmental and other policies to address the unique issues facing the central core of London across relevant parts of the sub regions. In view of the strategic importance of CAZ to London the Mayor will work closely with boroughs and other stakeholders to ensure that this is reflected in its development.

Opportunity Areas

> *Policy 2A.5 Opportunity Areas*
> As part of the process of producing Sub-Regional Implementation Frameworks, strategic partners should work with the Mayor to prepare, and then implement, spatial planning frameworks for Opportunity Areas as shown on Map 2A.1, or to build on frameworks already developed. These frameworks will set out a sustainable development programme for each Opportunity Area, to be reflected in DPDs, so as to contribute to the overall strategy of the London Plan to:
> · seek to exceed the minimum guidelines for housing having regard to indicative estimates of employment capacity set out in the sub-regional tables (see Chapter 5)
> · maximise access by public transport
> · promote social and economic inclusion and relate development to the surrounding areas, especially any nearby Areas for Regeneration
> · take account of the community, environmental and other distinctive local characteristics of each area
> · deliver good design, including public realm, open space and, where appropriate, tall buildings
> · co-ordinate development that crosses borough boundaries where appropriate

map   2A.1 Opportunity Areas and Areas for Intensification
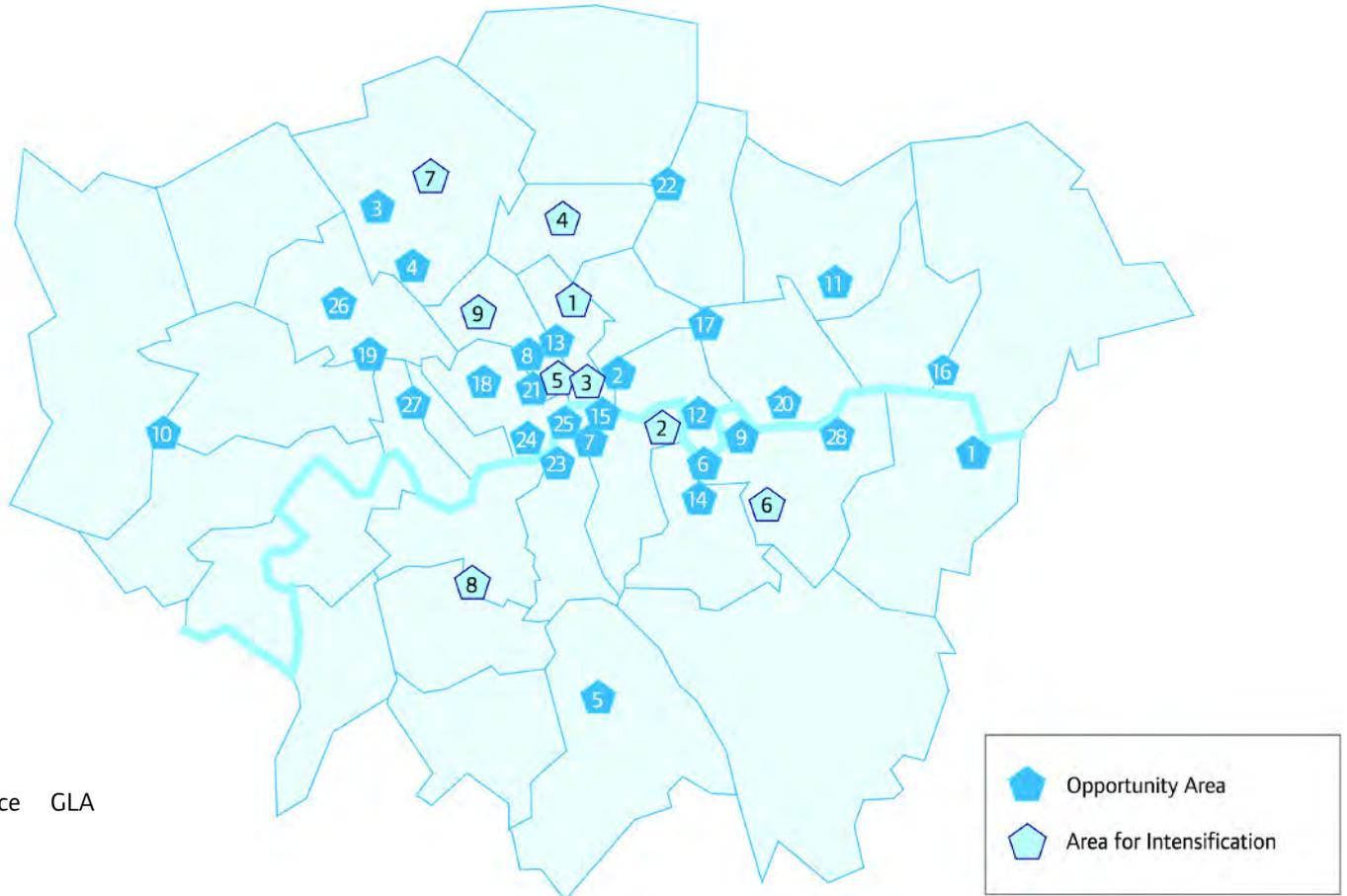
source   GLA

Areas for Intensification

1   Arsenal/Holloway
2   Canada Water/Surrey Quays
3   Farringdon/Smithfield
4   Haringey Heartlands/Wood Green
5   Holborn
6   Kidbrooke
7   Mill Hill East
8   South Wimbledon/Colliers Wood
9   West Hampstead Interchange

Opportunity Areas

1   Bexley Riverside
2   City Fringe (including Bishopsgate/
    South Shoreditch)
3   Colindale
4   Cricklewood/Brent Cross
5   Croydon
6   Deptford Creek/
    Greenwich Riverside
7   Elephant & Castle
8   Euston
9   Greenwich Peninsula &
    Charlton Riverside West
10 Heathrow (including Hayes,
    West Drayton, Southall, Feltham,
    Bedfont Lakes and Hounslow)
11 Ilford
12 Isle of Dogs

13 King's Cross
14 Lewisham-Catford-New Cross
15 London Bridge/Bankside
16 London Riverside
17 Lower Lea Valley including Stratford
18 Paddington
19 Park Royal/Willesden Junction
20 Royal Docks
21 Tottenham Court Road
22 Upper Lea Valley
    (including Tottenham Hale)
23 Vauxhall/Nine Elms/Battersea
24 Victoria
25 Waterloo
26 Wembley
27 White City
28 Woolwich, Thamesmead & Charlton
    Riverside East

2.13   Opportunity Areas have been identified on the basis that they are capable of accommodating substantial new jobs or homes and their potential should be maximised. Typically, each can accommodate at least 5,000 jobs or 2,500 homes or a mix of the two, together with appropriate provision of other uses such as local shops, leisure facilities and schools, health and social care facilities and services. These areas generally include major brownfield sites with capacity for new development and places with potential for significant increases in density. Their development should be geared to the use of public transport and they are either located at areas of good access or would require public transport improvements to support development. Their broad locations are indicated on Map 2A.1. Their detailed boundaries, capacity and policies will be refined through Sub-Regional Implementation Frameworks and defined in DPDs (see also Chapter 5). Because of the scale of future development, these areas have particular potential for adaptation and mitigation measures concerning climate change.

Areas for Intensification

> *Policy 2A.6 Areas for Intensification*
> DPD policies should identify Areas for Intensification, including those shown on Map 2A.1. Policies in DPDs should exploit their public transport accessibility and potential for increases in residential, employment and other uses, through higher densities and more mixed and intensive use.

2.14   These areas have significant potential for increases in residential, employment and other uses through development or redevelopment of available sites and exploitation of potential for regeneration, through higher densities and more mixed and intensive use. Their detailed boundaries, capacity and policies will be developed, in participation with local communities, in Sub-Regional Implementation Frameworks and in DPDs, along with any further suitable areas identified by boroughs. The Mayor will also work with boroughs in preparing planning frameworks for these areas, especially those shown in Map 2A.1.

2.15   Tables for each sub-region (see Chapter 5) set out the identified Opportunity Areas and Areas for Intensification and suggest indicative estimates of housing and employment capacity for the plan period. These development capacity guidelines are indicative and will be tested and refined with sub-regional partners. Development or redevelopment of these areas will contribute significantly to meeting the indicative sub-regional growth estimates.

Areas for Regeneration

> *Policy 2A.7 Areas for Regeneration*
>
> Within the Areas for Regeneration shown on Map 2A.2 the Mayor will
> work with strategic partners to achieve their sustained renewal by
> prioritising them for action and investment. Boroughs in their DPDs,
> Community Strategies, and Neighbourhood Renewal Strategies, should
> identify Areas for Regeneration and set out integrated spatial policies
> that bring together regeneration, development and transport proposals
> with improvements in learning and skills, health, safety, access, employment,
> environment and housing. These policies and actions should state how
> they seek to achieve the government's objective, which the Mayor supports,
> that no-one should be seriously disadvantaged by where they live within
> 5 – 15 years.

map2A.2   Areas for Regeneration

Within 20% most deprived
wards in London

source   The Index of Deprivation, ODPM, 2004
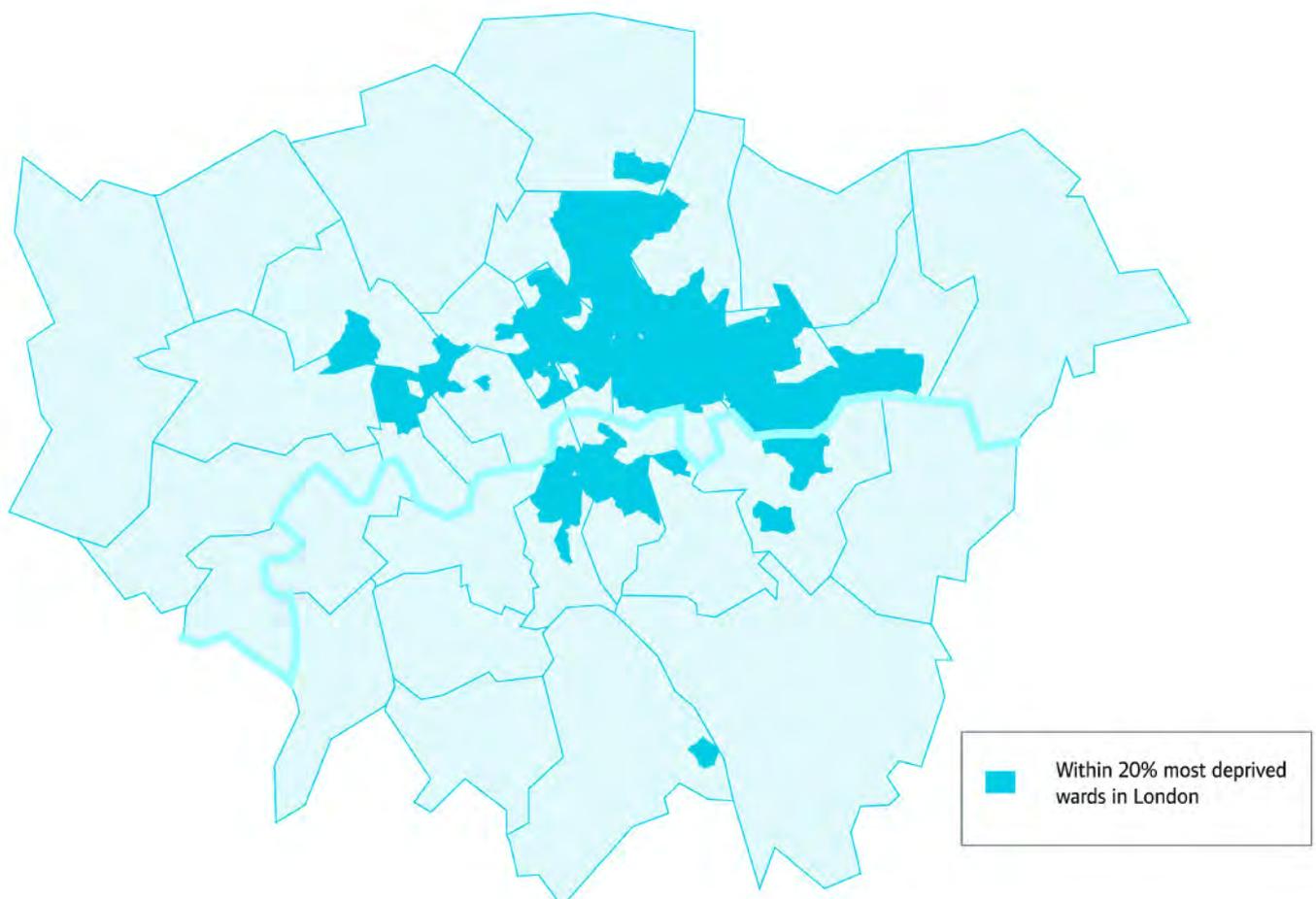
2.16   A key element of the Mayor's vision is tackling social exclusion and a strong focus on Areas for Regeneration is a major part of his policy. Areas in need of regeneration – where there is substantial deprivation – exist across London. It is the responsibility of boroughs to identify these and set policies for tackling them through DPDs and Neighbourhood Renewal Strategies. Map 2A.2 shows the 20 per cent most deprived areas in London at ward level as defined by the Government's Index of Deprivation. These have been identified as the strategic Areas for Regeneration. This map should be used to assist boroughs in prioritising Areas for Regeneration while recognising that smaller pockets of deprivation exist outside them. There are larger areas where deprivation is concentrated. Some lie in a single borough, others cross borough boundaries. In these areas, there is a role for the Mayor and the Greater London Authority group to assist in tackling the problems and the Mayor will work with the LDA, boroughs and other partners to do this. The aim will be to ensure that no one is seriously disadvantaged by where they live within 5–15 years. Local strategies will need to spell out precisely how this will be achieved.

2.17   Areas for Regeneration are often found close to Opportunity Areas and boroughs should take a proactive approach to make links between the two to assist those living in the former to take advantage of the employment and other opportunities created in the latter. Some areas may need improvements in public transport to help their residents to access job and other opportunities. However, there is a particular priority to increase part-time employment opportunities which can be taken up by local people. This could encourage social enterprise and the active involvement of the voluntary and community sectors. Policies to support local small and medium size enterprises (SMEs) can be of particular importance for local regeneration and to the black and minority ethnic business sector (see also Chapter 3B and the Mayor's Economic Development Strategy).

2.18   The provision of high quality services is also critical, as is the involvement of the local community, both in the planning of the area and in specifying, and in some cases running, services themselves. These matters are considered further in Chapter 3A. Where there is a lack of local shops and services boroughs should work with local communities and retailers to remedy the problem. There is also growing evidence that environmental inequalities are a substantial problem. Those who are socially and economically disadvantaged often live in the worst environments or in areas of worst air quality.

2.19   Boroughs – through DPDs and community strategies – can encourage the integrated provision of facilities such as schools, hospitals, health centres,

retail and housing in areas of greatest need. They can also encourage developers to contribute to meeting the government's floor targets for deprived areas by, for example, setting up local training programmes and providing affordable housing, contributions to local education or affordable childcare (see also Chapters 3A and 3B, and Chapter 6). The Sub-Regional Implementation Frameworks will be particularly important in tracking progress on such projects.

Town centres

Policy 2A.8 Town Centres

The Mayor will and boroughs should use the network of town centres shown on Map 3D.1 as the basis for policy development and delivery within them. Whilst recognising the key economic importance of CAZ, the Mayor will work with sub-regional partnerships and other agencies to implement a polycentric strategy for London's development by:
- sustaining and enhancing the vitality and viability of town centres including community and civic activities and facilities
- accommodating economic and housing growth through intensification and selective expansion
- reducing delivery, servicing and road user conflict
- meeting the needs of Londoners and improving the sustainability of London's development
- account should be taken of the relationship with town centres in adjoining sub-regions and in the regions adjoining London, to provide strategic direction for the development of the network of centres.

The Mayor strongly supports the development of a competitive retail sector. The Mayor will, and boroughs and other relevant agencies should, engage with developers and operators to find sites which fulfil the requirements of the sequential test.

DPD policies should:
- identify future levels of retail and other needs in light of integrated local and strategic assessments and enable the supply of capacity to meet these
- develop and enhance the network of International, Metropolitan, Major, District and specialist centres as shown on Map 3D.1 and Annex 1
- identify more local and neighbourhood centres and those with distinct roles in meeting special needs
- seek close partnership working with retailers and other stakeholders to identify developments that will support delivery of this plan's objectives, focusing it where practicable on town centres and where this is not practicable on the edge of town centres.

2.20 Complementing the roles of the Central Activities Zone, the Opportunity Areas and Areas for Regeneration, London's town centres are a key spatial priority of the London Plan, which can ensure an accessible range of services as well as extend consumer choice across London. London's town centres are the most accessible locations on the public transport system outside central London and have significant potential to promote sustainable development to meet a range of needs, depending on their size and function. This makes them central to the achievement of objectives for land use and transport integration and key locations for a diverse range of activities, including office space, housing, community facilities and regeneration initiatives as well as retail and leisure. Research, a new round of town centre health checks and the Sub-Regional Development Frameworks have refined the network of town centres into that shown in Map 3D.1 and Annex 1.

2.21 This plan's approach is to help co-ordinate the development of the network in line with this plan's policies to:
- promote the complementary, competitive offers of different centres in the network
- sustain and enhance the viability and vitality of town centres and manage improvements in their quality and changes in their functions
- encourage their contribution to sustainable development and a polycentric pattern of development
- help assess future need and capacity for different types of town centre related uses and provide strategic guidance on accommodating them in terms of this plan's policies, if necessary, reconciling need and capacity within the network as a whole.

2.22 Out of centre, largely car based developments conflict with the development of London as an 'exemplary sustainable world city' and a 'low carbon dioxide emissions city'. Chapter 3C and the Transport Strategy highlight the unique levels of congestion London faces and the need to maximise public transport use, to reduce car based forms of activity and to move towards 'carbon neutrality'. Similarly, in a city where nearly two fifths of households do not have access to a car, developments which are largely car based do not contribute to social inclusion objectives.

The Suburbs: supporting sustainable communities

Policy 2A.9 The Suburbs: supporting sustainable communities
The Mayor will and boroughs should support sustainable communities
in suburban areas of both inner and outer London. DPDs, Community
Strategies and other relevant policies for these areas should seek
to enhance the quality of life, economy and environment of suburban
London by:
· realising job opportunities that can be generated by population
  increase associated with new housing; addressing structural economic
  challenges, including changes in the office market, facing some areas
  (particularly outer London); promoting and rigorously managing
  strategic and local industrial locations; improving provision for small
  and medium sized enterprises; refreshing the local skills base;
  increasing childcare provision; developing the contribution of the
  public sector to the wider economy; realising scope for home based
  working and providing better access to the wider opportunities
  of the city region (see also Chapters 3B and 3C)
· maintaining and improving the features that make London's suburbs
  attractive, including improving the public realm, conserving open space
  and providing spatial policies that support improvement of services,
  including health facilities, schools, community facilities and policing
· focusing retail, leisure, key commercial activity and community services
  in town centres; increasing housing provision within them; improving
  their safety and security and where necessary promoting public
  transport accessibility and capacity improvements (see Policy 2A.8,
  Chapters 3C and 3D)
· supporting and enhancing the role of District and more local centres
  for 'walk to' services and meeting day to day needs, especially for
  convenience goods (see also Policy 2A.8, Chapter 3D)
· promoting and making more efficient use of land in areas around
  town centres that have good access by public transport and on foot
  to the town centre as appropriate for higher-density and mixed-use
  development including housing (see also Chapter 3A)
· where appropriate, modernising or redeveloping the housing stock
  and providing a mix of housing types, sizes and tenures, including
  affordable housing, that can meet the full range of residents' needs
  (see also Chapter 3A)
· encouraging a low carbon dioxide emission approach across London's
  suburbs, including lower density areas, taking into account the need
  to foster more sustainable approaches to the re-use, recycling and
  management of waste and the use of water, energy and land by
  Londoners themselves through changing lifestyles; within the existing

stock of buildings; in the design and construction of new development, and in transport use and choices (see also Chapters 3C, 4A and 4B).

The Mayor will support the continued improvement of services which enhance the quality of life in London's suburbs such as health centres, hospitals, care centres, schools and nurseries and community facilities. He will continue to invest in public transport and take measures to improve the quality of policing and crime prevention.

2.23 A key spatial priority for this plan is to focus action on the suburbs of London and their varied communities. They are the places where most people live and work and the Mayor wishes to enhance the quality of life and economic prosperity of these areas. Although much of suburban London is unlikely to experience major change, sustained investment in high quality local services increases the attractiveness of suburbs and will lead to continued improvements in the quality of life for their residents. The Mayor will continue to encourage investment in the improvement and expansion of key local services such as neighbourhood policing, local transport provision and high quality, affordable childcare. These policies have already resulted in improvements to quality of life in many suburban areas. The Mayor will work with other agencies to coordinate investment in health, education and other services.

2.24 London's suburbs are hugely varied in character with a diverse population. Some suburban areas have low-density development and predominant car use. While the attractive image of suburban London as offering good schools, green space and quiet holds true for some areas, pockets of deprivation and physical decay can be found in others. Some suburbs are also experiencing significant cultural and ethnic change. Although some parts of Inner London do have some suburban characteristics, nineteen outer London boroughs[2] possess a strong set of common suburban characteristics[3]. Policy 2A.9 is particularly applicable to these but can also be appropriate in parts of Inner London. Boroughs may wish to include finer grained definitions of the 'suburbs' in DPDs.

2.25 Every suburb is unique and requires a tailored policy response in accordance with local circumstances to be set out in DPDs and Community Strategies.

2.26 The suburbs provide a range of employment opportunities, particularly in services, manufacturing, distribution and other uses requiring large floor areas. The public sector is a substantial employer within suburban London, for example in hospitals and schools. Maintaining and enhancing a range of employment uses in these areas is important to support sustainable communities.

2.27   Sixty six percent of London's jobs are currently outside the Central
        Activities Zone and Canary Wharf. 57% of London's projected job growth
        is also expected to take place outside the CAZ and Canary Wharf,
        increasing towards the end of the plan period. Some parts of suburban
        London have significant growth prospects but in others, especially in
        outer London, little or no growth might occur if historic trends continue
        (see Figure 1.2).

2.28   However, new research points to new trends. Proposed residential
        development will be a major source of new suburban employment.
        It is estimated that, on average, for every extra 1000 new residents,
        230 new local jobs are created[4]. There is particular potential for growth
        in the retail and leisure sectors as well as local business services.
        Mixed use redevelopment of out-moded offices can support selective
        renewal of the office stock and enhance the business environment.
        New activities such as logistics and waste management can revitalise old
        industrial areas and provide local jobs. Provision for SMEs is especially
        important in suburban areas. Public sector agencies, which are often
        the largest individual suburban employers, can be significant drivers
        of local regeneration through their corporate activities e.g. training,
        estate management, new technology use. More effective training and
        improved child care facilities will open up both local and wider opportunities.
        Most of London's Opportunity and Intensification Areas and Strategic
        and other Industrial Locations are in suburban London and together
        contain substantial growth potential. As economic activities become
        increasingly compatible with housing, there may be growing opportunities
        for more local employment, including homeworking and live-work spaces.

2.29   However, the greatest potential for enhancing job prospects for suburban
        Londoners remains improved access to the opportunities of the labour
        market of the wider city region as a whole. Chapter 3C outlines the strategic
        transport investments which will support this and SRIFs will provide details
        of more local proposals. Through reverse commuting there will also be
        opportunities in the growing nearby parts of the wider South East[5].

2.30   The Mayor has identified a four tier approach to guiding change in
        suburban areas, focusing on the following types of suburban area:
        town centres, employment locations, neighbourhoods and residential
        heartlands[6].

2.31   Guidance on town centre development is set out in Chapter 3D with more
        local detail provided by SRIFs. The rejuvenation of District and more local
        centres, especially through new convenience retail provision, will improve
        'walk to' accessibility for local suburban communities.

2.32   Areas in and around town centres will be most appropriate for higher density development and a greater mix of uses in accordance with their greater levels of accessibility relative to other suburban areas. Development of these areas should be tailored to the level of public transport accessibility.

2.33   A significant proportion of London's industrial capacity lies in the suburbs. Chapter 3B and the Industrial Capacity SPG[7] provide guidance on its management, enhancement, and where necessary, protection to ensure that it makes an effective contribution to London's changing economic needs. Most of London's Opportunity and Intensification Areas also lie in the suburbs, representing its greatest individual reservoirs of capacity for brownfield development and intensification. The SRIFs will provide information on implementation of policy in Chapter 5 to achieve the potential of Opportunity and Intensification Areas.

2.34   In order to achieve sustainable communities the housing stock should have the capacity to meet the needs of people throughout their life and to offer housing that is affordable. They must also be supported by adequate social (Chapter 3A) as well as physical (Chapters 3C and 4) and environmental (Chapter 3D) infrastructure. High quality design (Chapter 4) will be critical to maintaining and enhancing the quality of the suburban environment. The Mayor's Regional Housing Strategy will ensure that public sector investment in housing in suburban areas supports these policies.

2.35   The quality of some of the now ageing suburban residential stock and its environment needs to be upgraded to modern standards. Residential neighbourhoods require attention through local improvements to the public realm, maintenance, management and access, as well as some sensitive redevelopment, while having regard to biodiversity issues and the need to encourage a low carbon dioxide emission approach.

2.36   Chapter 1 outlines how individual Londoners can contribute to this approach. Chapter 4A shows how new development, including waste management arrangements and facilities, can help London's suburbs move towards 'carbon neutrality' and Chapter 4B provides brief guidance on retrofitting the stock of existing buildings.

2.37   In transport terms, outer London's once generous road capacity is becoming increasingly congested and improvements to public transport to town centres and employment areas and increased demand management of road use will be needed (see Chapter 3C). The continued improvements to bus services and the Mayor's plans for national rail services will

be especially beneficial in the suburbs (see Para 3.221). In some places tram schemes will also improve accessibility and many suburban areas will have improved radial access when major projects such as Crossrail, the East London line extension and Thameslink are completed (see Table 3C.1).

2.38   The Mayor has already published best practice guidance on how these challenges might be addressed[8]. This has been piloted in a variety of different types of inner and outer suburbs.

Strategic Industrial Locations

Policy 2A.10 Strategic Industrial Locations
Boroughs should identify Strategic Industrial Locations in DPDs taking account of Policy 3B.4, Annex 2, Sub-Regional Implementation Frameworks and Supplementary Planning Guidance.

The Mayor will continue to develop more detailed frameworks to manage the appropriate release of land in those SILs designated in Annex 2.

2.39   Though London's manufacturing sector continues to contract, there are a wide range of other industrial type activities which gain competitive advantage from a London location or perform roles which are important to the wider economy, especially logistics, waste management and recycling and transport related activities (Chapter 3B). Taking into account trends in the wide range of industrial type activities and scope for more efficient use of industrial capacity, as well as more specific new requirements for waste management and recycling (Chapter 4), there is scope for an average annual net release of 41 ha[9] 2006 – 2026, mainly in parts of North East and South East London. This should go to other priority uses, notably housing and social infrastructure. Research indicates that through rigorous management of vacancy rates, a higher level of release is appropriate in the early part of the plan period (48 ha per annum 2006-2016). Further guidance on monitoring this benchmark and the management of industrial capacity, including the distribution and phasing of release, is provided in the Industrial Capacity SPG. Working with partners through the mechanism of SRIFs, the Mayor will continue to develop more detailed frameworks to manage the appropriate release of land, especially within these sub-regions.

2.40   Strategic Industrial Locations (SILs) designated in Annex 2 and illustrated in Maps 5B.1 – 5F.1 should be promoted, managed, and where appropriate, protected as London's main reservoirs of industrial capacity, optimising their efficiency as important economic areas and improving access

to them. Chapter 5, the Industrial Capacity SPG and SRIFs outline the scope for continuing, selective consolidation of SILs.

2.41   The boundaries of SILs will be defined in DPDs in light of SRIFs and the SPG. The SPG also provides criteria to guide management of more local capacity including circumstances where Locally Significant Industrial sites may justify strategic protection.

3   Transport and spatial development

2.42   Spatial policies cannot be considered in isolation from their links to existing and proposed transport accessibility and capacity. Building on this inter-relationship is a key part of the strategy to mitigate London's impact on climate change. London benefits from a well developed public transport network, which includes the Underground, National Rail services and an extensive bus network, which provide a high level of transport accessibility. Map 2A.3 shows the existing public transport accessibility levels across London, based on the PTAL method, which provides a consistent framework for assessing public transport accessibility. (Annex 4 provides more detail.) The central area is particularly well served and town centres also have good levels of public transport accessibility. The current network is well used and in some places it operates at or close to capacity. A programme of public transport improvements has been developed (see Chapter 3C) to address current problems of movement, support the expected growth and improve access to and from the 2012 Olympic and Paralympic venues.

map 2A.3 Access to public transport

PTALs

- Level 1a
- Level 1b
- Level 2
- Level 3
- Level 4
- Level 5
- Level 6a
- Level 6b
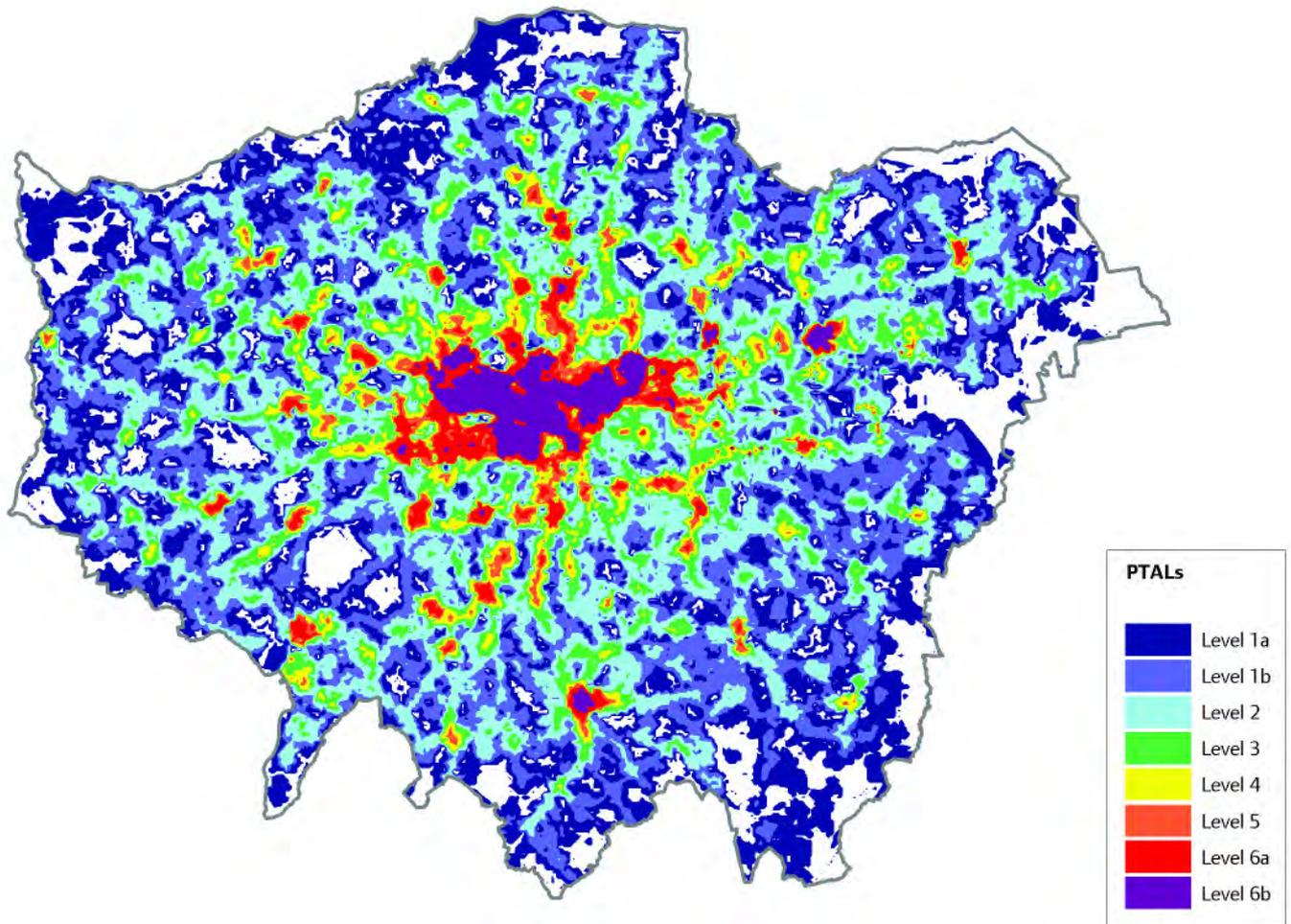
source   Transport for London

2.43   The transport policies in Chapter 3C seek to assist in achieving spatial development priorities by integrating development with existing and future public transport infrastructure and services as well as exploiting existing areas of good public transport accessibility and promoting demand management. They also seek to encourage good servicing and delivery requirements in the development process. Future public transport improvements include those that support the development of North East and South East London, including the Olympic and Paralympic games, growth in the Central Activities Zone, Opportunity Areas and Areas for Intensification and better access to town centres and Areas for Regeneration.

2B the Key Diagram

2.44   The Key Diagram represents the spatial strategy of this plan as outlined above. It shows the emphasis upon growth within the existing London boundary, 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 metropolitan region: London-Luton-Bedford; Wandsworth-Croydon-Crawley ('Wandle Valley') and the Thames Valley/'Western Wedge'. The Central Activities Zone is highlighted together with the main 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 two largest new infrastructure projects (CTRL and Crossrail 1) and airports. The Key Diagram should be read in conjunction with Map 3D.1 (Town Centres), Map 3D.3 (London's strategic open space network) and Map 4C.1 (The Blue Ribbon Network).

Key Diagram

Stansted ✈

London–Stansted–Cambridge–Peterborough Corridor

Policy 5C.1

Luton ✈

London–Luton–Bedford Corridor

Policy 5B.1

Thames Gateway

Policy 5C.1

City ✈

Heathrow ✈

Western Wedge
Policy 5F.1

Wandle Valley
Policy 5E.1

Gatwick ✈

Legend:

● Central Activities Zone (policy 5G.2)

● Metropolitan Centres (policy 2A.8)

✶ Opportunity Areas (policy 2A.5)

☆ Areas of Intensification (policy 2A.6)

Sustainable Communities Growth Areas

Regional Coordination Corridors

Regeneration Areas (policy 2A.7)

Metropolitan Open Land (policy 3D.10)

Green Belt (policy 3D.9)

Channel Tunnel Rail Link (policy 3C.8)

Crossrail 1 (policy 3C.12) proposed

Sub-regional Boundaries

✈ Main Airports

Royal Parks and other Major Green Spaces shown on map 3D.3
'London's Strategic Open Space Network'
Town Centres shown on map 3D.1
Blue Ribbon Network shown on map 4C.1

source　GLA

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1   Addison & Associates. Review of London's Sub Regional Boundaries. GLA, 2006
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    Batty M. More residents, more jobs. The relationship between population, employment and accessibility in London. A review of the report from GLAeconomics. GLA, 2007
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3 thematic policies

Chapter 2 addressed the first objective of this plan. This chapter addresses the next four objectives set out in the Introduction:
- objective 2 – to make London a better city for people to live in – is addressed in Part A (Living in London)
- objective 3 – to make London a more prosperous city with strong and diverse economic growth – is addressed in Part B (Working in London)
- objective 4 – to promote social inclusion and tackle deprivation and discrimination – cuts across both Living and Working in London and is therefore addressed in Parts A and B
- objective 5 – to improve London's accessibility – is addressed in Part C (Connecting London).

3A living in London

3.1   This part is addressed to and is predominantly about London's residents. It concentrates on housing and on the key public services that are critical to quality of life. It picks up the themes of social polarisation and equality, addresses the needs of London's very diverse population and examines how individuals and groups can become more involved in community life. The part is in four sections.

3.2   First, it examines the need for additional housing. This is partly to address the demand for housing coming from population growth, but it is also to address the historical shortage of affordable housing and the high cost of housing in London.

3.3   The second section takes a more detailed look at London's population – made up of a host of communities of identity and interest each of which has its own particular needs over and above the needs it shares with others.

3.4   Thirdly, it looks at the major public services – education and health – as well as safety. It seeks to ensure that the spatial and planning needs of the services – the new schools, health and other facilities needed for a growing population – are met over the coming years.

3.5   Finally, it examines how people can become more effectively engaged in, and empowered by, shaping the future of their local areas.

1   Housing policies

3.6   In line with the concept of a sustainable and compact city, future residential development needs to be located so as to maximise the use of scarce land, to conserve energy, reduce harmful emissions and to be within easy access of jobs, schools, healthcare and other services, shops, and public transport. The provision of new housing should also help support economic growth and offer a range of choices for new households, including affordable housing.

Assessing the need for additional housing

3.7   There were 3.15 – 3.20 million households in London in 2006. Based on the latest available projections[1], London's population could increase by 0.79 million to 1.14 million between 2006 and 2026 – the balance of evidence suggests that the top end of this range is more likely than the bottom. Such a range could lead to an increase of 540,000 to 728,000 households over the next 20 years – a total of around 3.70 to 3.92 million. This assumes that household representative rates are stable over this period and is equivalent to 27,000 – 36,000 additional households a year. The Mayor will work with partners to update and refine demographic data (see Chapter 1).

3.8   These figures deal only with growth, not the existing shortage of housing. This plan assumes that the existing backlog in housing need should be met over a ten year period. The GLA Housing Requirements Study[2] estimated that the net housing requirement arising from household population change and historic unmet need was 353,500 homes over 10 years or 35,400 additional homes a year.

Increasing the overall supply of housing

Policy 3A.1 Increasing London's supply of housing
The minimum target for housing provision is 30,500 additional homes per year. Borough targets are set out in Table 3A.1. These targets will be the basis of monitoring up to 2016/7. These figures will be reviewed by 2011 at the latest. The review will examine housing needs and requirements alongside housing capacity. These figures will be reviewed periodically thereafter.

The Mayor will issue guidance[3], which the boroughs should follow, as to how indicative figures for housing provision in the period from 2016 to 2026 should be derived, for the purpose of LDDs, during the interim period until figures in the Plan are reviewed.

The Mayor will, and boroughs should, promote policies that seek to achieve and exceed this target.

Policy 3A.2 Borough housing targets

DPD policies should:

- seek to exceed the figures in Table 3A.1 and to address the suitability of housing development in terms of location, type of development, housing requirements and impact on the locality (see Policies 3D.9, 3D.10, 3D.17, 4B.12 and 4B.13)
- identify new sources of supply having regard to:
  - major development in Opportunity Areas and in the London parts of the Thames Gateway and London-Stansted-Cambridge-Peterborough growth areas and redevelopment of low density commercial sites to secure mixed use residential development
  - change of use of surplus industrial or commercial land to residential or mixed use development, while protecting land supply for projected employment growth and required waste facilities (see also Policy 3B.5)
  - redevelopment in town centres
  - intensification of housing provision through development at higher densities where consistent with the principles of sustainable residential quality set out in the density matrix in Table 3A.2
  - the adequate provision of local services (including education and health care) and public open space to meet future needs
- review existing identified housing sites and include existing and proposed housing sites on Proposals Maps. The capacity of housing sites should be determined in accordance with the urban design and density policies of this plan (see Policies 3A.3, as well as affordable housing Policies 3A.9 and 3A.10)
- monitor housing approvals and completions against the annual monitoring targets in Table 3A.1 and against any higher targets adopted in their UDPs or DPDs.

3.9   This plan sets the policy framework for distributing housing capacity among the boroughs and for realising and monitoring that development. The Mayor's 2004 Housing Capacity Study[4] remains the most comprehensive study of London's housing capacity and the targets derived from it, set out in Table 3A.1, remain the best available basis for monitoring housing.

3.10 There is considerable housing capacity in London to respond to both existing and future housing demand; more capacity can be achieved through redevelopment and applying higher densities. Boroughs should investigate additional sources of housing capacity and identify further sites, applying higher densities where appropriate (see Table 3A.2). As the more traditional sources of additional housing dry up, new options will have to be followed through more vigorously.

table 3A.1 Housing provision

Targets for additional homes 2007/8 to 2016/17

Areas	Ten year target	Annual monitoring target	Areas	Ten year target	Annual monitoring target
North sub-region			**South West sub-region**		
Barnet	20,550	2,055	Croydon	11,000	1,100
Camden	5,950	595	Kingston upon Thames	3,850	385
Enfield	3,950	395	Lambeth	11,000	1,100
Hackney	10,850	1,085	Merton	3,700	370
Haringey	6,800	680	Richmond upon Thames	2,700	270
Islington	11,600	1,160	Sutton	3,450	345
City of Westminster	6,800	680	Wandsworth	7,450	745
North sub-total	66,500	6,650	South West sub-total	43,150	4,315
North East sub-region			**West sub-region**		
Barking and Dagenham	11,900	1,190	Brent	11,200	1,120
Corporation of London	900	90	Ealing	9,150	915
Havering	5,350	535	Hammersmith and Fulham	4,500	450
Newham	35,100	3,510	Harrow	4,000	400
Redbridge	9,050	905	Hillingdon	3,650	365
Tower Hamlets	31,500	3,150	Hounslow	4,450	445
Waltham Forest	6,650	665	Kensington and Chelsea	3,500	350
North East sub-total	100,450	10,045	West sub-total	40,450	4,045
South East sub-region			**London total**	305,000	30,500
Bexley	3,450	345			
Bromley	4,850	485			
Greenwich	20,100	2,010			
Lewisham	9,750	975			
Southwark	16,300	1,630			
South East sub-total	54,450	5,445			

source   Mayor of London. Early Alterations to the London Plan. GLA, 2007

3.11   The Mayor's 2004 Housing Capacity Study[5] has identified capacity based on the full implementation of London Plan policies concerning density, mixed-use development, policies for town centres and the suburbs, the reuse of employment land and buildings, as well as the residential capacity of the Opportunity Areas and Areas for Intensification.

3.12   The targets are for net additional homes, and include additional dwellings provided through development and redevelopment, and conversions from residential and non-residential properties, together with long-term vacant properties brought back into use and household spaces in new non-self-contained accommodation. They are net of losses through redevelopment and conversion, through change of use and demolition of residential property and any properties falling into long term vacancy.

3.13   The Mayor has published a Housing SPG[6]. This includes guidance on how DPD policies should promote future housing provision in line with policies in the London Plan, the Mayor's 2004 Housing Capacity Study and in respect of affordable housing.

3.14   The Mayor will expect the preparation of planning frameworks for all large residential schemes (see Policy 3A.7) and will encourage a similar approach for the more difficult smaller schemes to reflect advice in the SPG and Planning Circular 1/2006. These frameworks should avoid schemes having an adverse impact on European biodiversity sites, either directly or indirectly, including through increased recreational pressure.

3.15   Monitoring the housing provision figures is an essential part of the 'plan, monitor and manage' approach to ensure that the London Plan delivers as many additional homes each year as is reasonably possible and is consistent with housing requirements. Table 3A.1 sets out annual monitoring targets for each borough. The Mayor will continue to monitor provision annually. The main components of these targets are set out in Annex 10. The Mayor will monitor output in relation to each of these components.

3.16   The full delivery of these targets must be related to the provision of adequate transport, utility (see also Policies 4A.16, 17 and 18) and social infrastructure, and affordable housing. The provision of social infrastructure in close proximity to housing developments will also reduce the need to travel. SRIFs will provide information on social infrastructure provision. Boroughs should also undertake social infrastructure assessments (see Policy 3A.18 and also Policy 3A.7 for large residential developments).

3.17   The delivery of these targets will be affected by market factors; consequently these targets will be reviewed on a five yearly basis (see also Policy 6A.8).

3.18   In accordance with government guidance on regional and local planning,[7] boroughs will be required to demonstrate a housing output trajectory for achieving the annual average over the 10 year plan period.

3.19   In setting the monitoring target to 2016/17, the Mayor has taken
        account of the relationship between London and the rest of the
        South East, and the Barker report on housing supply[8]. He will continue
        to work in close collaboration with the Regional Planning Bodies for
        the South East and East of England to ensure a consistent approach to
        addressing the needs of inter-regional migration and household growth.

Policy 3A.3 Maximising the potential of sites
The Mayor will, and boroughs should, ensure that development proposals
achieve the maximum intensity of use compatible with local context,
the design principles in Policy 4B.1 and with public transport capacity.
Boroughs should develop residential density policies in their DPDs in line
with this policy and adopt the residential density ranges set out in Table
3A.2 and which are compatible with sustainable residential quality.

The Mayor will refuse permission for strategic referrals that, taking into
account context and potential transport capacity, under-use the potential
of the site.

3.20   The Mayor will expect a maximum contribution towards housing provision
        to be achieved by checking that DPD reviews and planning applications
        referred to him reflect the density matrix in Table 3A.2. The density matrix
        sets a strategic framework for appropriate densities at different locations.
        It aims to reflect and enhance existing local character
        by relating the accessibility of an area to appropriate development.
        All development should take into account policies elsewhere in this
        plan including those requiring the adequate provision of social infrastructure
        including local shops, the provision of public and private open space,
        and community, leisure and play facilities as appropriate. Guidance
        on the application of the density matrix to individual sites is set out
        in the Mayor's Housing SPG.

3.21   The matrix provides a tool for increasing density in situations where
        transport proposals will change the public transport accessibility ranking.
        Such changes allow a shift to a higher density range. The form of housing
        output should be determined primarily by an assessment of housing
        requirements and not by any assumption as to the built form of the
        development.

table 3A.2 Density matrix (habitable rooms and dwellings per hectare)

| Setting | Public Transport Accessibility Level (PTAL) | | |
	0 to 1	2 to 3	4 to 6
Suburban	**150 – 200 hr/ha**	**150 – 250 hr/ha**	**200 – 350 hr/ha**
3.8 – 4.6 hr/unit	35 – 55 u/ha	35 – 65 u/ha	45 – 90 u/ha
3.1 – 3.7 hr/unit	40 – 65 u/ha	40 – 80 u/ha	55 – 115 u/ha
2.7 – 3.0 hr/unit	50 – 75 u/ha	50 – 95 u/ha	70 – 130 u/ha
Urban	**150 – 250 hr/ha**	**200 – 450 hr/ha**	**200 – 700 hr/ha**
3.8 – 4.6 hr/unit	35 – 65 u/ha	45 – 120 u/ha	45 – 185 u/ha
3.1 – 3.7 hr/unit	40 – 80 u/ha	55 – 145 u/ha	55 – 225 u/ha
2.7 – 3.0 hr/unit	50 – 95 u/ha	70 – 170 u/ha	70 – 260 u/ha
Central	**150 – 300 hr/ha**	**300 – 650 hr/ha**	**650 – 1100 hr/ha**
3.8 – 4.6 hr/unit	35 – 80 u/ha	65 – 170 u/ha	140 – 290 u/ha
3.1 – 3.7 hr/unit	40 – 100 u/ha	80 – 210 u/ha	175 – 355 u/ha
2.7 – 3.0 hr/unit	50 – 110 u/ha	100 – 240 u/ha	215 – 405 u/ha

Indicative Average Dwellings Size

source   GLA

3.22   Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL).

3.23   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 a 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.

3.24   In addition to PTAL, where alternative transport assessments can reasonably demonstrate that a site has either good existing, or planned, public transport connectivity and capacity, the density of a scheme can 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 density range.

3.25   Residential density figures should be based on net residential area, which includes internal roads and ancillary open spaces (see also Annex B of PPS3). The provision of car parking should be in accordance with the standards outlined in Annex 4.

Making better use of existing housing

Policy 3A.4 Efficient use of stock

Boroughs should promote the efficient use of the existing stock by reducing the number of vacant, unfit and unsatisfactory dwellings. They should produce and implement comprehensive empty property strategies including targets for bringing properties back into use. These strategies should be monitored on an annual basis and be subject to regular review (see also Policy 4B.4).

3.26   There are still many long term vacant properties (vacant for more than six months), particularly in the private sector that could be brought back into active use. Across London, data from the 2004 London Housing Capacity Study estimated that about 13,500 dwellings could be brought back into use between 2007/8 and 2016/17. This target of 1,350 a year is incorporated in the new housing provision targets set out in Table 3A.1 above. There is also a need to invest in maintaining and refurbishing housing stock so it does not become vacant. The Mayor will include annual figures on these targets for bringing properties back into use in his annual report, as part of the 'plan, monitor and manage' approach set out in this plan (see Chapter 6).

Improving housing choice

Policy 3A.5 Housing choice

Boroughs should take steps to identify the full range of housing needs within their area[9]. DPD policies should seek to 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
- all new housing is built to 'Lifetime Homes' standards
- ten per cent of new housing is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users
- In undertaking an assessment of housing needs, a borough should consult fully and ensure that the assessment includes the full range of different communities within the borough, such as black and minority

> ethnic communities, disabled people and older people and households
> with specialist or different requirements, and that such communities
> are consulted on how policy is derived from the needs assessment.

3.27   Homes built for general mainstream use but designed to meet the
'Lifetime Homes' standards will contribute towards redressing the severe
shortage of accessible housing in London[10]. Meeting 'Lifetime Homes'
standards is a cost-effective way of providing homes that are adaptable,
flexible, convenient and appropriate to changing needs. They enhance
choice, enable independent living and help to create more balanced
and inclusive communities.

3.28   Given the overall shortage of wheelchair accessible housing[11], ten per cent
of all future housing provision should be suitable or easily adapted for
wheelchair users. If a borough wishes to vary this percentage, it should
demonstrate to the Mayor that it has carried out a comprehensive recent
assessment of need which demonstrates that a different proportion would
be appropriate. A London register of accessible housing in both the public
and private sector is being incorporated in the proposed Pan-London
Choice and Mobility scheme.

> *Policy 3A.6 Quality of new housing provision*
> Residential development should take account of the design and
> construction policies set out in Chapters 4A and 4B, and the density
> requirements of Policy 3A.3 and their implications for bedroom numbers
> per dwelling.
>
> Residential development should have regard to Policy 3D.13 on play
> and informal recreation provision for children and young people.
>
> Design of residential development should take into account the safety
> and security of residents.
>
> Residential development should have regard to the Mayor's Supplementary
> Planning Guidance on Sustainable Design and Construction[12] (also see
> Chapter 4A).

3.29   Changing lifestyles are making new demands upon the way residents use
their homes with greater demands for internal space, including working
from home and leisure activities. Although the number of people living
alone has increased, this does not necessarily translate into a demand
for small, one-bedroom flats or bedsits, as many people want a spare
bedroom for visitors, carers and family.

3.30 New housing development, including additional provision arising from conversions, should reflect these changes and help to promote mixed and balanced communities by taking account of changes in household characteristics and lifestyles and by offering a range of housing types and sizes. Boroughs should also promote new concepts of urban living, such as co-housing communities.

Large residential developments

Policy 3A.7 Large residential developments
Boroughs should encourage proposals for large residential developments in areas of high public transport accessibility, including the provision of suitable non-residential uses within such schemes. Boroughs should prepare planning frameworks for all large residential sites of 5 hectares or more, or that are capable of accommodating more than 500 dwellings.

The planning frameworks should be prepared in consultation with local communities and other key stakeholders (see Chapter 4A).

3.31 Large-scale residential developments present the potential to provide not only additional housing and related uses, but to create a new sense of place with its own character and identity where people will want to live and work. They will be capable of generating a mix of uses and a variety of activities, including commercial development, such as offices, workspaces, restaurants, leisure facilities and local shops and services.

3.32 The pattern and scale of development should be designed to integrate land use with movement. The land uses with the highest levels of activity should be located close to the existing or proposed areas of highest public transport accessibility and should have the highest densities and greatest mix of uses (see Policy 2A.1).

3.33 In considering development proposals for large residential sites, boroughs should assess the need for community and ancillary services such as local health facilities, schools, leisure facilities, public open space, children's playspace and social care (see Policies 3A.21, 3A.24 and 3D.11).

3.34 Planning frameworks for these large residential developments should identify the potential impacts on the surrounding areas and how these will be dealt with. New housing developments should avoid having an adverse impact on European biodiversity sites, either directly or indirectly, including through increased recreational pressure on these sites. These frameworks should be carried out in consultation with key stakeholders. In addition to the developer and landowner, the local authority should

with TfL and the LDA consult local community organisations, the strategic health authority and primary care trust, housing providers and where large residential sites are near to Areas for Regeneration, the appraisal should take account of social and economic impact assessments (see Policy 3A.28).

3.35 Detailed consideration should be given to the compatibility of uses, permeability and layout, sustainable design and construction (see Policy 4A.3), phasing, delivery mechanisms, management and maintenance.

3.36 Large residential developments will offer economies of scale to achieve particularly high environmental standards and very low carbon dioxide emissions. The scale of development is likely to make decentralised energy feasible and all developers should design and cost measures from an early stage in accordance with policies in Chapter 4A.

Definition of affordable housing

Policy 3A.8 Definition of affordable housing
DPD policies should define affordable housing as housing designed to meet the needs of households whose incomes are not sufficient to allow them to access decent and appropriate housing in their borough. Affordable housing comprises social and intermediate housing.

DPD policies should ensure that new affordable housing provision seeks to meet the full spectrum of housing need.

3.37 For the purposes of the London Plan, housing is divided into three segments:
- social housing – housing provided by a landlord where access is on the basis of housing need, and rents are no higher than target rents set by the government for housing association and local authority rents
- intermediate housing – sub-market housing which is above target rents, but is substantially below open market levels and is affordable by households on incomes of between £16,900 pa and £52,500 with a monitoring midpoint of £35,600 pa (as at February 2007 to be reviewed annually to reflect changes in lower quartile house prices). This category can include shared ownership and other sub-market rent provision and key worker housing which meets this criterion
- market housing – owner-occupied and private rented housing, which does not meet the affordability and access criteria for social housing or intermediate housing.

3.38 These definitions are further detailed in the Housing SPG[13]. The Mayor will publish an annual update of affordability criteria.

3.39   Provision of purpose-built student housing adds to the overall supply of housing and may reduce pressure on the existing supply of market and affordable housing. Provision of purpose-built student housing should be monitored separately from provision in relation to targets for social housing and intermediate provision, as these are targeted at different needs.

3.40   It may also be appropriate for a borough to set sub-targets for priority groups, such as key workers, within the intermediate provision category. Many key workers will not be able to afford market housing, and some will not be able to afford intermediate housing either and will therefore require social housing.

Assessing the need for affordable housing

3.41   One of the Mayor's strategic objectives is to increase substantially London's supply of affordable housing. This is strategically important to London in order to promote mixed and balanced communities and to redress the affordability issue that underlines the trend towards social polarisation in terms of housing choices and opportunities.

3.42   Pressure on house prices has intensified with growth in the number of households and the incomes of prospective purchasers. Supply in market, intermediate and social housing sectors has failed to keep up with demand – a key factor in explaining the growing recruitment and retention difficulties being faced by both public and private organisations[14].

3.43   The shortage of affordable housing has led to increasing numbers of households in priority need being forced to live for longer periods in temporary housing, overcrowded conditions and in bed and breakfast accommodation[15]. Many others are being squeezed out of living in London and are either travelling longer distances to work or are leaving the capital altogether. These are strategic issues, which must be addressed by a strategic plan.

3.44   Forecasts of the future household growth and overall need for additional housing in London are set out in paragraph 3.8, at 35,400 homes a year. Within that figure need for affordable housing is estimated at 23,300 homes a year, comprising 20,800 social housing units and 2,500 intermediate units.

Increasing the provision of affordable housing

3.45   In view of the magnitude of the gap between current provision of affordable housing (7,000 to 8,000 a year) and estimated need, and the serious potential consequences for London's sustainable development and

economic competitiveness, the Mayor has concluded that the planning system should make the maximum reasonable contribution to the provision of affordable housing. A portfolio of other policies will also be essential to help meet London's affordable housing requirements, including:

· tackling empty properties

· stemming losses from the existing stock of affordable homes

· a programme of open market acquisitions by housing associations to meet housing needs

· modernising the private rented sector so it can make as large a contribution as possible to London's needs

· providing mobility opportunities for tenants to move outside London.

Some of these elements are already incorporated in the 2005 London Housing Strategy[16]. Other elements are being considered in the development of the Mayor's Housing Strategy.

3.46   Planning Policy Statement 3[17] states that the SDS 'should set out the regional approach to addressing affordable housing needs, including the affordable housing target for the region'. In response the Mayor has adopted a strategic target that 50 per cent of all additional housing should be affordable. This target includes affordable housing from all sources and not just that secured through planning obligations. It comprises all types and tenures of housing within the definition included in Policy 3A.8 and includes 100 per cent affordable schemes by housing associations, intermediate housing, non-self-contained accommodation, gains from conversions and from bringing long-term vacant properties back into use, as well as new housing. The achievement of affordable housing will be closely monitored against the total output of additional housing as set out in Policy 3A.1 and the strategic target will be kept under review in relation to a range of considerations, including: output achieved, availability of public subsidy and updated assessments of housing need and demand.

3.47   This strategic target supports the Mayor's case to government for an increase in the overall level of housing investment in London. In addition, the Mayor will work with the Government Office for London, Housing Corporation, boroughs, housing associations and private house builders to find ways to make more effective use of private and public investment. Within the overall 50 per cent he seeks to achieve 70 per cent social housing and 30 per cent intermediate housing and this will be kept under review. On individual private residential and mixed-use sites, the Mayor will expect boroughs to use development appraisals in order reasonably

to maximise the amount of affordable housing provision. It is recognised that some small sites may be developed entirely for social housing and intermediate housing, funded mainly from Housing Corporation or local authority grant, without contributions being required from Section 106 in relation to private residential or other development.

Borough affordable housing targets

Policy 3A.9 Affordable housing targets
DPD policies should set an overall target for the amount of affordable housing provision over the plan period in their area, based on an assessment of all housing needs and a realistic assessment of supply.

In setting targets boroughs should take account of regional and local assessments of need, the Mayor's strategic target for affordable housing provision that 50 per cent of provision should be affordable and, within that, the Londonwide objective of 70 per cent social housing and 30 per cent intermediate provision, and the promotion of mixed and balanced communities. They should take account of the most robust available assessment of housing capacity, 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.

3.48   Housing need is a strategic issue, in that some boroughs cannot meet need within their own boundaries. Each borough does not represent a distinct housing market nor is London made up of a homogenous housing market. Affordable housing targets should be sensitive to the economic and social circumstances of London. The Mayor has set the overall strategic framework for establishing borough-level targets to provide a consistent basis for seeking affordable housing and for estimating future levels of provision.

3.49   Boroughs should set an overall target for the amount of affordable housing provision over the plan period in their area, based on a comprehensive assessment of need and a realistic and comprehensive estimate of supply. They should take into account up-to-date assessments of regional need as well as local need and the objective of achieving mixed and balanced communities.

3.50   Further guidance on the basis for setting borough affordable housing
        targets consistent with the Londonwide target, and which recognise
        sub-regional and regional demand/capacity mismatches, is set out in the
        Housing SPG[18].

3.51   Boroughs should seek to achieve a range of types of affordable housing
        and an appropriate balance between social and intermediate housing,
        having regard to the circumstances of their area, and to the Mayor's
        Londonwide assessment of the need for a 70:30 balance.

*Policy 3A.10 Negotiating affordable housing in individual private
residential and mixed-use schemes*
Boroughs should seek the maximum reasonable amount of affordable
housing when negotiating on individual private residential and mixed-use
schemes, having regard to their affordable housing targets adopted in line
with Policy 3A.9, the need to encourage rather than restrain residential
development and the individual circumstances of the site. Targets should
be applied flexibly, taking account of individual site costs, the availability
of public subsidy and other scheme requirements.

3.52   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 use of financial
        contributions. The development control toolkit[19] developed by the Three
        Dragons and Nottingham Trent University is one mechanism that will help.
        Boroughs should take account of the individual circumstances of the site,
        the part of the borough in which the site lies, the availability of public
        subsidy and other scheme requirements. The determination of the
        affordable housing requirements for a specific site needs to have regard
        to the borough targets set within the framework of Policy 3A.9 on the
        basis of maximising the potential for affordable housing.

3.53   There will be some sites that are capable of achieving more towards
        meeting the overall 50 per cent Londonwide affordable housing target
        and some less. It is recognised that in most cases, some level of subsidy
        will be necessary to achieve the maximum outturn, the exception being
        the highest value sites, where the desired level of affordable housing
        can be funded entirely from development value. Where a proposal
        for development relates solely to student housing, it will not normally
        be appropriate to apply a planning obligation for an element of social
        rent or intermediate housing (see paragraph 3.37).

3.54 The Mayor wishes to encourage, not restrain residential development and boroughs should take a reasonable and flexible approach on a site-by-site basis. Further guidance on the role of site appraisals and the toolkit is set out in the Housing SPG.

3.55 Affordable housing should be integrated with the rest of the development and have the same external appearance as the rest of the housing.

3.56 Boroughs should explore the development of sites in their own ownership to maximise their contribution to affordable housing provision, including the possible provision of land to housing associations on a nil cost or discounted basis[20].

3.57 In certain exceptional cases a borough may consider that the required affordable housing should be provided off-site, or that a financial contribution instead of on-site provision, is acceptable. Examples where off-site provision could be appropriate include sites where there are existing concentrations of particular types of social housing and there are demonstrable benefits to be gained by providing the new units in a different location, such as to create more socially balanced communities, to provide a particular type of housing, such as family housing or to provide more units than is possible on the principal site.

3.58 Further guidance on criteria for off-site provision is set out in the Housing SPG. Generally off-site provision should only be considered where a site is identified and delivery is certain. It may be more reasonable to consider a financial contribution from a very small site rather than seeking on-site provision, where a number of contributions can be pooled to support a single project.

Affordable housing thresholds

Policy 3A.11 Affordable housing thresholds
Boroughs should normally require affordable housing provision on a site which has a capacity to provide 10 or more homes, applying the density guidance set out in Policy 3A.3 of this Plan and Table 3A.2.

Boroughs are encouraged to seek a lower threshold through the DPD process where this can be justified in accordance with government guidance.

3.59   Smaller sites make an important overall contribution to housing provision.
        In this regional context boroughs should set thresholds above which
        affordable housing requirements will apply at no greater than 10 net
        additional units. Boroughs are encouraged to ensure that the affordable
        housing requirement applies to any site which has the capacity taking
        into account other policies of the plan to provide the minimum number
        of dwellings set in their threshold.

3.60   In assessing capacity, the density criteria appropriate to the site location
        set out in the London Plan density matrix (see Table 3A.2) should apply.
        Boroughs seeking to apply a threshold lower than 10 dwellings should
        have regard to the criteria set out in government guidance and to the
        analysis published in 'Thresholds for application of Affordable Housing
        requirements'[21].

3.61   The Mayor will monitor affordable housing provision across London
        and work closely with the Housing Corporation and individual boroughs
        on monitoring delivery in the light of the availability of public subsidy
        and prevailing economic conditions.

Partnership approach

Policy 3A.12 Partnership approach and Sub-Regional Implementation Frameworks
The Mayor will work with partners to ensure that a sub-regional
approach is embedded in his Housing Strategy and that his funding
recommendations to government seek resources for cross-borough
and sub-regional initiatives.

3.62   The Mayor strongly supports a partnership approach to the provision
        of affordable housing. He looks to borough housing and planning
        departments to work more closely and for house builders, boroughs
        and registered social landlords to take a more pro-active approach
        in pre-application discussions, public consultation and negotiations
        over planning agreements[22]. In addition the Mayor wishes to work
        with sub-regional partnerships to address the delivery of affordable
        housing and other sub-regional policies (see Chapter 5).

3.63   The Mayor will be discussing with government ways in which more
        flexible arrangements could be introduced at the sub-regional level,
        while ensuring that the provision is reasonably related to meeting
        need in the local area.

Mixed-use developments and affordable housing

3.64   Chapter 3B and Chapter 5 outline the approach to mixed commercial and housing development within different parts of the Central Activities Zone and in other parts of London. This can help to create more successful, sustainable and balanced communities and business locations.

3.66   Mixed-use development can create greater use of buildings and areas throughout the day and night, promote more sustainable forms of development and reduce the need to travel.

Special needs and specialist housing

Policy 3A.13 Special needs and specialist housing
Borough policies should provide for special needs housing, including sheltered housing with care support, staffed hostels and residential care homes, for older persons, children and other client groups, based on up-to-date estimates of need.

3.67   Some vulnerable and disadvantaged groups have special housing needs. "Our health, our care, our say"[23] sets out a new direction for the health and social care system, emphasising the need for more support for people with long term needs. Population projections indicate that there will be an increasing number of vulnerable adults and additional services will be needed. The standards of housing and related support will be particularly important.

3.68   Boroughs should undertake comprehensive assessments of the need for extra care homes, residential care homes, nursing care homes, or other appropriate specialist housing for older persons. Such provision may include homes with nursing, registered as nursing homes. Assessment of need should be on the basis of continuity of care and of provision as close as possible to family and friendship networks of the persons concerned: it should normally be located within the borough that has the statutory responsibility for care.

3.69   The types of housing include sheltered housing with care support, staffed hostels, refuges, foyers and care homes. Many people in housing need have other needs that require care and support. Their needs should be identified and assessed as part of borough Supporting People strategies and should have regard to the London Supporting People strategy[24]. Other groups will live in hostels in connection with their occupation, such as nurses, police or students. Shared accommodation or houses in multiple occupation often provide housing for people unable to gain access to social rented housing or to afford market home ownership

or rents. Where such accommodation is of a reasonable standard, its provision helps contribute to meeting housing demand and should be encouraged. It should however be recognised that for many people with special housing needs, self-contained permanent housing is more appropriate than shared housing.

3.70   The promotion and protection of all such housing provision will involve close liaison among borough planning, housing and social services, health authorities and hospitals, the voluntary sector and private care providers. Boroughs should have regard to the policy in this plan on addressing the needs of London's diverse communities (Policy 3A.17).

Policy 3A.14 London's travellers and gypsies
Boroughs should, in co-ordination with neighbouring boroughs and districts, assess the accommodation needs of gypsies and travellers and review the pitch capacity of each borough.

DPD policies should
· protect existing sites
· set out criteria for identifying the suitability of new sites
· identify them where shortfalls are identified.

3.71   The Mayor recognises the needs of gypsies' nomadic lifestyles and the need to protect existing sites and review pitches. Boroughs should in accordance with ODPM Circular 01/2006 Planning for Gypsy and Traveller sites[25] have regard to the accommodation needs of gypsies and travellers and formulate policies to assess the suitability of new sites.

3.72   Sites should be appropriate for residential occupation and have access to social facilities, including schools and healthcare. Where the use of a site as a gypsy and traveller site will also include non-residential uses, these uses should be compatible with neighbouring land uses.

3.73   A comprehensive London-wide study of gypsy and traveler accommodation needs has been commissioned by the Mayor in partnership with London boroughs. This will form the evidence base for borough targets. In the interim, Table 3A.3 sets out information by borough from the most recent DCLG caravan count, in relation to authorised provision and unauthorised provision.

table 3A.3 DCLG Caravan Count

Borough	Unauthorised sites	Authorised sites	Total
Barking and Dagenham	0	12	12
Corporation of London	0	0	0
Havering	46	20	66
Newham	0	13	13
Redbridge	0	15	15
Tower Hamlets	0	34	34
Waltham Forest	0	12	12
North East sub-region	**46**	**106**	**152**
Bexley	1	22	23
Bromley	38	42	80
Greenwich	8	60	68
Lewisham	0	5	5
Southwark	0	50	50
South East sub-region	**47**	**179**	**227**
Croydon	0	1	1
Kingston	7	26	33
Lambeth	0	15	15
Merton	0	15	15
Richmond	7	26	33
Sutton	0	25	25
Wandsworth	0	12	12
South West sub-region	**7**	**118**	**125**
Brent	0	72	72
Ealing	1	42	43
Hammersmith and Fulham	0	0	0
Harrow	0	3	3
Hillingdon	0	27	27
Hounslow	0	20	20
Kensington and Chelsea	0	35	35
West sub-region	1	199	200
Barnet	0	0	0
Camden	0	9	9
Enfield	0	0	0
Hackney	0	39	39
Haringey	0	15	15
Islington	0	0	0
Westminster	0	0	0
North sub-region	**0**	**63**	**63**
LONDON	101	665	766

source   DCLG
note   these figures are to be revised through revisions to the Mayor's Housing SPG

*Loss of residential accommodation, including affordable housing
and special needs housing*

Policy 3A.15 Loss of housing and affordable housing
DPD policies should prevent the loss of housing, including affordable
housing, without its planned replacement at existing or higher densities.

*Policy 3A.16 Loss of hostels, staff accommodation
and shared accommodation*
DPD policies should resist 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 greater
standard. Policies should resist the loss of housing to short-term provision
(lettings less than 90 days).

3.74   Given the level of need, existing housing must 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   The Mayor's approach to estate renewal is to take into account the
       regeneration benefits to the local community, the proportion of affordable
       housing in the surrounding area, and the amount of affordable housing
       being, or planned 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.

3.76   Existing sites and premises providing either an element of care,
       or dedicated homes for key public sector employees such as nurses
       and police officers, are a finite resource and are often threatened
       by higher value uses. Where shortfalls of special needs housing have
       been identified, the possibility of other providers of special needs
       housing using the premises should be explored.

2 London's diverse population

3.77   While the provision of additional housing addresses the central issue of population growth, it needs to contribute to the creation of a safe, secure and sustainable environment. It also needs to be accompanied by the necessary facilities to ensure a good quality of life, together with the social infrastructure necessary to enable communities to operate. In London, this is made a more challenging task by the size and diversity of London's different communities of neighbourhood, identity and interest, as well as the impact of poverty.

3.78   The extent of poverty and its impact on different parts of and communities in London is analysed in London Divided[26]. Like all forms of deprivation, poverty disproportionately affects black and minority ethnic communities and other disadvantaged groups. This part of the plan examines some of those issues in more detail and sets out broad policies to address them, cross-referencing to other parts of this plan.

Addressing the needs of a diverse population

Policy 3A.17 Addressing the needs of London's diverse population
Policies in DPDs should identify the needs of the diverse groups in their area. They should address the spatial needs of these groups, and ensure that they are capable of being met wherever possible, both through general policies for development and specific policies relating to the provision of social infrastructure including healthcare and social care (Policy 3A.18), safety and security (Policy 4B.6), policing facilities, the public realm (Policy 4B.3), playspace and open space (Policies 3D.13 and 3D.11 respectively), inclusive design and local distinctiveness (Policies 4B.5 and 4B.8), community engagement, access to employment/skills development opportunities, and the provision of suitable space for Small and Medium-sized Enterprises. Existing facilities that meet the needs of particular groups should be protected, and where shortfalls have been identified, policies should seek measures to address them proactively.

The Mayor will and boroughs should have regard to the additional guidance set out in the 'Planning for equality and diversity in London' SPG[27].

Annex 3 draws attention to those policies in this plan that are particularly relevant to addressing the needs of each of the groups outlined in the supporting paragraphs below.

3.79 More languages and cultures are represented in London than in any other city in the world. This diversity is one of London's greatest strengths, accounting for its world city status in the truest sense, and must be supported and built upon. London's children speak over 300 languages, a third of the population is of black or other minority ethnic origin[28], one in eight Londoners is aged over 65[29] and 20 per cent of households in London include a disabled person[30].

3.80 The provision of relevant facilities, good public transport, environments that encourage walking and cycling, particularly in areas of low car ownership, skills development opportunities, and addressing other barriers to work, including childcare, that can help people secure a route out of poverty are essential to tackling discrimination, exclusion and health inequalities.

3.81 The Mayor is also committed to work with partners to improve understanding and communication between different communities.

3.82 Not only are some communities and individuals disadvantaged by where they live, some also experience other forms of disadvantage and discrimination. The paragraphs below outline some of the key spatial and land use issues faced by different communities. Building on these issues, the Mayor has prepared Supplementary Planning Guidances to help boroughs implement Policy 3A.17.

Disabled Londoners

3.83 Disabled people continue to be excluded from many mainstream activities that other Londoners take for granted. Many lose out when it comes to work, housing, leisure, health and social care and are frequently denied the opportunity to participate fully as equal citizens. All too often, the design of the built environment and transport either ignores the needs of disabled people and creates barriers to inclusion or provides access in a segregated and separate way, making disabled people unnecessarily dependent on others. These issues are addressed in Chapter 4B of this plan and Supplementary Planning Guidance'[31].

3.84 Inability to access many of London's opportunities and attractions, including the opportunity to work, restricts the independence of disabled people and means that instances of poverty, social exclusion and isolation among disabled people is higher than average, with many disabled people restricted to certain local areas. Disabled people are twice as likely to be unemployed as non-disabled people, are more likely to live in unsuitable or inaccessible housing without essential amenities, and have difficulty using many public transport facilities with ease as a result of poor design and management practices.

London's older people

3.85 Twelve per cent of London's population is aged 65 or over and three per cent of London's total population is over the age of 80. Older people contribute to the wealth of London's society through sharing their experience and skills, through work, volunteering and their role in extended families and, often, their disposable income contributes to London's growing leisure economy. There is an increasing diversity of older people and increasing numbers are living alone. Opportunities should be provided to enable older people to continue working, when they wish to. While many people will naturally seek to leave the city when they no longer need to live there for work reasons, research suggests that many pensioners would prefer to stay but feel they cannot do so[32]. One of the reasons cited is that older people are disproportionately affected by housing of low quality and often feel that social and health care does not meet their needs. Many pensioners in London live in households without a car. Convenient, cheap, safe and reliable public transport is therefore a priority for them. Many older people would be more predisposed to remain in London after retirement if London's environmental quality was higher, and the provision of basic facilities such as accessible places to meet, public toilets and street furniture were greater and if concerns over safety and security were more transparently addressed.

London's children and young people

3.86 London is a young city with just over a fifth of its population under 18. While young people value the range of things to do in London and like the excitement of living in a world-famous place, many are excluded from enjoying it. Paradoxically, London, one of the world's richest cities, has one of the biggest populations of deprived children in the developed world, many of them from ethnic minorities. The most important cause of child poverty is lack of employment among households with dependent children. Nearly a quarter of households with children in London, and nearly a third in inner London, have no adult in employment. This compares to 16 per cent nationally.

3.87 Poverty affects children and young people in many ways. It may mean overcrowded and poor quality housing conditions, poor health and nutrition, lower levels of education attainment and restricted recreational choices and mobility. London has the highest rates of teenage drug dependency, homelessness and pregnancy in the UK as well as a high proportion of other groups with key needs, such as care leavers, refugees, young carers, disabled children, often doubly disadvantaged by poverty and discrimination. Children, young people and their parents are very concerned about crime and safety. The Department of Health's "Choosing Health –

Making healthier choices easier"[33] picks up this theme and suggests the use of extended schools with one stop shops and multi-agency health centres on school sites.

3.88 The provision of high quality accessible and affordable childcare, play, leisure, cultural, health, social care and educational facilities across London is undoubtedly a determinant of children's future life chances. Lack of these facilities, combined with inadequate provision of safe playspaces close to home, restrict children's activities and affect their physical and mental development.

3.89 Supplementary Planning Guidance[34] provides guidance on play and recreation needs of children and young people and on the use of benchmark standards in the preparation of play strategies and the provision of suitable facilities (Policy 3D.13). Children need to be provided with opportunities to be independently mobile. Reliable, safe and cheap public transport, together with a network of safe and attractive pedestrian and cycle routes to link home with facilities in the local area, has a vital role to play. The provision of affordable youth, sports and leisure facilities has been shown statistically to be effective in reducing antisocial behaviour.

3.90 The NHS "Every child matters – Change for Children programme"[35] is intended to narrow the gap between disadvantaged children and their peers. Key issues include that environmental risks are identified and minimized, that there is a range of safe and accessible places where children and young people can play and socialize and that young people have decent housing. The Mayor's Children and Young People's Strategy sets out priorities for creating a genuinely child-friendly city, recognising that children and young people have the right to participate in decisions affecting their lives.

Women in London

3.91 Many women's experiences of London are affected by concerns about the gender pay-gap, childcare, health facilities and personal safety, particularly in the public realm but also on public transport. Women are significant contributors to London's economy. They fill 47 per cent of jobs located in London. However, on average women working in London earn only 76 per cent of men's earnings per hour. This means less ability to buy a home, less savings for retirement and personal investment. Women living in London depend crucially on public policy and the future of London's public services. Women make up approximately 60 per cent of the workforce in the public services sector and are the greatest users of public services. Therefore low pay rates and poor services affect women directly. In the domestic arena, women still have the main responsibility

of supporting children, elderly people and those with limiting illness. They are more likely to do the shopping and transport children alongside working, mainly part-time. Because women often make a range of complex local journeys, they currently use cars for such trips. Those that cannot afford to are further restricted in job opportunities. Women need convenient, affordable and safe public transport and access to affordable childcare provision.

London's black, asian and minority ethnic groups

3.92   Nearly a third of all Londoners are from black, asian and minority ethnic groups[36]. While they share many of the generic needs of all Londoners, or have additional needs concomitant with their gender, age, sexuality or disability, at the same time, many black, asian and minority ethnic groups have distinct spatial needs. The government's Social Exclusion Unit reported that: 'While there is much variation within and between different ethnic groups, overall, people from minority ethnic communities are more likely than others to live in deprived areas and in unpopular and overcrowded housing. They are more likely to be poor and to be unemployed, regardless of their age, gender and qualifications'[37]. Many have health needs particular to their circumstances and may have difficulty in accessing primary health care. The cost of housing in London often prohibits families from being able to access the type or size of accommodation required and hence overcrowding and poor housing conditions can be a problem for these communities. Many black, asian and minority ethnic groups are prevented from enjoying life to the full because of fear of safety, crime and racial abuse. Discrimination in London's labour market is a recurrent problem for many black, asian and minority ethnic groups, particularly young black men.

London's gay men, lesbians, bisexuals and trans people

3.93   London's lesbians, gay men and bisexuals experience discrimination based on society's attitude to homosexuality. Trans people experience gender identity discrimination. For lesbians, gay men, bisexuals and trans people, this manifests itself in hate crimes and harassment. A lack of awareness of the way discrimination impacts on these communities, particularly with regard to housing, employment, counselling, advice services, and their individual safety in public spaces and on public transport often means that mainstream services may not meet their particular needs. London has the largest lesbians; gay men, bisexuals and trans people population in the country[38]. Some estimates[39] state that together they make up 10 per cent of the capital's population and that almost a half of lesbians, gay men, bisexuals and trans people experience discrimination at work because of their sexuality or gender identity. These issues are compounded further for black, asian and minority ethnic lesbians, gay men, bisexuals.

and trans people, who may also experience racial discrimination[40].
Further research and supporting data on the experiences and needs
of lesbians, gay men, bisexuals and trans people are needed.

London's refugees and asylum seekers

3.94   A large majority of refugees and asylum seekers coming to the UK live
in London, and the numbers have grown significantly in recent years.
They are some of the most insecure, vulnerable and socially excluded
people. The barriers facing refugees and asylum seekers coincide with
those faced by non-refugee black, asian and minority ethnic Londoners,
but they also have distinct needs that present specific challenges.
The need for access to both temporary and permanent affordable
accommodation, in both the social and private rented sector, is an
overwhelming concern for them. Many have health needs particular
to their circumstances and report difficulty in accessing basic primary
health care. Again, further research is needed to help address these
issues. Working with other stakeholders the Mayor chairs the Board
for Refugee Integration in London which is preparing a strategy to address
the key issues facing these groups including housing, employment,
health, safety and provision for children and young people[41].

3   Providing for community services

3.95   Many policies in this plan aim to ensure an inclusive London that builds
upon its diversity, and is sensitive to the needs and preferences of its
constituent groups. The Mayor places particular priority on ensuring that
as London develops and changes, it does so explicitly taking into account,
and where possible addressing, the needs of communities and other
groups posing particular strategic planning issues as outlined above.
This will benefit all Londoners, as it helps foster an inclusive, open,
safer and considerate society.

3.96   In theory, the sheer scale and variety of London should mean that
there are unparalleled opportunities for all to thrive. In practice,
many face difficulties through the competition for space and transport
(which paradoxically can act as a barrier rather than a connection)
and find that facilities that are provided for 'everyone' fail to recognise
their particular needs.

3.97   Many solutions are too specific and detailed to be included in a
strategic plan and their delivery is not the responsibility of the Mayor.
However there is a clear strategic need for an approach which ensures that,
throughout London, issues of equity, and catering for the needs of all in
society, including, for example, faith groups, are addressed at every level
and that DPDs and other more local actions include appropriate solutions.

The extent and nature of the needs of these groups will vary according to each neighbourhood. It is for the boroughs, working with the local strategic partnership and other relevant locally based organisations, to identify the communities of identity and interest most at need within a particular area and the mechanisms by which development documents, the development process and other strategies, can contribute towards addressing them. These will also need to be reflected in Statements of Community Involvement.

3.98   Many policies of this plan relate to meeting the needs of London's communities of interest and identity, and a summary of them is included in Annex 3. The Mayor has also prepared Supplementary Planning Guidance on using the planning system to meet the needs of equality targets groups[42]. This builds on the existing experience of boroughs and addresses consultation and community involvement.

3.99   Initiatives relating to policing and community safety and crime reduction are seen as increasingly important in improving the quality of life of many Londoners. These include policies throughout this plan, including different land uses, the public realm, design issues and public transport (also see Chapter 4B). There may be a need for additional prison accommodation within London in the future.

Policy 3A.18 Protection and enhancement of social infrastructure and community facilities
Policies in DPDs should assess the need for social infrastructure and community facilities in their area, and ensure that they are capable of being met wherever possible. These needs include primary healthcare facilities, children's play and recreation facilities, services for young people, older people and disabled people, as well as libraries, sports and leisure facilities, open space, schools, nurseries and other childcare provision, training facilities, fire and policing facilities, community halls, meeting rooms, places of worship, public toilets, facilities for cyclists, convenience shops, banking facilities and post offices (also see Chapter 3D). Adequate provision for these facilities is particularly important in major areas of new development and regeneration.

Policies should seek to ensure that appropriate facilities are provided within easy reach by walking and public transport for the population that use them. The net loss of such facilities must be resisted and increased provision be sought, both to deal with the increased population and to meet existing deficiencies.

The Mayor will and boroughs should have regard to the additional guidance in the on 'Planning for equality and diversity in London' SPG.

3.100   Accessible and affordable community facilities are key to enabling the community to function. Local assessments of need will help to identify gaps in the provision of social infrastructure, which the development process can then seek to address. This is in line with concepts of sustainable communities. In some areas, additional community facilities to those listed above may be necessary, including for example, cultural facilities (Chapter 3D).

> *Policy 3A.19 The voluntary and community sector*
> The Mayor will and boroughs should assist the voluntary and community sector in delivering the objectives of this plan. In particular, boroughs should, when preparing their DPDs consult voluntary and community organisations and include policies, which address their need for accessible and affordable accommodation. The process for doing so should be spelt out in Statements of Community Involvement.

3.101   Voluntary and community organisations are integral to the provision of suitable social infrastructure within London. Boroughs should provide for appropriate space, including access for disabled people, to meet the necessary operational requirements of voluntary and community organisations. This will only be achieved through active engagement with the voluntary and community organisations operating within the borough. The 'Tomorrow's Suburbs' BPG can be used to help identify these issues in many communities[43].

Reducing health inequalities, supporting London's healthcare services and promoting the health of Londoners

3.102   Throughout this section actions are intended to relate to the Mayor's duty to promote better health across London's population and to the dual roles of health in terms of the benefits of healthcare and health as an important economic sector.

> *Policy 3A.20 Health objectives*
> Policies in DPDs should include policies for the improvement of the health of the local population and reduction of health inequalities as set out in the objectives of the NHS Plan, the 'Choosing Health' White Paper, Local Delivery Plans and Modernisation Programmes and the organisation and delivery of health care in the borough. This should be in partnership with the London strategic health authority, primary care trusts, NHS Foundation Trusts, Local Strategic Partnerships and with voluntary and community organisations involved in delivering health services.

3.103   London's health service is vital to maintaining London as an exemplary, sustainable world city. 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), over 4,000 workers in each borough[44].

3.104   The NHS Plan, 'A Plan for Investment. A Plan for Reform' (2000) is intended to redesign patient care and treatment around patients' needs, and the NHS has now embarked upon the largest building programme in its history. Over the lifetime of this plan many major developments are scheduled for London in the acute, community and mental health fields. Those programmed for the early years will be set out in SRIFs.

3.105   Early results of NHS consultation[45] indicate that there should be continued expansion of new models of care such as NHS walk-in, increase in primary care facilities such as pharmacies and dentistry open at convenient times and increased comprehensive one stop primary care facilities providing access to a greater range of special health and other services. The NHS and Local Delivery Plans provide the vision and plan for how the NHS, at the local level, will modernise services, improve the health of the local population and narrow inequalities in health. The NHS will work with key partners in local government, private business, voluntary and community organisations as well as patients on this agenda. The NHS investment and reform programme will lead to changes in the nature and location of service delivery and have land use implications. The programme will result in heath care developments on new sites, the extension and alteration to existing health care sites and buildings and the redevelopment and/or disposal of some existing health care facilities. NHS and borough planning processes will need to work together to understand and reflect such changes in local plans.

3.106   The shortage of affordable housing in the capital for key workers on low and moderate incomes is creating a serious skills shortage in many key public sector institutions including the NHS. The importance of affordable housing for such workers has been addressed earlier in this section and is critical for the recruitment and retention of NHS staff.

Healthcare facilities

Policy 3A.21 Locations for health care
Policies in DPDs should support the provision of additional healthcare within the borough as identified by the strategic health authority and primary care trusts. The preferred locations for hospitals, primary healthcare centres, GP practices and dentists should be identified in appropriate locations accessible by public transport and with particular reference to Policies 3A.20, 3A.7 and 3D.1

3.107   Demographic trends, as well as policy shifts, determine the scale of healthcare need in particular locations, and adequate healthcare facilities may often be needed as part of large scale commercial and housing developments. The needs of older Londoners particularly, in respect of residential and nursing home provision, also need to be considered.

3.108   At the same time, there are existing geographical differences in access to primary care and the average list size of GPs across London. Planning can contribute towards addressing such disparities by ensuring the provision of primary care facilities as part of new residential and commercial developments (including through Section 106 agreements), encouraging additional provision in areas identified to be in need of additional primary care facilities and recognising locations such as town centres as appropriate areas for healthcare facilities.

Policy 3A.22 Medical excellence
Policies in DPDs should promote the continued role of London as a national and international centre of medical excellence and specialised facilities, promoting expansion where appropriate.

3.109   Millions of pounds feed into London's economy from money spent by non-UK residents on health services in the capital. 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[46]. 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 should be supported.

Promoting public health

> *Policy 3A.23 Health impacts*
> Boroughs should require Health Impact Assessments for major development proposals and have regard to the health impacts of development proposals as a mechanism for ensuring that major new developments promote public health within the borough.

3.110　Health is far more than the absence of illness; rather it is a state of physical, mental and social well-being. A person's health is therefore not only linked to age and gender, but to wider factors such as education, employment, housing, social networks, air and water quality, a high quality environment that encourages active travel, such as walking and cycling, access to affordable nutritious food, and access to social and public services in addition to health care. 'Choosing health – making healthier choices easier'[47] focuses on supporting people in making healthy lifestyle choices and creating a protected environment for children and young people in which they can learn about making life style decisions. The Mayor, in collaboration with strategic partners, has prepared additional guidance to boroughs on promoting public health[48]. This includes guidance on a range of tools that can be used to assess the impacts of a development. Health Impact Assessments may also be integrated with the sustainability appraisal and strategic environmental assessment process.

3.111　The London Health Commission's latest review of health in London shows that notable geographical variations in life expectancy and infant mortality continue to exist across London, and these exhibit a high correlation with the Areas for Regeneration outlined in Chapter 2A. Meeting national targets such as those on child poverty, smoking and teenage pregnancy also need to be considered. Poor local environmental quality and differential access to environmental goods and services have a detrimental effect on quality of life and health.

3.112　Many policies included within this plan have a part to play in promoting good health and seeking to address inequalities in health. Policies of this plan, which are particularly important for promoting the health of Londoners, are listed in Annex 3 and will help boroughs identify the potential health impacts of development.

Supporting London's education system: Primary and secondary schools

Policy 3A.24 Education facilities
Policies in DPDs should reflect the demands for pre–school, school and community learning facilities, taking into account GLA demographic projections, and should ensure adequate provision in partnership with the local education authority, local strategic partnership and users.

Boroughs should provide a criteria based approach to the provision of different types of educational facilities and the expansion of existing facilities, taking into account:
· the need for new facilities, with particular reference to Areas for Regeneration
· the potential for expansion of existing provision
· the possibility of inter-borough provision
· safe and convenient access by pedestrians, cyclists and by public transport users
· proximity to homes and workplaces
· the other policies in this plan, including safety, sustainable design and construction, inclusive design, enhancement of the public realm and the protection of the green belt, Metropolitan Open Land and other open spaces in London.

The Mayor will continue to work with the government and boroughs to assess and review strategic educational needs and the land use implications of these. Further information on implementation will be set out in SRIFs.

In order to maximise usage and to reduce the need for more alternative land to be sought, education authorities should work with local partners to achieve full use of schools in the evenings and at weekends.

3.113   Access to a high quality school education is a fundamental determinant of the future opportunities and life choices of London's children and young people. By 2016, London's school age population is projected to increase by almost eight per cent. Just over half of this total growth of 140,000 is expected to be in outer London[49]. Boroughs should ensure adequate school provision to cope with this increase, including the availability of land for any potential school expansion. A sub-regional analysis of demands up to 2016 is provided in the SRDFs.

3.114   Land already in educational use should be safeguarded and new sites identified to meet additional demands or changes in provision. Boroughs should identify at an early stage the need for additional schools,

particularly where major new housing development is planned, and/or in Areas of Regeneration where they can be a catalyst for positive change, and the Mayor will assist with this process. The identification of suitable sites should be carried out taking into account policies on the protection of open space in London and their accessibility by public transport as well as by foot. Maximum use of schools in the evenings and at weekends will reduce the land requirement for other uses. School facilities can also provide venues for a range of activities including children's centres, and one stop health centres where children feel comfortable to access facilities. By the same token, schools should look to make arrangements outside schools to use other provision such as sports, training and meeting facilities when these are currently not being used during the school day.

3.115   Where appropriate, boroughs should use planning obligations to address shortfalls in school capacity arising from planned new housing development. Developers may be required to contribute to funding one-off capital costs of providing new permanent and temporary classroom space in order to meet rising school rolls.

3.116   Changes to the school curriculum and concurrent targets for educational attainment may also require the expansion and/or provision of additional school facilities, including facilities for children with special needs. The use of school buildings after hours, to support learning among the wider community, and other activities will be an essential element in identifying the use of land across London. Demand for additional pre-school facilities may also rise, not only as a result of the government's Early Years Strategy, but because of changing work and lifestyle patterns.

Higher and further education

Policy 3A.25 Higher and further education
The Mayor will and boroughs should work with the LDA and the higher and further education sectors to ensure that the needs of the education sectors are addressed in DPDs (see also Policy 3B.5). This will include:
· promoting policies aimed at supporting and maintaining London's international reputation as a centre of excellence in higher education
· taking account of the future development needs of the sector, including the provision of new facilities and potential for expansion of existing provision
· recognising the particular requirements of Further and Higher Education Institutions for key locations with good public transport access, and having regard to their sub-regional and regional sphere of operation
· supporting the provision of student accommodation.

Provision for the education sector must take account of the other policies in this plan, including mixed use, safety, sustainable design and construction, inclusive design, enhancement of the public realm and the protection of Green Belt, Metropolitan Open Land and other open spaces in London. Further information on implementation will be set out in SRIFs.

3.117   Higher education in London provides an unparalleled choice of undergraduate and postgraduate degree programmes, 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 biomedicine. As many of London's students, both undergraduate and postgraduate, choose to stay in the capital after graduation, universities are also important feeders to the labour supply, particularly of people with the higher order skills necessary for London to remain a globally competitive city[50].

3.118   The government plans to expand further and higher education. Higher education institutions (HEIs) need to work with boroughs at the earliest opportunity over planning future developments. Yet HEIs have a wider sphere of operation than a single borough and SRIFs provide information on this. Key issues affecting HEIs in the Central Activities Zone are addressed in Chapter 5. Access to further education is important for the large proportion of Londoners who do not go into higher education. It plays a key role in skills development and life long learning (see Chapter 3B).

4   Communities, neighbourhoods and the development process

3.119   Creating mechanisms to ensure that development and services meet local people's needs, and that people are empowered to take their own decisions at the neighbourhood level, will be vital to creating vibrant neighbourhoods and a sense of community. This section outlines policies to ensure communities and neighbourhoods not only benefit from growth but are also engaged in the development process. This will be clarified by the requirement to produce Statements of Community Involvement.

Integrating community strategies and the development process

Policy 3A.26 Community strategies
In preparing community strategies, boroughs should take account of guidance contained in this plan on a number of issues for onward inclusion in DPDs. The following issues are particularly important:
· areas of change identified in Chapter 5 of this plan
· maintaining London's world city status and functions

- employment retention and creation including support for new and existing local businesses, local people accessing jobs and training and promoting social inclusion
- relating development to improvements in public transport accessibility
- provision of affordable and accessible housing
- support for London's health and education services, improving health and reducing health inequalities
- ensuring communities have access to full range of social infrastructure and community facilities, including policing facilities
- ensuring communities benefit from development including through Section 106 agreements
- mitigating contributions to climate change wherever possible
- maintaining and enhancing London's environmental quality and open spaces and addressing environmental inequalities
- ensuring efficient use of available resources and waste management
- enhancing safety and security.

3.120   Community strategies, as policy statements of Local Strategic Partnerships (LSPs), provide the context in which a range of strategies and plans are prepared, including DPDs. It is important that such strategies reflect broader strategic visions and frameworks, including the London Plan, including the overall objectives and Policy 2A.1 on sustainability criteria.

3.121   The Mayor sees the role of the London Plan as providing advice to community strategies, as they are prepared and revised, on strategic, regional and sub-regional issues. Particular issues of co-ordination may arise where priority areas for action straddle borough boundaries. He sees the best way of taking these issues forward, involving LSPs, the Community Empowerment Networks (in areas receiving Neighbourhood Renewal Funding) and other strategic partners, as being through the development of the SRIFs. The frameworks also provide the opportunity to set out the critical links between social, economic and environmental issues.

Assessing community impact and ensuring community benefit

Policy 3A.27 Meeting floor targets
Policies in DPDs should set out how development in, or adjacent to, Areas for Regeneration (see Chapter 5) could contribute towards meeting national floor targets and locally determined targets for employment, crime, health, education, social housing and the environment, as well as wider neighbourhood renewal initiatives. The Mayor will take account of the contribution of a development towards meeting floor targets when considering strategic planning applications.

Policy 3A.28 Social and economic impact assessments
Major developments in, or with the potential to impact on,
Areas for Regeneration should be subject to social and economic
impact assessments. These should consider the direct and indirect
effects of a development on Areas for Regeneration, and be prepared
by developers, in close collaboration with local community organisations
and other local partners. Arrangements for fast-tracking such assessments
should be put in place.

Local neighbourhood needs, identified by local community organizations
and other local partners, should be used as a basis for negotiating local
community benefit from development, including Section 106 agreements.

3.122   Ensuring that the development process supports the objectives of the
neighbourhood renewal agenda requires that boroughs, in their DPDs,
should spell out a strategic and transparent approach to assessing the
impact of development on Areas of Regeneration and the procurement
of community benefit from development. The Mayor is particularly keen
that communities adjacent to development and likely to be affected by
it have the opportunity to work jointly with the public and private sectors
to consider the impact of development and to secure benefits that are
most appropriate to them.

3.123   Boroughs should specify the ways in which their DPDs assist in meeting
the aims and objectives of area regeneration initiatives and in particular
their role in meeting national floor targets set by government and locally
determined targets, set by individual boroughs.

3.124   Locally defined targets will vary according to the circumstances of a borough.
The London Plan cannot directly influence all floor targets, but many
of its policies can contribute towards achieving them. Policies in this
plan relating to the provision of affordable housing (Chapter 3A) and
improving skills and employment opportunities (Chapter 3B) will be
particularly important. In designated boroughs this will also feed into
the preparation and review of Local Area Agreements.

3.125   Developers will be expected to consider the wider social and economic
impacts of proposals on Areas for Regeneration by carrying out local
social and economic impact assessments for developments of a particular
scale or in particular areas to be specified in DPDs. Such impact
assessments should not be confined to development proposals in Areas
for Regeneration only, but should be expected for those developments
within a borough with the potential to impact significantly on them.

3.126   DPDs should outline what will be covered by a social and economic impact assessment having regard to:
- identification of the impact of development on a locality, and action required to minimise any adverse effects such as appropriate planning conditions
- the potential contribution of a development to the achievement of neighbourhood renewal floor targets
- the process by, and extent to which, developers have engaged local stakeholders (including those who represent or work with the most disadvantaged communities and groups, such as women's organisations, disabled people's organisations, older people's organisations) in considering the social and economic impacts of the proposed development on their neighbourhoods.

3.127   The Mayor will work with boroughs and other strategic partners to look at the proposed content of social and economic assessments and address the impacts identified by these assessments in the development of policies at the sub-regional level. The GLA will work with other strategic partners to fulfil the requirements of the Race Relations (Amendment) Act 2000 and Disability Discrimination Act 2005 which require local authorities and other public bodies to carry out race and disability equality impact assessments.

3.128   Undertaking local social and economic impact assessments should be a participatory process that enables local communities to articulate their own interpretations of the impact of development, in conjunction with an expert or technical assessment. These should be undertaken as part of the preparation of an application for submission and not at the post submission stage. Local community organisations are important partners in this process. Fast-track mechanisms should be put in place to ensure that the development process is not delayed. The Mayor is considering how to fund advice organisations so that they can assist communities in this respect.

3.129   Social and economic impact assessments do not take away from Environmental Impact Assessment requirements, but should be considered in conjunction with them.

3.130   Locally identified neighbourhood needs should be used as a basis for negotiating procurement of community benefit from development once an application has been submitted. They should be identified in consultation with local community organisations and other local partners, having regard to borough community and neighbourhood renewal strategies. Boroughs may also wish to consider measures to promote land ownership

and long-term community involvement in the ownership and management of public and other facilities, in line with the recognition of the advantages of asset-based community regeneration.

Supporting neighbourhood planning and the preparation of neighbourhood plans

Policy 3A.29 Supporting neighbourhood plans
The Mayor will encourage communities and neighbourhood-based organisations to prepare planning frameworks or neighbourhood plans based upon identifying local economic, social, physical and environmental needs and opportunities to strengthen local Neighbourhood Renewal Strategies.

3.131 The Mayor encourages boroughs to adopt locally prepared frameworks or plans including those prepared by housing association-led estate regeneration schemes, Development Trusts and Urban Regeneration Companies as supplementary planning documents. Local land use policies, developed at the neighbourhood level, may be too detailed to be contained in DPDs, but may be the most effective way of relating neighbourhood renewal and community based regeneration to the land use planning process at the neighbourhood level. Boroughs may wish to support the delivery of their objectives by adopting such frameworks as Supplementary Planning Documents or Site Development Briefs.

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3B working in London

3.132   This part addresses Objective 3 – to make London a more prosperous city with strong and diverse economic growth. It looks at the nature of economic change in London to 2026, and the potential implications for policy.

3.133   Working in London is in five sections:
- the first briefly sets out the context in which London's economy is developing
- the second compares the demand for floor space with potential office space supply and contains policies to address potential supply-side constraints
- the third sets out policies for dealing with manufacturing and wholesale distribution
- the fourth examines the issues facing emerging growth sectors
- the fifth examines the potential job-skills mismatch and other barriers to employment including lack of child care provision and sets out the implications for future policy.

1   The economic context

Policy 3B.1 Developing London's economy
The Mayor will work with strategic partners to support and to develop London's economy as one of the three world cities. He will:
- seek a range of workspaces of different types, sizes and costs to meet the needs of different sectors of the economy and firms of different types and sizes and to remove supply-side blockages for key sectors, including the finance and business services sector
- address the spatial needs and implications of a developing world city economy and the sectors, work practices and linkages (within London, nationally and internationally) that this gives rise to including those associated with small and medium enterprises and black and minority ethnic businesses
- continue to sponsor research to monitor the implementation of this plan to ensure that it is updated as appropriate to respond to the different sectors of the London economy, and to their linkages and needs
- promote London as a location for international and European agencies
- ensure cohesion with regional policy to secure sustainable relations between London and its wider region in terms of urban forms, flows and processes in terms of Policy 1.1 and Policy 1.2
- facilitate social enterprise and community development.

3.134   A basic analysis of London's place in the global economy has been
        set out in Chapter 1. In the long term London is expected to continue
        to grow at or above the national trend and make increasingly important
        net contributions to the national exchequer and national exports,
        especially through its service sectors. London's overseas exports of goods
        and services are currently estimated to be £37 billion and financial and
        business services account for around £15.5 billion[1].

3.135   In London larger companies account for a higher share of private sector
        employment than they do in other regions of the UK. Companies employing
        more than 250 people account for 55 per cent of private sector employment
        here. Although smaller firms employing fewer than 50 workers are more
        numerous, they account for 36 per cent of private sector employment.

3.136   Partly because of its global position, London also has a key role in Europe.
        London is developing more distinctive European functions, not least
        because it is the largest city within the central zone of the North West
        Europe Metropolitan Area – the single most powerful economic zone
        in Europe.

3.137   At the regional level, London is at the centre of a potential market
        of around 21 million people, by far the largest in the UK. London,
        the South East and the East of England regions together account for
        just over 40% of national output. At the core of this Greater South East
        region, London contains 4.6 million jobs of which around a fifth are filled
        by commuters into London[2]. The potential growth in jobs in London over
        the period of the plan will cover many different sectors and locations.
        The overall policy above, for developing London's economy, reflects the
        Mayor's intention to see the economy developed so that it can potentially
        bring benefit to all. This will require extensive partnership working across
        all sectors including the London boroughs and neighbouring authorities.
        The types of sustainable relationships which London will seek with the
        Wider South East are set out in Chapter 1.

3.138   The Mayor's Economic Development Strategy provides further detail on
        achieving London's potential for economic growth. It provides particular
        guidance on and support for non-spatial and non–land use initiatives,
        especially the roles and needs of economic clusters, small and medium
        sized enterprises, black and other ethnic minority entrepreneurs and the
        voluntary and community sectors. This plan complements the Mayor's
        Economic Development Strategy which sets out a plan of action to ensure
        sustained economic success and supports the use of the planning system
        to secure suitable and affordable premises (see Policies 6A.4 and 6A.5).

2 Demand and supply of office accommodation

3.139 In 2005, London's office stock totalled 28.5 million square metres. Only about a quarter of this is found outside the CAZ and Isle of Dogs. Hillingdon and Hounslow dominate the suburban London market, emphasising the pull of Heathrow.

3.140 Chapter 1 outlines the basis for the employment projections used in this plan and Table 5A.1 in Chapter 5 sets out projected sub-regional employment change in London from 2006 to 2026, showing that the net overall growth in jobs could be 912,000[3]. Given the dominance of the office-based business sector in these employment projections, the availability of suitable office accommodation is a critical issue.

3.141 The most robust proxy for net office demand is taken to be that defined by Roger Tym & Partners in the 2007 London Office Policy Review[4]. On this basis, office based employment is projected to grow by 535,000 between 2006 and 2026.

3.142 The 2004 London Plan made generous provision for future office development to ensure that there is no possibility of constraining growth. Research shows that the 2004 projection is likely to be significantly above future need[5]. There is scope to consolidate future office development on appropriate, competitive locations in ways that support sustainable development objectives and still provide adequate capacity to meet future business requirements. This will provide greater opportunities to address other priority land uses. Table 3B.1 shows the projected growth by sub-region. There is still pressure for further growth in the Central Activities Zone, where the main concentration of employment already exists and where a significant part of the market wishes to continue to locate.

3.143 There will continue to be some demand for office based activities elsewhere in London, but to a lesser extent than anticipated in the original London Plan. Chapters 1 and 2 explain the particular challenges facing the economies of the wider urban area beyond the centre of London, including the office based sector. They set out the principles for addressing these challenges, highlighting the need to manage provision in light of strategic and local demand appraisals and to consolidate it on competitive, sustainable locations. Chapters 2 and 5 identify key locations across all London's sub-regions where jobs growth could be accommodated.

3.144 A number of office employment density scenarios have been considered. As a single, average net measure 16 square metres per worker is now considered to mark the top of the density range and a figure of 13.9 sq m is a more robust central assumption. Office based employment is projected

to increase by 535,000 between 2006 and 2026. Taking into account uncertainties over future trends in occupancy ratios and vacancy rates it is prudent to plan for 7.0 million to 9.4 million square metres more office floorspace by 2026[6]. These figures set the broad parameters for monitoring, managing and planning for substantial growth in the office-based economy.

3.145   Table 3B.1 applies a working projection of 8.1 million square metres additional office floorspace to the sub-regional distribution of office based jobs[7].

table 3B.1 Demand for office based jobs and floorspace, 2006 – 2026

Location	Office based Employment Growth		Demand for office floorspace (million sq m)
	Total (000s)	% of Total Growth	
sub-regions			
North	182	34	2.7
North East	176	33	2.7
South East	53	10	0.8
South West	47	9	0.8
West	77	14	1.2
CAZ+Canary Wharf	246	46	3.7
Rest of Inner	159	30	2.4
Outer	129	24	2.0
London	535	100	8.1

note   the Central Activities Zone (CAZ) covers all sub-regions
source   Ramidus Consulting, Roger Tym & Partners. London Office Policy Review 2007.
          GLA, 2007 (Roger Tym definition of office growth).

3.146   An extended series of benchmarks will be monitored to keep the relationships between demand and supply under review. This will be informed by the London Office Review Panel.

Matching demand and supply

Policy 3B.2 Office demand and supply
Working with strategic partners, the Mayor will:
· seek a significant increment to current stock through changes of use and development of vacant brownfield sites. Key locations are set out in Chapters 2 and 5
· seek the renovation and renewal of existing stock to increase and enhance the quality and flexibility of London's office market offer, in line with policies for maximising the intensity of development
· seek the provision of a variety of type, size and cost of office premises to meet the needs of all sectors, including small and medium sized enterprises
· put in place processes to investigate and, if necessary bring forward, further potential capacity.

Boroughs should:
· 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
· promote the provision of additional space and the rejuvenation of existing office space in CAZ
· develop strategies to manage long term, structural change in the office market beyond the CAZ, focusing on phased consolidation in strategically specified locations identified in Para 3.148
· 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 (see also Policy 4B.1).

3.147　In the CAZ and the Isle of Dogs alone there is currently potential capacity to accommodate over 300,000 office-based jobs[8]. However, transport studies indicate that a substantial part of potential development cannot be realised without a significant increase in transport capacity. Thus the long-term demand and supply relationship will be more difficult to reconcile than these figures suggest. Environmental improvements are also needed to ensure that commercially attractive opportunities come forward.

3.148　Though there are exceptions, some strategic office capacity beyond CAZ may lose its attraction for historically important large scale occupiers. The low rents achieved in parts of the suburban second-hand office market also provide little incentive for new investment. Rejuvenation of this market

will be supported by consolidating its current strengths and re positioning its offer to new occupiers. Renewal of the stock and new development should therefore focus on a few types of competitive key locations where a market can be developed for new and existing occupiers. All of these should take a more sustainable form in line with Policy 2A.1. The Mayor will work with relevant partners to provide guidance to co-ordinate this development. Typical such locations are:

- strategic office centres at Croydon and Stratford and elsewhere, if justified by demand
- mid-urban business parks such as the park 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 become more sustainable
- science parks ranging from urban incubator units to more spacious provision
- existing linear office developments such as the 'Golden Mile' in Hounslow, which should be made more sustainable
- locally oriented, town centre based office provision, which can be consolidated effectively to meet local needs, or where necessary, changed to other uses.

3.149   In light of integrated strategic and local office demand studies, boroughs and other stakeholders should develop sensitively phased strategies to manage the release of surplus space or its selective renewal or redevelopment. In drawing up these strategies account should be taken of the scope for mixed use redevelopment (see Policy 3B.3) or more flexible use of larger existing buildings to provide affordable premises for new types of occupiers including small and medium sized enterprises.

3.150   A 'plan, monitor and manage' approach will be used to reconcile office demand and supply over the development cycles likely to be encountered during the term of this plan. This is likely to provide scope for changes from office to other uses, especially housing, providing overall capacity is sustained to meet London's long-term office needs. It will also help to ensure that provision is made for all types of office occupiers including small and medium sized enterprises and the voluntary and community sectors.

Policy 3B.3 Mixed use development

Within the Central Activities Zone and the north of the Isle of Dogs Opportunity Area (see Chapter 5), wherever increases in office floorspace are proposed they should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan. (See Chapters 2 and 5).

In strategically specified locations identified in Para 3.148 beyond these areas, mixed use development and redevelopment should support consolidation and selective rejuvenation of office provision in line with Policy 3B.2 and broader objectives for suburban renewal (see Chapters 2 and 5).

3.151   National planning policy strongly supports measures to extend mixed-use development[9]. London's economic growth depends heavily on an efficient labour market and this in turn requires adequate housing provision to sustain it. Lack of housing, especially affordable housing, is already one of the key issues facing London employers (see also Chapter 3A). Thus, as a general principle, strategically important office development in the CAZ and the north of the Isle of Dogs Opportunity Area (where most office growth will be concentrated) will be expected to contain other uses, which shall include housing (see Policy 5G.3).

3.152   Elsewhere in London the office market faces different challenges and will have a distinct role in contributing to suburban renewal (see Policy 2A.9). SRIFs will provide more information on consolidating the strengths of this part of the office market, and the role of mixed use redevelopment in supporting selective rejuvenation of the stock in appropriate locations (see Para 3.148).

3.153   Working with stakeholders, the Mayor will closely monitor implementation of mixed use policy to ensure that it supports his broader strategic objectives, especially for office, other specialist economic and housing provision, and if necessary provide Supplementary Planning Guidance on implementation of this policy.

3.154   Further guidance on the implementation of this policy is set out in Chapter 5, Chapter 2 and Chapter 3A and Chapter 4B.

3   Manufacturing and wholesale distribution

Policy 3B.4 Industrial Locations

With strategic partners, the Mayor will promote, manage and where necessary protect the varied industrial offer of the Strategic Industrial Locations (SILs – Policy 2A.10), set out in Annex 2 as London's strategic reservoir of industrial capacity. Boroughs should identify SILs in DPDs, and develop local policies and criteria to manage Locally Significant and other, smaller industrial sites outside the SILs, having regard to:

· the locational strategy in Chapters 2 and 5 of this plan, Supplementary Planning Guidance and Sub-regional Implementation Frameworks
· accessibility to the local workforce, public transport, walking and cycling and where appropriate, freight movement
· quality and fitness for purpose of sites
· the need for strategic and local provision for waste management, transport facilities, logistics and wholesale markets within London and the wider city region
· 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
· the potential for surplus industrial land (as defined in assessments) to help meet strategic and local requirements for a mix of other uses such as housing and social infrastructure and where appropriate, contribute to town centre renewal.

Demand and supply

3.155   Industrial land in London accommodates not only manufacturing, where employment is projected to decline, but a range of other activities essential to London's wider success[10]. Chapter 2 outlines the broad quantum and distribution of industrial land which might be released to other uses in light of this decline and as a result of more effective land use management. The sub-regional dimensions to this policy are set out in Chapter 5 and SRIFs.

3.156   In line with the other policies in this plan, surplus industrial land should be used for appropriately located other activities. As far as possible choice of land for release should take account of relative environmental quality so that new uses do not compromise nearby industrial operations and vice versa.

3.157   The Mayor will promote the Strategic Industrial Locations framework in association with the LDA, boroughs and other strategic partners. This is designed to reconcile demand and supply and to take account of industry's needs in terms of clustering, capacity, environment,

accessibility and cost requirements through two basic types of location. These are Industrial Business Parks for companies needing a relatively good quality environment and Preferred Industrial Locations to meet the needs of firms with less demanding environmental requirements. They are listed in Annex 2. The Industrial Capacity SPG sets out in more detail how the wider policies in this plan bear on employment land in light of integrated, local and strategic demand and supply assessments. Surplus employment land should help meet strategic and local requirements for other uses such as education and community activities and, in particular, housing.

3.158   An efficient logistics system and related infrastructure are essential to London's competitiveness[11]. As this system extends into the wider city region and beyond, the Mayor will work with a range of partners to secure adequate provision including multi-modal freight transfer capacity (see Chapters 2A, 3C and 5).

3.159   Within London, and informed by TfL's Freight Plan and the Land for Transport Functions SPG[12], strategic logistics provision should continue to be concentrated on Preferred Industrial Locations, related to the trunk and main road network and to maximise use of rail and water based infrastructure. Innovations which make more effective use of land should be encouraged, together with specialised provision, such as Logistics Parks. There is particular need to secure strategic provision to the west of London, especially near Heathrow, and north and south of the Thames to the east (see Chapter 5).

3.160   The roles of London's five wholesale markets are changing. While their traditional wholesale functions are contracting, new opportunities are emerging e.g. for 'whole-foods', the catering industry and to meet the specialist dietary requirements of London's black and minority ethnic communities. The Mayor's Food Strategy[13] provides further guidance on these and the potential for development of a London sustainable Food Hub. The Mayor seeks to retain an efficient wholesale market function to meet London's long term needs while ensuring that London's overall development capacity is also used efficiently. 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[14].

4   Emerging growth sectors

3.161   The London economy is constantly changing. In an environment where high productivity and creativity are at a premium, dynamic emerging sectors, which could help sustain the capital's economic success and extend its scope for growth are important. They include e-business related activities and an effective Information and Communications Technology (ICT) infrastructure, the creative industries, and the environmental industries. Tourism is also a key growth industry, which is discussed further in Chapter 3D.

Supporting innovation

Policy 3B.5 Supporting innovation
Working with strategic partners, the Mayor will:
- keep under review the spatial implications of the emergence of new sectors of strategic importance and the promotion of innovation and knowledge transfer
- support retention and development of London's leading edge research capabilities, for example medical research, and encourage establishment of new foci for innovation and research excellence.

Boroughs should ensure an adequate supply of environmentally attractive, high quality and affordable premises, 'incubator units' and sites for synergy between business and research and academic institutions, in line with strategic office policy.

3.162   Innovation is an important factor underpinning the London economy. The Mayor is working with partners to explore the potential synergies between London's currently limited science park offer and its 40 universities, higher education institutions and research institutions.

3.163   The DTI innovation survey[15] shows that firms in the capital derive a higher proportion of turnover from new and novel products than those in any other UK region. A highly skilled pool of labour, strong levels of competition, an entrepreneurial culture and ease of access to finance all help drive the rapid diffusion of innovation throughout London. In the dominant service sector, new business models, strategies and changes to working practices are key innovative activities.

3.164   London has a concentration of the major medical research institutions in the UK. These help support important economic sectors such as pharmaceuticals and biotechnology. They, together with other key research institutions, should be retained and their development needs

supported. They should also develop a closer match with the regeneration needs and potential of local areas, as set out in this plan.

Information communication technology infrastructure

Policy 3B.6 Improving London's ICT infrastructure
Working with strategic partners, the Mayor will:
- seek the provision of affordable and competitive broadband access for all uses, regardless of size and location, within London, taking into account the need to maintain returns on existing and future investment
- support measures to minimise the short-term social, economic, transport and environmental costs of introducing e-infrastructure, including ducting and wireless equipment.

The Mayor will and boroughs, the private sector and other relevant agencies should:
- ensure that new residential and commercial developments are e-enabled in terms of ducts to existing or proposed fibre cables, multiple duct nests for individual buildings, and internal ducting or appropriate alternative provision.

3.165　Measures that will generally enhance access to broadband should be supported. The most important of these is to help co-ordinate extensions beyond the business-based provision, running from Isle of Dogs through central London to Hammersmith. The gap between strategic fibre cables and new residential and commercial developments could be partly bridged with multiple duct nests and comprehensive e-enablement, if these were provided as a minimum requirement for new developments. Greater cooperation will be required between developers and IT experts to ensure that relevant communication infrastructure is in place.

3.166　Teleworking is likely to grow further and there are already more Londoners in the teleworkforce than in any other European region. The impact of teleworking will be monitored closely as part of the implementation of this plan.

e-government and e-business activities

Policy 3B.7 Promotion of e-London
Working with strategic partners, the Mayor will:
- help develop the e-government agenda for London and support the LDA's e-Business Strategy which will coordinate pan London e-initiatives.

- Identify more specifically the areas and groups currently without access to e-resources and draw up a rolling programme of mechanisms to address this
- support the introduction of more effective and socially inclusive e-education for Londoners and e-support for London's businesses, especially SMEs.

DPD policies should identify and support the development of existing and new e-business clusters of economic activity.

3.167   Efficient and modern e-infrastructure and services are crucial to the success of a world city, which is increasingly dependent on the exchange of information and ICT-based commerce[16]. London is the centre of e-business related activities in the UK, with many world-class companies from overseas establishing their European headquarters and associated activities in the capital. Clusters of e-businesses are located in west and central London (Soho, Clerkenwell, Hammersmith, Fulham and Kensington). Software businesses and larger companies tend to locate in west London around Heathrow, Uxbridge and Richmond.

3.168   Locational requirements include close proximity to public transport ensuring good accessibility to the workplace for staff, open floor plans, significant flexibility in property arrangements, such as short leases, and access to high bandwidth telecoms infrastructure, with a choice of suppliers.

3.169   One of the main drivers of future economic change is likely to be the link between competitiveness and human capital particularly against the background of an economy in which the premium is increasingly on high productivity and creativity. High-level skills (above NVQ 3) are closely correlated with use of new technology and action is needed to prevent further intensification of the current 'digital divide'. In particular, high level skills are required among SMEs which lack the resources to develop e-capabilities (see also Policy 3B.11 below).

Creative industries

Policy 3B.8 Creative industries
Working with strategic partners, the Mayor will identify the needs of key creative businesses of all sizes and will seek to ensure that they benefit from London's world city environment. DPD policies should identify and support the development of clusters of creative industries and related activities and environments. Existing clusters should be protected. Further support should focus on developing creative industries in identified priority areas to drive regeneration.

3.170   The creative industries are a core part of London's economy.
        Key creative industries in London include design, publishing, music,
        fashion, new media, film and broadcasting. The sector is clustered
        in the West End, Soho, the City fringe and parts of west London.
        There are also smaller or emerging clusters in Southwark, Hackney,
        the Lower Lea Valley and Deptford Creekside. Factors that influence
        clusters include the availability of low cost workspace. Cultural Quarters
        should be encouraged within identified priority regeneration areas
        and town centres (see Chapter 3D) and mechanisms should be established
        to promote sustainable property management.

3.171   Creative enterprises often group together in networks that provide modes
        of communication, knowledge exchange, business support and learning,
        but often lack organisational and administrative structures for sustainable
        growth. They also provide opportunities for reducing overheads through
        shared resources. Appropriate support should be channelled through
        these networks by business support and training agencies.

3.172   Though the sector does include a few large global companies, especially
        in the broadcast media, small and medium enterprises (SMEs) and sole
        traders are heavily represented. They can often be valuable contributors
        to local regeneration, for example, through the involvement of artists
        and designers in planning and development processes.

3.173   Creative industries[17] and the new leisure infrastructure, including bars,
        restaurants and clubs, contribute to high value evening and late-night
        economies in parts of town centres and central London. Chapter 3D
        outlines a co-ordinated planning and management framework to support
        the 24-hour economy and resolve tensions with other uses.

Tourism industry

Policy 3B.9 Tourism industry
The Mayor, working with strategic partners, will:
· develop his tourism strategy to enhance the quality and appeal
  of London's existing tourism offer and to create integrated and
  sustainable new products and destinations especially outside
  the central London core
· identify capacity for, and encourage development of sustainable
  tourism provision, including for the Olympic and Paralympic Games,
  in town centres and other locations across London with good public
  transport access
· work to maximise opportunities arising from the Olympic and
  Paralympic Games to promote London's status and image as a leading

> world city to an international audience, including potential tourists and investors
> - lead the development of key infrastructure projects and support bids for major international events as well as home-grown events to enhance London's image and economy
> - improve the quality of the tourist environment, visitor information management and customer service to provide a better overall visitor experience and to manage pressures on key tourist locations.

3.174　London is a world leader in attracting high value overseas visitors and is an important gateway to the UK's regions and nations. London's tourism also provides employment opportunities and quality of life benefits for London's communities. It helps to attract and retain talent and corporate location decisions that ensure economic competitiveness.

3.175　As well as maintaining and enhancing the quality of existing tourism facilities and services in and around CAZ, there are opportunities to promote sustainable tourism and to reinforce emerging trends and encourage visitor related activity and facilities in locations with good public transport access outside central London, to contribute to suburban and town centre renewal.

3.176　Historic growth in overseas visitors has not recently been maintained, and action is required to rejuvenate London's visitor offer and competitiveness. This will complement measures to ensure that in 2012 London not only hosts an exemplary Olympic and Paralympic Games, but that it also delivers a high quality visitor experience in both the run-up to and beyond the event. While there will be adequate hotel capacity to meet the specific requirements of the Olympic and Paralympic Games themselves[18], the event will act as a catalyst to secure a step change in the quality and scale of visitor accommodation (see Chapter 3D). This will help to sustain wider initiatives by the Mayor, Visit London and the LDA to rejuvenate London's visitor offer. These include a new international convention centre[19] and the West End Special Retail Policy Area.

Environmental industries

Policy 3B.10 Environmental industries
The Mayor will, and the LDA and other agencies and sub-regional partnerships should, support the establishment of green industries and green practices in business, through funding, training, business support, market development, promotion initiatives, demonstration projects, land use policies and support for clusters of related activities. The Mayor's commitment to managing 85 per cent of London's waste within its boundaries using sustainable processes including re-cycling and to mitigating and abating the effects of climate change, for example through support for CCHP and renewable fuels (see Chapter 4A), will provide a major impetus to this sector.

DPD policies and community strategies should identify and safeguard land and premises in appropriate locations including river- and rail-based locations, to secure capacity for appropriate environmental industries and facilities for recycling and reprocessing of waste.

The Mayor will and boroughs should encourage demand for environmental goods and services by applying policies on sustainable design and construction in new developments and refurbishment, and through encouraging demand for recycled products.

3.177   The environmental goods and services sector is forecast to double by 2010[20]. This sector spans a wide spectrum of activities from renewable energy generation, energy management, food chain enhancement and air pollution control to waste management and materials reprocessing (see Chapter 4A). London must plan to take advantage of the new growth opportunities, which will have economic, social and environmental benefits, including new opportunities for business start ups, development of small and medium sized enterprises and growth and employment at a range of skills levels.

3.178   Environmental industries address issues of air and noise pollution, climate change, waste management and fuel poverty, building on policies in the Mayor's environmental strategies covering energy, waste, ambient noise, air quality, climate change, biodiversity and water (see Chapter 4A).

3.179   Initiatives are needed to stimulate the growth of new business and employment in energy efficiency and services, renewable energy generation and alternative fuels for transport. In addition to supporting the environmental sector specifically, the environmental performance of all London's businesses should be improved through provision

of a comprehensive framework of environmental management support and advice. The Mayor's Green Procurement Code[21] and the Business Resource Efficiency and Waste (BREW)[22] programme can provide a starting point for businesses wishing to improve their environmental importance.

5   Improving employment opportunities for Londoners

Policy 3B.11 Improving employment opportunities for Londoners
Working with strategic partners, 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 tackle low participation in the labour market
- ensure that opportunities provided by the 2012 Olympics and Paralympics and other major new developments are used to assist in enhancing skills and the targeting of job opportunities to local communities
- increase the productivity of London's businesses by tailoring supply-side skills to employer led demand through the Mayor's London Skills and Employment Board and Sub-Regional Implementation Frameworks.

3.180   London has persistently high levels of unemployment and low levels of labour market participation. For London to continue to be a dynamic and competitive world city, it must ensure that all Londoners are able to make the most of their potential, and incorporate and harness the opportunities that the forecast population growth will bring. For London's residents and workforce to benefit from these opportunities, existing barriers to employment should be removed and Londoners should adapt to the new skills required in the changing business environment, technological advances and e-business.

3.181   Accessible, affordable and appropriate childcare is essential to support sustained progress towards equality in the workplace. For Londoners to benefit from the creation of jobs in a dynamic economy, its residents, workforce and businesses should be offered the right mix of learning and training provision. The Mayor's long-term aim is to improve the balance between people and jobs in London, to meet social as well as wider sustainability objectives. This will involve close partnership working with the LDA, the London Skills Commission, the Mayor's Poverty Commission, Social Exclusion Unit, TfL, GOL/DCSF, regional bodies, sub-regional agencies, boroughs and partnerships and a wide range of other agencies dealing with skills and employment, recruitment, discrimination, health, housing and other relevant partners (see Chapters 1 and 3A)

Improving skills

3.182 London is an economically successful region. London residents appear highly qualified and better rewarded than their national counterparts, but this masks a polarity between skilled workers and semi or unskilled workers. First, it is necessary 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 the significant labour market barriers such as the cost and availability of childcare, labour market discrimination and the mismatch between labour supply and demand, focusing on key target groups and communities living within London's most disadvantaged areas. Continued investment in the skills of London's current workforce will ensure that skills and training provision is tailored to meet current employer demand. Chapter 3A discusses in more detail the role of higher and further education in skill provision.

3.183 Informed by the Leitch Review of Skills and working with the London Skills and Employment Board, Local Learning and Skills Councils, Jobcentreplus, the higher education sector, local authorities, Government Office for London, the TUC and employer groups, the LDA will support the London Skills and Employment Board to deliver the Adult Skills and Employment Strategy.

Removing barriers to employment

3.184 Actions to improve qualifications and increase learning will not be sufficient to ensure increased employability of those currently disadvantaged in the labour market. Action is also required to improve mobility, access to information, appropriate training, jobs brokers and recruitment networks and to change the attitudes of employers to the provision of training and the recruitment of unemployed people in general, and more specifically, those disadvantaged in the labour market including older people.

3.185 The very high rates of unemployment among certain ethnic groups in London is an issue of particular concern requiring concerted action to reduce labour market discrimination. Disabled people also face physical and attitudinal barriers to employment. Equity and social cohesion in London is undermined by inequalities in the labour market, and unequal access to high quality jobs, education and learning opportunities.

3.186 Many women are restricted in accessing jobs due to the lack of affordable childcare. This problem, while it affects other types of households, is particularly marked for lone parent families over half of which are dependent on income support. London housing and childcare costs play an important role in reinforcing the exclusion of many women with children from London's labour market.

3.187 Alongside other measures, developments could contribute to removing barriers to the employment of women by providing adequate, affordable childcare facilities and complementing Sure Start Children's Centres (see also Policy 6A.4).

3.188 The Mayor is working with a range of partners to remove all gender, disability, age, racial and other barriers such as inter-generational underachievement which prevent groups of Londoners playing a full and active part in the labour market (see also Policy 3A.17).

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3C connecting London –
improving travel in London

3.189   This part centres on Objective 5 – to improve London's accessibility.
Making London an easier city in which to move around will also make
a major contribution to achieving the other five objectives set out in the
Introduction to this plan.

3.190   To achieve the Mayor's vision of an exemplary, sustainable world city,
the quality of London's transport must be transformed. This means taking
an integrated approach to transport provision and development, making
major improvements to public transport and tackling traffic congestion.
The Mayor is committed to making public transport and the pedestrian
environment accessible to everyone, especially disabled people.

3.191   The Mayor's Transport Strategy[1] sets out policies and proposals to achieve
these goals. Implementation of the programme of improvements in the
Transport Strategy is vital to achieving the economic growth and
development aspirations of this plan. The Transport Strategy will be
revised in an integrated process with the review of the London Plan.
Work to revise the Transport Strategy will build on transport planning
and policy analysis being undertaken by TfL. This plan sets out spatial
policies to improve travel in London over the next 20 years.

3.192   The Mayor will work with the boroughs, TfL, the government and a wide
range of partners to implement the travel aims and policies of this plan.
Partnership with the boroughs will be especially important in implementing
policy and boroughs should take account of the Mayor's Transport
Strategy as well as the strategic policies set out here to ensure an
integrated approach to their Transport Local Implementation Plans
and their DPDs.

3.193   Some key developments since the publication of the London Plan
in 2004 include:
  · the successful Olympic bid which will help drive the pace of public
    transport improvement and regeneration in East London
  · progress and implementation of transport schemes including
    Congestion Charging and the DLR Extension to City Airport
  · the Railways Act (2005) which has opened up the potential for the
    Mayor to have more influence on national rail services in the London
    area and hence bring about better integration between transport
    modes, and between National Rail plans and London's development
  · experience in the implementation of the Underground PPPs.

3.194   This section is in five parts:
- the first looks at integration of transport and spatial development
- the second looks at enhancing international, national and regional links
- the third looks at better public transport in London
- the fourth looks at reducing congestion
- the last section looks at freight.

1   Closer integration of transport and spatial development

Policy 3C.1 Integrating transport and development

The Mayor will work with TfL, the government, boroughs and other partners to ensure the integration of transport and development by:
- encouraging patterns and forms of development that reduce the need to travel, especially by car
- seeking to improve public transport, walking and cycling capacity and accessibility where it is needed, for areas of greatest demand and areas designated for development and regeneration, including the Thames Gateway, Central Activities Zone, Opportunity Areas, Areas for Intensification and town centres and other parts of suburban London in which improved access is needed
- in general, supporting high trip generating development only at locations with both high levels of public transport accessibility and capacity, sufficient to meet the transport requirements of the development. Parking provision should reflect levels of public transport accessibility (see Annex 4 on Parking Standards)
- encouraging integration of the major transport infrastructure plans with improvements to the public realm, particularly in key areas around major rail and Underground stations and interchanges, using land assembly powers where necessary.

Policy 3C.2 Matching development to transport capacity

The Mayor will and boroughs should consider proposals for development in terms of existing transport capacity, both at a corridor and local level. Where existing transport capacity is not sufficient to allow for travel generated by proposed developments, and no firm plans exist for a sufficient increase in capacity to cater for this, boroughs should ensure that development proposals are appropriately phased until it is known these requirements can be met.

Boroughs should take a strategic lead in exploiting opportunities for development in areas where appropriate transport accessibility and capacity exists or is being introduced. The cumulative impacts of development on transport requirements should be taken into account. Boroughs should also facilitate opportunities to integrate major transport proposals with development in a way that supports the London Plan's priorities.

Developments with significant transport implications should include a Transport Assessment and Travel Plan as part of planning applications. Developers and planning authorities should refer to TfL's guidance on Transport Assessments[2]. All developments that exceed thresholds defined in TfL guidance on Workplace Travel Planning[3] and Residential Travel Planning[4] should have a Travel Plan.

Policy 3C.3 Sustainable transport in London
The Mayor will and strategic partners should support:
- measures that encourage shifts to more sustainable modes and appropriate demand management
- measures that promote greater use of low carbon technologies so that CO_2 and other contributors to global warming are reduced
- high levels of growth in the Thames Gateway by substantial new and improved transport infrastructure. Opportunity Areas and Areas for Intensification, particularly in east London, should be supported by improved public transport
- access improvements to and within town centres and their residential hinterlands by public transport – including by improved bus services, walking and cycling – and between town centres by improved bus services, more frequent rail services and, where appropriate, new tram and bus transit scheme
- improved sustainable transport between suburban centres, particularly by enhanced bus services, walking and cycling and by greater integration between bus, rail and Underground service
- improved provision for bus services, cycling and pedestrian facilities and local means of transport to improve accessibility to jobs and services for the residents of deprived areas.

See also Policy 3C.25 Freight Strategy

Policy 3C.4 Land for transport
The Mayor will and boroughs and other strategic partners should ensure the provision of sufficient land and appropriately located sites for the development of an expanded transport function to serve the economic, social and environmental needs of London, including:
- only approving changes of use of land from transport and transport support functions if it is no longer required and is unlikely to be required in the future for this purpose, or if equally good alternatives are provided
- taking account of proposals for passenger transport (including buses, trams, Underground, trains, river transport, coaches, taxis and minicabs), interchange and freight transport improvements which require additional land by identifying sites for these purposes within their DPDs

> • taking account of the need to protect access by transport operators to key locations for transport land uses, including garages, depots and supporting functions, and including refuelling infrastructure that supports low carbon transport.

3.195   A close co-ordination of transport and land use development will support London's development and growth and help to ensure that Londoners have convenient access to the services and facilities they need. Good public transport access will not in itself guarantee development but is a necessary condition for sustainable development.

3.196   Sustainable means of travel, particularly walking, cycling, the use of buses and water transport (see Chapter 4C), should also be supported through the development of a more compact city, high quality, accessible public spaces and improved local facilities and services. The concentration of development in areas that have (or will have) good public transport, cycling and walking provision should encourage a reduction in dependence on the private car. The Mayor supports the use of car clubs and car free or virtually car free development where appropriate, taking account of the need for disabled parking (see Policy 3C.23).

3.197   Surface transport is responsible for a growing percentage of emissions that contribute to climate change. This impact should be reduced by the encouragement of fewer and shorter journeys by car, and the use of more sustainable forms of transport including cycling and walking. The Mayor also wishes to promote greater energy efficiency and the wider use of hydrogen and lower carbon forms of transport fuels, and he is piloting the use of such fuels and will be investigating their potential for greater use on London's public transport systems. He also supports the development of technologies that reduce emissions from private vehicles. The designs for new interchanges and stations, and the operation of existing facilities should include measures to reduce their contribution to climate change and also ameliorate the adverse impact of climate change on the operation of the transport system.

3.198   Schemes for which the Mayor is responsible will be assessed according
        to relevant national policies, the London Plan and the Mayor's Transport
        Strategy and will take into account the need to:
        · connect areas of low employment with major existing
          and new employment opportunities
        · facilitate an enhanced role for town centres in London's economy
          by increasing their accessibility, both from other centres and
          surrounding residential areas, opening up employment opportunities
        · make efficient use of transport network capacity and take account
          of environmental impacts, including by managing demand where
          appropriate.

3.199   Developments, and especially larger developments, that will generate
        large numbers of trips should be located at places accessible by public
        transport and with existing capacity or planned capacity coming on-
        stream in time to meet need. In determining applications for development
        and any conditions attached to implementation including those relating
        to the phasing of developments, account should be taken of the availability
        of adequate public transport access and capacity and the development's
        transport impact. Matching demand to capacity is not a mechanistic
        exercise. The phasing of both development and transport improvements
        may be subject to some variation and this should be taken into account.

map 3C.1 Proposed major rail transport schemes and development opportunities in London

Legend:
- Crossrail line 1
- East London line extensions
- Thameslink programme
- Crossrail line 2
- Channel Tunnel Rail Link
- International Centre
- Metropolitan Centre
- Rail Station
- Opportunity Area
- Area for Intensification
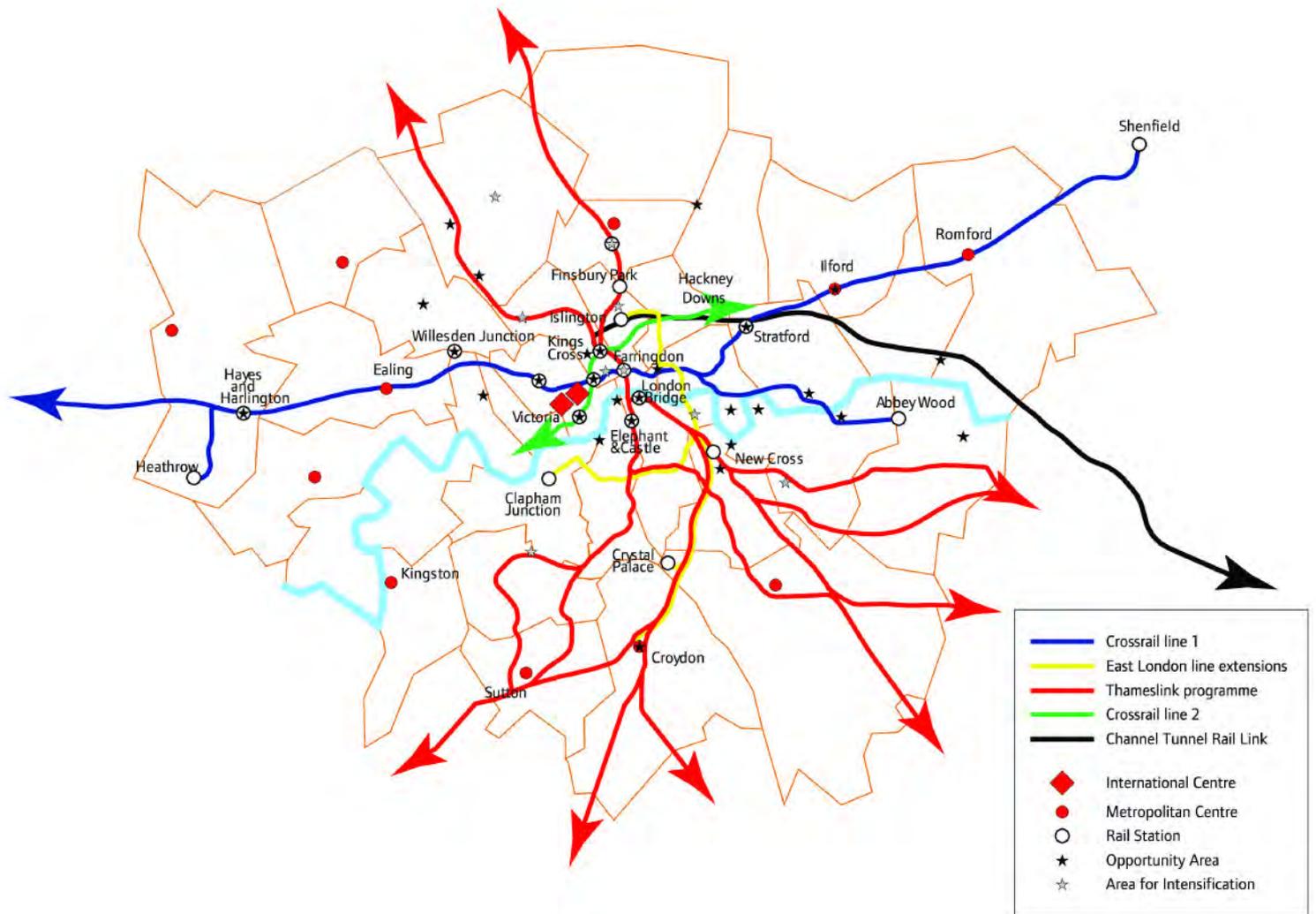
source   GLA and Transport for London
note   The last four categories are combined where location is similar

3.200   Transport policies and proposals should match the spatial development
        policies in this plan, for example:
        · high levels of growth in the Thames Gateway will depend upon
          substantial new and improved infrastructure to stimulate and
          facilitate investment. In addition to Crossrail 1, DLR extensions
          and capacity enhancements, busway transits and other public
          transport improvements, this includes new river crossings inside
          and outside London, the completion of the Channel Tunnel Rail Link
          and substantially increased capacity at airports and ports in the eastern
          half of the wider southeast metropolitan area
        · central London's accessibility and environment should be enhanced
          by locating high density developments at points of good public transport
          accessibility where sufficient capacity exists or is being introduced,
          by providing substantial new capacity and improving direct access with
          the new regional metros, by renewing the Underground and improving
          mainline rail services and through the congestion charging scheme
        · access to town centres by means of public transport, cycling and
          walking should be improved with better bus services, more frequent
          mainline rail services and in some locations, new tram and bus transit
          schemes. District and local centres should also benefit from improved
          bus services, tube enhancements, cycling and walking improvements
          and better management of the road network
        · the majority of journeys in the suburbs will continue to be by car,
          but bus services, including those making orbital connections around
          suburban town centres, should continue to be enhanced, and the
          integration of these bus services with rail and Underground services
          should be improved. Boroughs should promote more effective use
          of road space for public transport, cycling and walking and work
          with TfL to develop proposals for light transit systems
        · Opportunity Areas and Areas for Intensification, particularly in east
          London, should be supported by improved public transport, including
          enhancements to the capacity and frequency of the rail and DLR
          networks and appropriate new regional metros, tram and bus transit
          services and improved bus services
        · there should be improved integration of freight transport between
          different modes, and between major freight interchanges and the
          main centres they service and modal change where appropriate.

3.201   Good transport interchange facilities will contribute significantly
        to network integration and efficiency. Transport interchanges should
        contribute to the quality and attractiveness of local areas through
        upgrades and good quality design with particular attention to safety,
        pedestrian movement and integration with public spaces. New development
        opportunities can be created as part of interchange improvement projects

and in turn, new developments can help fund and deliver improvements to interchange facilities. TfL and National Rail partners should work together and in partnership with developers to help facilitate an integrated approach.

3.202   London has experienced problems in retaining land for transport purposes and in new land being made available for expanding transport provisions, for example, to support the large growth in bus services by provision of terminals and garages and improvements to the waterways. Transport needs to be provided where activity is most intense, where land is scarce and competition from other uses is strongest. Land for transport purposes (both passenger and freight) therefore needs to be appropriately protected.

3.203   In exceptional cases there may be opportunities to release transport land which is no longer required for transport purposes. However, this should only occur in consultation with the relevant transport bodies and when alternative transport uses for the site have been explored. Further guidance is set out in the Land for Transport Functions SPG[5].

2 Enhancing international, national and regional transport links

Policy 3C.5 London's international, national and regional transport links
The Mayor will work with strategic partners to:
- improve and expand London's international and national transport links for passengers and freight, to support London's development, to achieve the spatial priorities of the plan, especially to support growth in the Thames Gateway, and to achieve regeneration benefits while mitigating adverse environmental impacts
- seek improved access to airports, ports and international rail termini by public transport
- develop proposals with neighbouring regions to allow long distance traffic, especially rail freight, to bypass London
- improve links between London and the surrounding regions.

3.204   London's economy and quality of life depend to a significant extent on
        the capacity and range of its strategic transport networks. Improvements
        in capacity are needed; particularly for access by public transport to
        international stations and airports that service London to meet growing
        demand for longer distance business related travel. Improvements should
        be made to routes:
        · to Heathrow Airport, such as Airtrack
        · in the Thames Gateway to Stratford and Ebbsfleet international
          stations
        · to the Channel Tunnel and main Channel and North Sea ports
        · through the Lee Valley to Stansted Airport, including increasing
          capacity to Stansted
        · to Gatwick and Luton airports.

3.205   Strategic transport investments, such as new runways and terminals,
        port expansion and new major roads and railways, have enormous impacts
        upon development and the environment. Attention needs to be taken
        of European biodiversity areas to avoid any adverse impacts. Decisions
        taken on these investments should support the spatial and the economic
        development priorities of this plan and take account of environmental
        impacts. In particular, they should support the regeneration of the Thames
        Gateway and service the needs of London and its economy as a whole.

3.206   The Mayor and TfL will work in partnership with the government,
        the South East and East of England regional planning and transport
        authorities and other transport agencies to develop co-ordinated policies
        for cross-boundary services. This will include planning both longer
        distance passenger and freight traffic and rail movements and local
        movements, and co-ordinating parking standards and land use planning
        policies for outer London and adjoining areas.

3.207   The Mayor supports in principle proposals that increase port capacity
        in east London, in the Thames estuary area and in the eastern part of the
        wider south east metropolitan region. Such proposals, if supported by
        improvements in access and appropriate measures to minimise emissions,
        could make a valuable contribution to the regeneration of the Thames
        Gateway. The Mayor will support in principle proposals that increase
        the capacity to cross the Channel and thereby strengthen connections
        between London and mainland Europe. He also wishes to see much
        improved infrastructure that will enable traffic to and from the Channel
        Tunnel to bypass London where appropriate. He also supports in principle
        a high capacity multi-modal river crossing in the Thames Gateway area
        outside the London boundary and the concept of a North-South high-
        speed rail line.

Airports

Policy 3C.6 Airport development and operation

The Mayor supports the development of a sustainable and balanced London area airport system, and recognises that further runway capacity in the South East will be required to meet London's needs. The strategic framework for the development of air travel in the UK over the next 30 years was published by government in 2003[6]. Adequate airport capacity serving a wide range of destinations is critical to the competitive position of London in the global economy. The Mayor recognises that airport capacity must be sufficient to sustain London's competitive position, although providing a level of capacity sufficient to meet unconstrained demand is untenable. The Mayor believes that the aviation industry should meet its full environmental and external costs but accepts there will still be a need for extra capacity to meet London's economic needs.

The Mayor strongly supports the Aviation White Paper's conclusion that, based on current evidence, any proposal for additional runway capacity at Heathrow should not be progressed unless the adverse impacts on air quality and noise can be sufficiently mitigated, and public transport access improved.

Airport operations should also give high priority to sustainability, including setting targets for and actively working towards increasing the share of access journeys by passengers and employees made by sustainable means, and taking full account of environmental impacts when making decisions on patterns of aircraft operation.

3.208　Policy 3C.6, which applies to all airports in London, will be reviewed in the light of the outcomes of current government studies on airport development.

3.209　Whilst the expansion envisaged in the government White Paper at Stansted (and potentially later at Gatwick) should bring many positive benefits to London's economy, all necessary measures to address climate change and other environmental impacts and surface access impacts must be fully integrated into the development process, and in particular that appropriate transport improvements are put in place to support additional travel by public transport and road by both passengers, airport workers and freight / servicing traffic. The provision of additional public transport capacity to serve the airports should not be to the detriment of non-airport passengers. Stansted has the greatest potential to bring regeneration benefits to stimulate development in the Thames Gateway and in the London-Stansted-Cambridge-Peterborough corridor, and boroughs should

ensure that full advantage is taken of the opportunities offered by promoting appropriate complementary employment policies in north east London, for example by implementing skills development programmes.

3.210 Given there is also an important transport and economic inter-relationship between London and the airports in the South East and East of England regions, the Mayor will seek to co-ordinate his policies with theirs to maximise the benefits of this inter-relationship. The Mayor will also work with the government and other regions to achieve the most effective co-ordination with the UK's network of regional airports.

Heliport provision

Policy 3C.7 Heliport development
The Mayor will and boroughs should consider heliport proposals in terms of the need for such facilities and their wider environmental impact. Working with boroughs in east London, the Mayor will consider the need and practicality of identifying sites in east London for an additional heliport to support London's economy. Boroughs should, in general, resist proposals for private heliport facilities with the exception of predominantly emergency use facilities.

3.211 If further provision is necessary to support London's economy, then this new provision should be located to the east of the City to serve it, the Isle of Dogs and the wider Thames Gateway area.

Strategic rail networks

Policy 3C.8 Improving strategic rail services
The Mayor will work with strategic partners to secure transport, economic and regeneration benefits for London from the Channel Tunnel Rail Link (CTRL), especially at Stratford and King's Cross/St Pancras. The Mayor will work with all stakeholders to improve the reliability, quality and safety of inter-regional rail services, including domestic services for commuters, while safeguarding services within London.

3.212 High-speed rail links are a real alternative to air travel, particularly for journeys of up to four hours duration. Completion of the full CTRL scheme from Ebbsfleet to St Pancras provides a high-speed route into London for international services and domestic commuter services (from late 2009) and an improved alternative to air travel, which will also release capacity on the existing domestic network into London. In addition, it will act as a catalyst for regeneration of the areas around King's Cross/St Pancras and Stratford.

3.213   The government should ensure that the maximum additional capacity is created for domestic services and is used in a way that supports the aims of this plan, in particular by maintaining an appropriate frequency of trains stopping at Stratford.

3.214   The economies of London and the wider south-east are closely linked. Over 700,000 people commute daily into London from the surrounding regions and nearly 275,000 Londoners out-commute. Out-commuting increased at a faster rate than in-commuting between 1991 and 2001 and consequently the level of net in-commuting to London fell, though demands for travel in both directions increased. The Mayor will collaborate with government and the South East and East of England planning and transport authorities to improve the reliability, quality and safety of inter-regional rail commuting and, where appropriate, coach and express bus services, while encouraging the greatest practical levels of self-sufficiency in local economies.

3   Better public transport in London

Policy 3C.9 Increasing the capacity, quality and integration of public transport to meet London's needs
The Mayor will work with strategic partners to increase the capacity of public transport in London by up to 50 per cent over the plan period and to improve the integration, reliability, safety, quality, accessibility, frequency, attractiveness and environmental performance of the existing public transport system.

3.215   The initial milestone of a 6% increase in public transport capacity by 2006, set out in 2004, has been met.[7] Good progress is being made on delivery of projects in the next phase of this plan. The proposed transport schemes described in Tables 3C.1 and 6A.2 will increase public transport capacity by up to 50 per cent in year 2022 compared to 2001. Additional transport proposals to cover the latter phases of the London Plan will be developed over time and set out in revisions to the Transport Strategy.

Transport security

Policy 3C.10 Public transport security
The Mayor will work with TfL, government, transport operators, the police and other strategic partners to coordinate the implementation of security measures to ensure that London's transport network and services are as secure as is reasonably practicable and are as safe as possible in the operation of services and facilities.

3.216 Public transport remains the safest form of motorised surface transport. When developing new infrastructure and services, TfL and other providers should design-in appropriate security measures.

3.217 Safety is TfL's top priority, and security is a key traveller concern. In addition to creating a dedicated policing capacity through the Metropolitan Police's Transport Operational Command Unit, TfL has funded additional police officers on rail and the Underground through the British Transport Police, and will continue to work for further improvements in these areas. The Mayor will continue to encourage national rail partners to contribute actively to improving security on their network.

> *Policy 3C.11 Phasing of transport infrastructure provision and improvements*
> The Mayor will work with strategic partners to facilitate the phased implementation of public transport improvements and to co-ordinate improved public transport capacity as closely as possible with development priorities and phasing. The Mayor will work with TfL to secure funding to progress those improvements shown in Table 3C.1 that are within the control of the GLA group, and the Mayor and TfL will work closely with the government, developers and other key partners to secure the funding and appropriate phasing of other improvements shown in Table 3C.1.

3.218 Public transport offers an efficient and sustainable means of carrying large numbers of people. It is the key to tackling chronic road congestion and provides access for many people who are not able to travel by car. London's public transport network has helped shape London's development and will continue to do so. Existing networks serve the current urban structure but need to develop, to raise the standards of service, to provide an attractive alternative to the car and to cater for the bulk of London's forecast increased demand for travel arising from additional population and activity. Network extensions and new services can help foster new development and regeneration. Taxis and private hire vehicles also play a vital role in contributing to London's public transport system.

3.219 The London 2012 Olympics and Paralympics provide an unparalleled opportunity to accelerate the regeneration of the Lower Lea Valley. It requires major transport improvements to be delivered in advance of the Games, and these are committed in the Olympics contracts and are being fully integrated into TfL's plans, and those of other transport agencies. Transport schemes, which will support the Olympics, include the East London Line extensions, the Jubilee Line capacity upgrade, high-speed CTRL services, London Overground capacity enhancements,

the DLR extension to Woolwich and the DLR extension to Stratford Regional and International Stations. Olympics projects should provide on-going benefits and maximise the post Olympics legacy. This includes ensuring that transport construction contracts bring benefits to local communities during their delivery, for example by improving their access to the local job opportunities created, as well as providing longer term benefits from improved transport services.

3.220   Table 3C.1 sets out the main public transport improvements that are proposed over the plan period. It indicates the phasing of their completion over five-year periods. (Table 6A.2 in Chapter 6 and the SRIFs provide more detail on the increases in capacity over each five-year period, for each sub-region, in relationship to increases in jobs and population). Table 3C.1 distinguishes those schemes for which the Mayor (through TfL) has lead responsibility and those that are fully funded through the TfL Investment Programme 2005/6 to 2009/10 and other sources. Some schemes will be reliant on private sector contributions. Table 3C.1 also indicates schemes for which others are the lead agency. These include the CTRL, and the Chiltern Railway infrastructure enhancements, which have been completed and other national rail improvements funded through the High Level Output Statement for which there is a relatively high degree of certainty. More information on these schemes is provided below and in the SRIFs.

3.221   Investments in bus services, and in cycling and walking facilities will be a key part of improving accessibility in both inner and outer London. Even schemes that serve central London will substantially benefit the suburbs. Improvements to the Underground and National Rail networks will benefit large areas of inner and outer London. A number of rail schemes, including Crossrail, the Thameslink Programme, London Overground enhancements including the East London Line and West Anglia Railways in the north and the Chiltern Railways enhancements in the north west, and the South Eastern, Southern and South Western Railway enhancements will improve accessibility and enhance capacity for travellers to and from inner and outer London.

3.222   All the schemes in Table 3C.1 are in the Mayor's Transport Strategy.
        The completion dates of schemes scheduled for completion in the longer
        term are inevitably less certain and depend upon the government,
        and private sector investment decisions. New sources of funding should
        also be explored.

3.223   The phasing programme will be kept under review, taking account
        of decisions made on individual schemes, resources available and progress
        on the implementation of development priorities. Additional schemes
        will be developed for the later phases of this plan. Boroughs in their
        DPDs and subsequent local development documents should ensure
        that adequate provision is made for schemes, having regard to Policies
        3C.12 – 3C.18 whilst avoiding creating unnecessary blight. PPS12[8] gives
        appropriate advice.

table 3C.1 Indicative phasing of transport schemes (as at October 2007)

Scheme[2]	Cost	Fully Funded	Lead delivery agency[8]	Status	Indicative Phasing[1]			
					2006–2012	2012–2017	2017–2022	Post 2022
Piccadilly Line and Heathrow Express extensions to Heathrow Terminal 5	M	✓	TfL/Developer	Under construction	✓			
Jubilee Line upgrade	M	✓	TfL	Scheme under development and implementation	✓			
Waterloo and City Line upgrade	M	✓	TfL	Under construction	✓			
Victoria line upgrade [7]	M	✓	TfL	Scheme under development	✓			
Northern line upgrade [7]	M	✓	TfL	Scheme under development		✓		
Piccadilly line upgrade [7]	M	✓	TfL	Scheme under development		✓		
Underground sub-surface lines upgrade – Met, H&C, Circle, District [7]	H	✓	TfL	Scheme under development		✓		
Bakerloo line upgrade [7]	M	✓	TfL	Scheme under development			✓	
Funded Underground station congestion relief, accessibility projects and interchange improvements	M	✓	TfL	Schemes under development and implementation	✓			
Additional Underground station congestion relief, accessibility projects and interchange improvements	H		TfL	Schemes under development		✓	✓	✓
East London Line Highbury and Islington, Dalston, Crystal Palace and West Croydon	M	✓	TfL	Procurement for construction currently underway	✓			
East London Line phase 2 Surrey Quays to Clapham junction	M		TfL	Scheme under development	✓			
West Anglia Railway interim enhancements[9]	L	✓	DfT[3]/NR	Scheme under development. Funded under CP4 HLOS[10]	✓			
West Anglia Railway longer term enhancements	H		DfT[3]/NR	Scheme under development				✓
Chiltern Railway enhancements	L	✓	DfT/NR/TOC	Infrastructure works completed December 2006. Additional rolling stock to meet demand funded under CP4 HLOS[10]				
London Overground enhancements[5]	M	✓	TfL/NR	Scheme under development	✓	✓		
South Eastern and Southern Railway enhancements[11]	M	✓	DfT[3]/NR	Schemes under development. Funded under CP4 HLOS[10]	✓	✓		
South Western Railway enhancements[12]	M	✓	DfT[3]/NR	Scheme under development. Funded under CP4 HLOS[10]		✓	✓	
Other National Rail improvements[13]	M	✓	DfT[3]/NR	Schemes under development. Funded under CP4 HLOS[10]	✓	✓	✓	
Bakerloo Line Watford Junction	M		TfL	Scheme under development	✓	✓	✓	✓
National Rail station capacity package[14]	M	✓	DfT[3]/NR	Schemes under development.	✓	✓	✓	✓
Thameslink Programme	H	✓	DfT[3]	Scheme to be implemented in two phases	✓	✓		
Airtrack	M		NR	Scheme under development		✓		
Channel Tunnel Rail Link	H	✓	DfT	International services start November 2007. High speed domestic services to start December 2009	✓			
Crossrail 1	H	✓	TfL	Applying for powers with Hybrid Bill expected to be approved in 2008	✓			
Crossrail 2	H		Cross London Rail Links	Implementation will be determined following on from Crossrail 1		✓		
DLR Woolwich extension	M	✓	TfL	Under construction	✓			
DLR Phase 1 capacity enhancement – Bank Lewisham	M	✓	TfL	Under construction	✓			
DLR Phase 2 capacity enhancement – Poplar to Stratford and Royal Victoria	M	✓	TfL	Poplar to Stratford and Poplar to Royal Victoria under construction	✓			
DLR 2 capacity enhancement – Custom House to Beckton	L		TfL	Custom House to Beckton TWA powers secured	✓			
DLR Stratford International – Canning Town	M	✓	TfL	Under construction	✓			

Scheme	Cost	Funded	Responsibility	Status	P1	P2	P3	P4
DLR Dagenham Dock	M		TfL	TWA application expected in March 2008	○	●	●	●
Other DLR Improvements	M		TfL	Schemes under development	○	●	●	●
Short term funded improvements to walking and cycling	L	✓	TfL	Schemes under development, design and implementation	●	●	●	●
Additional improvements to support walking and cycling	L		TfL	Schemes under development	●	●	●	●
Bus capacity increases across London – short/medium term	M	✓	TfL	As set out in TfL's Business Plan	●	○	○	○
Additional bus capacity increases across London	M		TfL	Ongoing throughout the remainder of the London Plan period	●	●	●	●
East London Transit Phase 1A – Ilford to Dagenham Dock	L	✓	TfL	Scheme in detailed design and delivery phase	●	○	○	○
East London Transit further phases[4]	L		TfL	Various schemes under development	●	●	●	○
Greenwich Waterfront Transit Phase 1 – North Greenwich to Abbey Wood	L	✓	TfL	Scheme in preliminary design and delivery phase	●	●	●	○
Greenwich Waterfront Transit further phases[4]	L		TfL	Various schemes under development	●	●	●	○
Cross River Tram	M		TfL	Scheme under development	○	●	●	●
Tramlink Extension – Crystal Palace	M		TfL	Scheme under development	○	●	●	●
Tramlink further phases – Wimbledon-Sutton, Tooting-Sutton, Streatham-Purley	M		TfL	Planning and feasibility work planned to follow Crystal Palace link	○	○	●	●
Thames Gateway Bridge (TGB)	M	✓	TfL	Applying for powers	○	●	○	○
Silvertown Link	M		TfL	Some initial planning work completed. Follows on from TGB	○	○	●	○
Development led transport schemes e.g. A13 Renwick Road	M		TfL/ boroughs/ developers	Schemes under development	●	●	●	●
A406 Bounds Green	M	✓	TfL	Detailed design phase	●	○	○	○
A406 Regents Park Road and Golders Green junctions	L		TfL	Scheme under development	●	○	○	○
Tottenham Hale interchange and gyratory	M		TfL	Schemes under development	●	●	○	○
Measures to maximise available capacity from existing network	M		TfL	Schemes under development	●	●	●	●
Policy measures to encourage mode switch,	L		TfL	Proposals under development	●	●	●	●
Continue work with national government on their road pricing feasibility programme	M		TfL	Share expertise with national government and support their development programmes as appropriate	●	●	●	●

Key to costs: L – up to £100m; M – between £100 million and £1 billion; H – over £1 billion.

source   Transport for London

notes 1   The indicative phasing shows when new capacity could be added to the network. For those schemes not already funded, implementation depends on funding approval.

2   Schemes are not ranked in order of priority.

3   Schemes that are planned but not committed.

4   Includes provision of transit link over TGB to form an integrated Thames Gateway Transit network.

5   London Overground is the name for the new railway franchise to be let at the end of 2007 for the North London Line and West London Line. In due course this will include the East London Line.

6   Schemes such as reduced congestion/delays through improved network management and enforcement, and common service delivery standards.

7   Included within the scope of the PPP contracts

8   NR– Network Rail, DfT– Department for Transport, TfL – Transport for London TOC – Train Operating Companies

9   Nine car trains to Enfield, Cheshunt and Chingford

10   CP4 HLOS – High Level Output Statement – Delivered within the Government's proposed spending plans for rail 2009 – 2014

11   South Eastern trains and platforms lengthened to 12 car. Southern suburban platforms lengthened to 10 car on some routes.

12   South West train suburban platforms lengthened to 10 car on some routes

13   C2C Tilbury loop platforms extended to 12 cars. FGW suburban services to be 7 cars from Reading, 6 cars from Slough. Seven additional peak services to Southend and Colchester. More 12 car trains on Great Northern, West Anglia (Stansted, Cambridge) and Silverlink County services

14   National station improvement programme Railways for All

Making major improvements to the transport network

Policy 3C.12 New cross-London links within an enhanced London National Rail network

The Mayor will work with strategic partners to improve the strategic public transport system in London, including cross-London rail links to support future development and regeneration priority areas, and increase public transport capacity by:

- implementing Crossrail 1, a particularly high priority to support London's core business areas
- implementing a high frequency Londonwide service on the national rail network
- extending the East London Line and other enhancements to the London Overground network, which incorporates the West London Line, the North London Line and the Barking – Gospel Oak Line, and through further extensions of the East London Line, towards completion of an orbital rail network.
- completing the Thameslink Programme, incorporating Thameslink 2000
- developing Crossrail 2 in the later period of the plan.

This will help improve access to the Central Activities Zone, town centres, major Opportunity Areas and regeneration sites and many parts of suburban London. DPD policies should identify development, intensification and regeneration opportunities that these new cross-London links and national rail enhancements will support. They should identify and protect land used for rail purposes and identify proposals for major schemes.

Cross-London rail links

3.224　Crossrail 1 is critical to supporting the growth of the financial and business services sector in central London and in the Isle of Dogs, where there is market demand for additional development capacity. By linking these two areas, Crossrail 1 would create a virtual unified economic and business core in London. Significant regeneration and intensification of development around key interchanges within the Central Activities Zone and to its east and west are crucially dependent on the delivery of Crossrail 1, which is planned for phased completion to 2017. Crossrail 1 will make a vital contribution to improving the accessibility and attractiveness of the Thames Gateway to the east of Canary Wharf, through its cross-river link to south east London, and potential links to a DLR extension to Barking Riverside via an interchange at Custom House. The scheme will also improve links to Heathrow thereby supporting connections for London's global businesses. Under proposed legislation the south east

London part of the line goes to Abbey Wood. The Mayor also supports the safeguarding of the route further east to Ebbsfleet[9].

3.225 The Thameslink programme, expected to be completed by 2015, is a significant enhancement of cross-London capacity, connecting north and south, linking King's Cross to Blackfriars and London Bridge and enabling more through journeys, as well as increasing interchange opportunities. The scheme supports key development opportunities in the vicinity of King's Cross and London Bridge.

3.226 Crossrail 2, currently partly safeguarded as the Chelsea Hackney Line, would follow when funding is available. This scheme as currently planned would connect south west and north east London through Clapham Junction/Wimbledon and Hackney respectively, and will support intensification and development at Victoria, King's Cross, Piccadilly Circus, Tottenham Court Road, Hackney Central and up the Lee Valley and relieve congestion on the Victoria and Piccadilly lines.

Improved National Rail services

3.227 National rail services are often too unreliable and infrequent to meet London's needs. London needs a high frequency, reliable national rail network for London that is integrated with the Underground's travel information and fares. TfL has assessed the potential for additional capacity in London, and identified a programme for a 40% increase. This scale of increase will be essential to ensure that national rail plays its part in meeting London's future transport needs.

3.228 Many existing rail services are radial, routed between central London and the suburbs. This plan supports proposals to enhance and expand existing orbital routes, especially in inner London – the London Overground which includes the East London Line – to provide a co-ordinated orbital network and interchanges, through a series of incremental improvements. The first element of orbital network is underway with the extension of the East London Line. These improvements will strengthen orbital public transport and support spatial development priorities. They will relieve public transport in central London by facilitating access from one radial route to another without the need to travel via the Central Activities Zone; they will improve access to a number of town centres and suburban areas and potential development areas; and they will support a number of priority regeneration areas.

Improved Underground and DLR

3.229   The Underground and DLR networks in London provide dedicated public transport infrastructure capable of moving high volumes of people. The line upgrades will be supported by other investments, in particular station capacity works, to enable full benefit of train service capacity increases. The upgrades will improve journey times and provide additional capacity enhancements across the network. The Underground has embarked on a programme through Public Private Partnership contracts to provide an increase of approximately 25 per cent in capacity and greater reliability to meet growing demand, including the following increases (measured against a 2002 base):
· Jubilee Line upgrade providing an increase of about 45 per cent in capacity on the line by 2009, of which 17% has already been delivered and refurbishment of rolling stock by 2017
· Waterloo and City Line upgrade providing an increase of about 30 per cent to the capacity on the line which has already been delivered and refurbishment of rolling stock by 2017
· Victoria Line upgrade providing an increase in capacity of about 35 per cent with new rolling stock by 2013
· Northern Line upgrade providing an increase of about 21 per cent in the line's capacity by 2012 and refurbished rolling stock by 2017
· Piccadilly Line upgrade providing an increase of about 35 per cent in the line's capacity and new rolling stock by 2014
· Sub-surface (District, Circle and City and Hammersmith and Metropolitan Line upgrades) providing a capacity increase of about 19 per cent and rolling stock replacement
· Bakerloo Line upgrade of about 23 per cent by 2020.

3.230   The London City Airport DLR extension opened in 2005. TfL is progressing four further major DLR projects in east London:
· the Woolwich extension is under construction and scheduled to open in early 2009

- Phase 1 of the DLR three-car upgrade (Bank to Lewisham) is under construction and scheduled to open by 2010. Construction of phase 2, between Poplar and Stratford and between Poplar and Beckton, is underway and scheduled to be completed in 2010.
- the DLR upgrade of the North London Line from Canning Town to Stratford and extension to Stratford International is under construction. This scheme is scheduled to be completed in 2010
- an extension from Gallions Reach to Dagenham Dock via Barking Riverside. The extension could be completed by 2017.

Enhanced bus priority, and tram and bus transit schemes

Policy 3C.14 Enhanced bus priority, tram and busway transit schemes
The Mayor will work with TfL, the boroughs and other strategic partners to improve journey times through the implementation of priority schemes to assist buses and new tram and busway transit (light transit) schemes (including possible extensions to Croydon Tramlink). DPD policies should seek to:
- help make tram and busway transit schemes successful and acknowledge their associated regeneration benefits and urban realm improvement opportunities
- identify the approved schemes and implications for development along their routes, including the need for land or road space
- reflect the increased accessibility and capacity the schemes will provide.

See also Policy 3C.13.

3.231   New tram or busway transit systems, which are in many respects similar in their use of road space to intensified bus priority schemes, with very high priority or segregated tracks along most or all of their routes, can provide a high quality public transport service catering for substantial levels of demand. Increased bus priority and new busway transit and tram schemes will support this plan by:
- improving access to town centres and the rail and Underground networks and the suburbs
- providing public transport options that offer a real alternative to cars, including for orbital journeys
- supporting development and regeneration priorities.

3.232   TfL has consulted on a number of proposals that are being developed with a view to implementing a central London (Cross River) tram scheme as well as two bus-based transit schemes in east London, the first phases of East London Transit will be operating by 2009 and Greenwich Waterfront Transit by 2011: these are planned to link over the Thames Gateway

Bridge to create an integrated Thames Gateway Transit network. Over the period of this plan and beyond, the Mayor also wishes to see other transit schemes developed, including extensions to Croydon Tramlink, where these can be justified. There may be opportunities in the longer term to link some of the schemes together. Their development should therefore be co-ordinated.

map 3C.2 Proposed light transit schemes in London
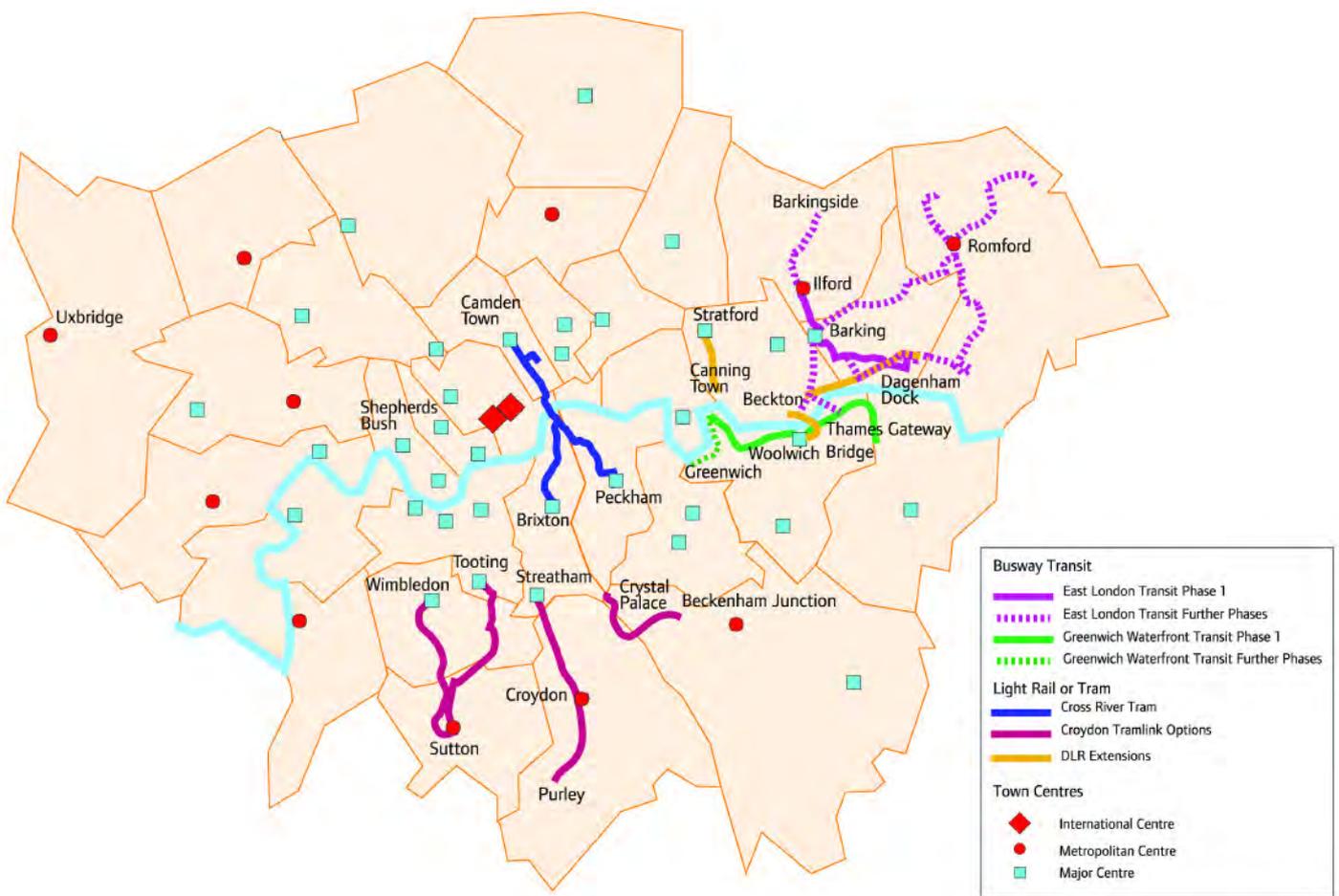
source   Transport for London

New Thames river crossings

Policy 3C.15 New Thames river crossings
The Mayor supports new Thames river crossings in east London. These will achieve regeneration and development benefits and should incorporate high environmental standards.

3.233   East London's development has been constrained by its poor connections across the Thames, among other factors. Improving access for people, goods and services between the north and south of the Thames is a key priority in the regeneration and development of the Thames Gateway region. Three river crossings are identified in the Mayor's Transport Strategy and would, over the plan period, make a vital contribution to the regeneration of the Thames Gateway.

They are:
- a Woolwich rail crossing through an extension of the Docklands Light Railway, which is due for completion in 2009
- a Thames Gateway bridge between Beckton and Thamesmead
- a crossing providing for local links between Silvertown and North Greenwich, for which plans will be developed, subject to funding.

3.234   TfL is working with the LDA, GLA and local boroughs to take forward these proposals, with the key focus being supporting regeneration goals and linking local communities into opportunities in the Thames Gateway.

map 3C.3 River crossing schemes
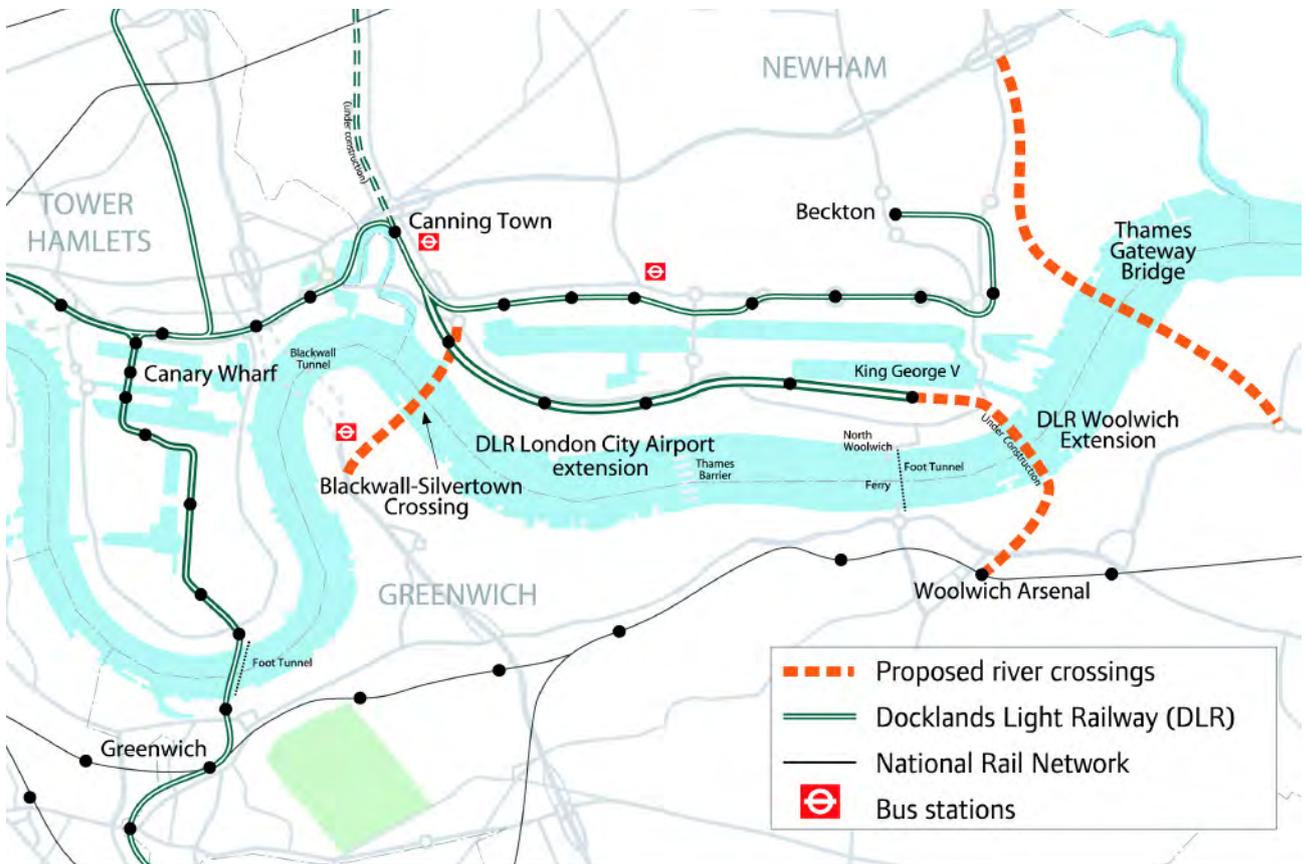
source   Transport for London

4   Reducing congestion and making better use of London's streets
Road schemes

Policy 3C.16 Road scheme proposals
All road schemes in London should:
- contribute to London's economic regeneration and development
- not increase the net traffic capacity of the corridor unless essential to regeneration
- provide a net benefit to London's environment
- improve safety for all users
- improve conditions for pedestrians, cyclists, disabled people, public transport, freight and business
- integrate with local and strategic land use planning policies.

Where schemes worsen conditions when judged against any of these criteria, the scheme should not proceed unless benefits in other areas very substantially outweigh any dis-benefits and unavoidable dis-benefits are mitigated. DPD policies should incorporate these criteria for assessing road scheme proposals.

3.235   This plan fully endorses 'Managing our Roads'[10] which says 'Although there are exceptions…there is only limited capacity for tackling urban congestion by increased road capacity'. However, there are cases where new roads are needed to support regeneration, improve the environment, increase safety or provide essential local access. In addition, local road improvements will sometimes be required, particularly in areas of substantial regeneration or development activity.

Tackling congestion in London's streets

Policy 3C.17 Tackling congestion and reducing traffic
Working with strategic partners, the Mayor will aim from 2001 to 2011 to:
- reduce weekday traffic by 15 per cent in central London where congestion charging applies
- achieve zero growth across the rest of inner London
- reduce growth in outer London by a third, and seek zero growth in outer London town centres.

DPD policies should include measures that support these proposed reductions and secure public benefits from them, including:
- assessing all development proposals in terms of their traffic generation and impact on traffic congestion, with particular regard to impacts on bus routes and the main road network

- utilising appropriate controls over development in terms of the location, scale, density, design and mix of land uses, together with the associated provision for parking and servicing, to help deliver these reductions and improve conditions for people who use public transport, walk or cycle, and for business
- identifying the central London congestion charging zone and any modifications made to it, and taking account of its effects on traffic flows and any associated modifications to the road network that may be necessary, including supporting it through a framework of appropriate land use planning and parking regimes within the congestion charging zone and near to its boundaries
- putting in place strategies to make best use of network capacity, encouraging passengers to use the network outside the busiest times
- co-operating with government on exploring the potential implications for London of their proposals for road user pricing, in order to ensure it delivers its full potential benefits for London. Such a scheme would need to:
  - take account of this plan's proposals for strengthening the role of town centres
  - hypothecate revenues raised for improvements of London's transport system
  - incorporate improvements to access by means other than by car to ensure increased travel choice
  - take appropriate account of the needs of business for delivery and servicing within the charging area
  - take account of any traffic and transport impacts outside of the charging area.

Policy 3C.18 Allocation of street space
In balancing the use of streetspace, DPDs should include policies that reflect the Mayor's Transport Strategy and the London road hierarchy. In particular, boroughs should:
- presume in favour of movement of people and goods, to support commerce, business and bus movements on the Transport for London Road Network (TLRN) and most other 'A' roads
- presume in favour of local access and amenity on other London roads, particularly for residents, buses, pedestrians and cyclists, and where necessary, businesses and servicing
- review the re-allocation of road space and land to bus priority, bus or tram (light transit) schemes, cyclists and pedestrians to support sustainable transport
- apply corridor management to ensure that the needs of street users and improvements to the public realm are dealt with in a co-ordinated way.

> *Policy 3C.19 Local transport and public realm enhancements*
> TfL will and boroughs should make better use of London's streets
> and secure transport, environmental and regeneration benefits through
> a comprehensive approach to tackling all the adverse transport impacts
> in an area – known as a 'local area transport treatment'. Local area
> transport treatments may cover:
> · town centres
> · business improvement districts
> · interchange areas
> · neighbourhood renewal areas
> · other residential areas.

3.236   There is an urgent need to reduce congestion and traffic levels,
        particularly in those parts of London where they are at their highest,
        including central London and outer town centres. Boroughs should
        consider local initiatives that aim to reduce traffic, especially in town
        centres and where traffic goes through residential and environmentally
        sensitive areas.

3.237   London's streets should be performing a variety of functions. They should
        provide a safe and pleasant means of travelling by foot, cycle, bus,
        tram (light transit) or car and act as a network of attractive public spaces
        in which people can meet and enjoy life. Boroughs should make use of
        integrated approaches such as local area transport treatments to improve
        the balance struck between different street users, and seek opportunities
        to link these with other local initiatives. This includes initiatives like Home
        Zones, a concept described in paragraph 4G.48 and proposal 4G.9 in the
        Mayor's Transport Strategy. These principles have been further developed
        in TfL's guidance on Improving Walkability[11] and draft Streetscape Guidance[12].

3.238   This plan puts greater emphasis on essential access for people, goods and
        services and more localised modes of travel – the bus, walking and cycling
        – in central London and the larger town centres. Policy 4B.3 of this plan
        sets out policy for the public realm.

3.239   The central London congestion charging scheme and its western extension
        contributes to the spatial development policies of this plan by reducing
        substantially congestion in the Central Activities Zone and improving
        its attractiveness. Land use planning and parking regimes should take
        account of and support the scheme. The Mayor will consider possible
        schemes for demand management elsewhere. Congestion charging has
        reduced traffic and congestion, leading to faster journeys, improved bus
        reliability and a pleasanter environment for all, and particularly for walking
        and cycling. TfL should maintain the benefits of the scheme. Government

has announced its intention to develop proposals for a national road pricing scheme in the longer term, and TfL should work with government to share its experience of implementing congestion charging and help fully to assess the implications of any future road pricing schemes for London.

Improving conditions for buses

Policy 3C.20 Improving conditions for buses
The Mayor will work with TfL and boroughs to implement London-wide improvements to the quality of bus services for all. DPD policies should actively promote and give priority to the continued development of the London bus network, including:
· the allocation of road space and the high levels of road priority required for buses on existing or proposed bus routes
· ensuring good bus access to and within town centres, major developments and residential areas
· ensuring that walking routes to bus stops from homes and workplaces are direct, secure, pleasant and safe
· ensuring that bus layover and turning areas, driver facilities, bus stations and garages are available where needed.

3.240   Increasing the contribution of the bus is particularly important in and around central London in the short term (while the rail and Underground networks are being rehabilitated and extended) and in both short and long term in the suburbs, where access to rail-based transport is relatively limited. Higher levels of priority can improve bus services substantially by reducing unreliability. The Mayor will work actively with TfL and boroughs to promote a bus network that is reliable, comprehensive, frequent, and easy to use. Large new developments, including major housing sites, should have easily accessible and high quality bus links and facilities planned at the earliest stage of their development. These links should be safe, accessible, pleasant and direct.

Improving conditions for walking and cycling

Policy 3C.21 Improving conditions for walking
DPD policies should:
- ensure that safe, convenient, accessible and direct pedestrian access is provided from new developments to public transport nodes and key land uses, taking account of the need to connect people to jobs, to town centres and to schools and based on the TfL guidance Improving Walkability
- provide for the undertaking of audits to ensure that existing pedestrian infrastructure is suitable for its proposed use
- plan for suitable crossing facilities around and near new developments, including features to enable disabled people to access them
- plan for improving the safety and security of the pedestrian environment through appropriate lighting levels, and security measures such as CCTV
- identify, complete and promote high quality walking routes including the six strategic walking routes identified in the Mayor's Transport Strategy
- ensure that Thames-side developments incorporate provision for a riverside walkway in accordance with Countryside Agency standards[13]
- ensure that the pedestrian environment is accessible to disabled people
- take account of measures set out in the TfL Walking Plan for London[14]
- improve the safety and convenience of pedestrian routes to school.

map 3C.4 London's strategic network of promoted walking routes

Legend:
- Strategic Walking Routes
- [1] Thames Path
- [2] Jubilee Walk
- [3] Lee Valley Walk
- [4] Capital Ring
- [5] London Outer Orbital Path (LOOP)
- [6] South East Green Chain
- ◆ International Centre
- ● Metropolitan Centre
- ■ Major Centre
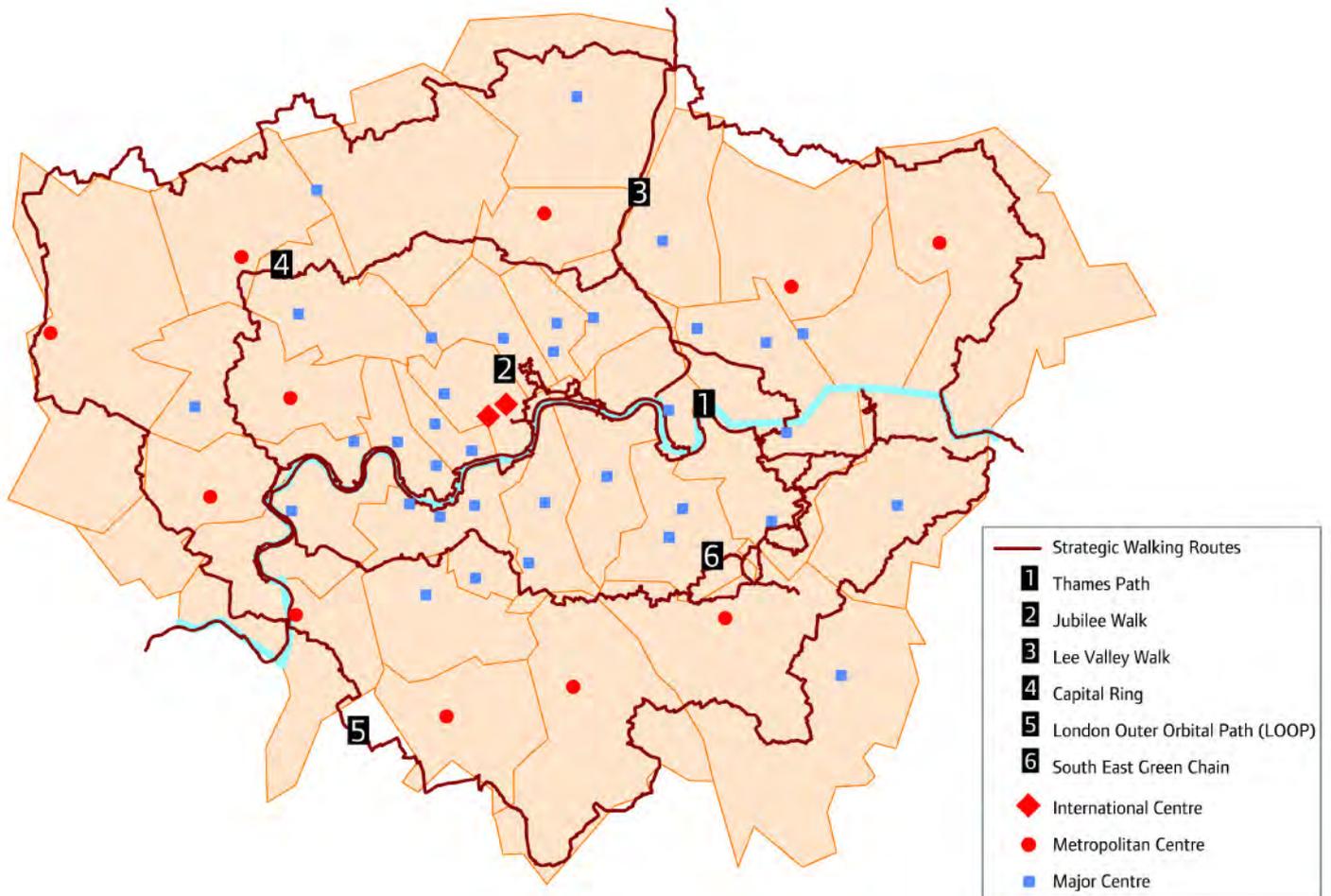
source   GLA

Policy 3C.22 Improving conditions for cycling
DPD policies should:
- identify and implement high quality, direct, cycling routes, where possible segregated from motorised traffic, giving access to public transport nodes, town centres and key land uses
- ensure that routes are segregated from pedestrians as far as practicable, but are not isolated
- identify, complete and promote the relevant sections of the London Cycle Network Plus, and other cycling routes
- take account of measures identified in the TfL Cycling Action Plan[15]
- encourage provision of sufficient, secure cycle parking facilities within developments, taking account of TfL's Cycle Parking Standards[16]
- encourage and improve safety for cycling.

3.241 The quality and safety of London's environment should be improved to make the experience of walking and cycling more pleasant, and an increasingly viable alternative to the private car. TfL has produced advice on measures to enhance the cycling environment in London Cycle Design Standards[17]. Walking and cycling in and around central London should be safer and more pleasant as a result of initiatives being introduced to complement the introduction of the Mayor's congestion charging scheme. Walking and cycling are particularly important for certain people such as children and those without direct access to cars. Improved pedestrian routes to school are especially important (see paragraph 4G.49, 4I.15 and proposal 4G.9 of the Mayor's Transport Strategy). Improving the quality of the pedestrian environment is covered in Chapter 4B of this plan. This plan's policies to create a more compact city should aim to ensure that travel on foot and on bicycle is the most attractive option for short journeys. For longer journeys, good pedestrian and cycle access to public transport is essential.

3.242 Major new developments should provide new, high quality, segregated pedestrian and cycle routes, which are direct and provide good connections to the existing pattern of streets, and to bus stops and stations. This may sometimes require the re-allocation of road space and the creation of additional bus stops. Cycle parking facilities should be provided in both commercial and residential development (see Annex 4 on Parking Standards). Boroughs should ensure that the missing links in the walking and cycling networks, including parts of the six strategic walking routes identified in the Mayor's Transport Strategy, are completed as development opportunities arise. Planning briefs and masterplans should include principles to encourage a high quality, connected pedestrian environment and facilities for cycling.

Parking strategy and standards

Policy 3C.23 Parking strategy
The Mayor, in conjunction with boroughs, will seek to ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes. The only exception to this approach will be to ensure that developments are accessible for disabled people. DPD policies and Local Implementation Plans should:
- adopt on- and off-street parking policies that encourage access by sustainable means of transport, assist in limiting the use of the car and contribute to minimising road traffic
- adopt the maximum parking standards set out in the annex on parking standards (Annex 4) where appropriate, taking account of local

circumstances and allowing for reduced car parking provision
in areas of good transport accessibility
- reduce the amount of existing, private, non-residential parking,
as opportunities arise
- recognise the needs of disabled people and provide adequate
parking for them
- take account of the needs of business for delivery and servicing
movements
- provide adequate facilities for coaches that minimise impact
on the road network capacity and are off-road wherever possible
- generally resist the introduction of temporary car parks
- encourage good standards of car parking design
- seek to re-allocate space to provide for cycle parking where this
does not meet the recommended levels of provision in TfL's cycle
parking standards.

Policy 3C.24 Parking in town centres
DPD policies and Local Implementation Plans should set out appropriate
parking standards for town centres. These should help to enhance the
attractiveness of town centres and to reduce congestion. These standards
should take into account:
- the standards set out in Annex 4
- the current vitality and viability of their town centres
(see Policies 3D.1 and 3D.2)
- regeneration and town centre management objectives
- existing on- and off-street parking provision and control
- public transport provision and the need to reduce travel by car
- pedestrian and cycle access.

3.243   Controlling the level of provision and regulation of on-and off-street
parking can contribute to reducing congestion and encouraging the use
of public transport. Parking space is often an inefficient and unattractive
use of land. This plan sets out a parking restraint regime that balances
the desirability of reducing car use with the need to provide for attractive,
viable development in town centres, while recognising that many people
will continue to use their cars for travel, particularly in the suburbs.
Within the general policy (Policy 3C.23) it allows for additional public
car parking within town centres (Policy 3C.24), where this is appropriate
and supports the locational advantage of town centres.

3.244   The restraint on parking provision should increase in many areas as the
availability of alternative means of travel grows. In the most accessible
locations, this should sometimes extend to car-free developments.
The Central Activities Zone is particularly well served by public transport

and is densely developed, such that additional car parking, other than for residential use, is unlikely to be accommodated. Less restrictive policies will generally be appropriate in suburban London. As developments come forward, boroughs will be able to apply more restrictive parking policies and over time this will lead to a reduction in private non-residential parking.

3.245   Appropriate parking and/or drop-off points for disabled people should always be provided to ensure that developments are accessible for all. All large developments should provide for appropriate taxi ranks and coach/bus parking/stands. Appropriate provision should also be made for cycle and motorcycle parking.

3.246   Boroughs should determine a single maximum standard for the town centre and edge of town centre as a whole. Competition between town centres based on parking provision should be avoided by a co-ordinated, complementary approach between neighbouring authorities, including those just outside the London area.

3.247   The annex on parking standards (Annex 4) sets out maximum car parking standards for employment, residential and retail uses and provides guidance on parking in leisure and mixed-use developments, and on the provision of parking for disabled people. Boroughs should have regard to these in developing their DPDs and in exercising their development control functions.

3.248   Parking standards are only one mechanism to limit the use of the car and achieve wider objectives. They should be used in conjunction with other transport and spatial integration mechanisms, including location policies and travel plans. An integrated approach is needed in boroughs' parking policies in LDFs, in exercising their development control functions, and in boroughs' Local Implementation Plans.

3.249   Leisure developments should make use of existing public car parks and dedicated on-site parking in town centres should be provided only where there is an identified need. (Further guidance is given in Annex 4). For bulk shopping, the preferred location for parking should be in or on the edge of the town centre to facilitate linked trips.

3.250   TfL, in conjunction with boroughs, has developed the PTAL method to assess public transport accessibility, which is described in Annex 4, and will keep this methodology under review. PPG 13[18] introduced the concept of Transport Assessments. These should give details of proposed measures to improve access by public transport, walking and cycling, to reduce associated parking and mitigate transport impacts. Transport

Assessments will be a key factor in assisting boroughs in their assessments of development proposals and ensuring that parking levels sought for new developments are not excessive.

3.251   Temporary car parks should be resisted and only considered in cases of exceptional need. There may be circumstances in which temporary spaces may be allowed on condition that these are withdrawn when better public transport access becomes available.

5   Improving freight movements and the distribution of goods and services

Policy 3C.25 Freight strategy

The Mayor will promote the sustainable development of the full range of road, rail and water-borne freight facilities in London and seek to improve integration between the modes and between major rail interchanges and the centres they serve. The development of national rail routes that relieve London of through freight is supported. DPD policies should:

· implement the spatial aspects of the freight element of the Mayor's Transport Strategy as developed by the London Sustainable Distribution Partnership and TfL's London Freight Plan[19]

· seek to locate developments that generate high levels of freight movement close to major transport routes and to minimise night disturbance

· ensure that suitable sites and facilities are made available to enable the transfer of freight to rail and water through the protection of existing sites and the provision of new sites

· ensure developments include appropriate servicing facilities, off-road wherever practicable, and include appropriate freight loading and parking facilities

· ensure collection and delivery can take place off the main bus and tram routes.

3.252   The economy of London, and of the wider surrounding regional area, relies on an efficient system for the distribution of goods and services. Servicing facilities and the provision of storage, handling and modal transfer facilities to cater for road, rail and water-borne goods are an important part of the distribution chain.

3.253   This plan facilitates freight distribution and servicing in a way that minimises congestion and any adverse environmental impact. Road freight is and will remain the most significant sector of freight activity in London due to the flexibility and accessibility provided by the road network. This plan promotes the use of operating practices and vehicles with

lower environmental impact. This plan also aims to foster a progressive shift of freight from road to more sustainable modes such as rail and water, where this is economical and practicable. It supports the diversion of rail freight with neither an origin nor destination within London on to strategic bypass routes, and the development of additional rail capacity which can cater for the expected growth in container and other freight traffic and relieve rail capacity bottlenecks in London.

3.254 It is important that at all stages of the development process, design, planning and construction, that full consideration is given to the freight and servicing implications to minimise adverse impacts. The planning system can assist the efficiency of road freight operation and reduce its impact by, for example, encouraging the provision of waiting areas for freight vehicles, or consolidation centres to avoid unnecessary trips or mileage and the resulting pollution and emissions.

3.255 There is also a need for a number of smaller sites for general freight and some specialised rail terminal for particular commodities, many of which support the construction industry. These and further potential sites that might be identified should be protected in boroughs' DPDs. More information can be found in the Land for Transport SPG. New locations should meet strategic planning and environmental objectives.

3.256 The Thames provides significant opportunities for sustainable freight access into the heart of the capital. The Thames is particularly suited to the transport of bulk materials, such as waste and aggregates. There is also potential for extending freight operations on the Lee Navigation and Grand Union canals. A collaborative approach is needed across London to focus, in particular, on encouraging new facilities and protecting, through the planning system, essential existing facilities supporting water-borne freight movement. Further guidance is provided in Chapter 4C.

3.257 The reliable and efficient distribution of goods depends in part upon a vibrant ports industry. London relies on a range of facilities to service its needs, including the Port of London. The Port of London Authority, the UK's biggest port, is a vital gateway for international trade. Although serving London, much of the port is physically located outside London. A regional ports study was undertaken by the South East and East Anglia Ports Local Authority Group (SEAPLAG) and further collaborative work is ongoing between the GLA, SEERA and EELGC to examine the regional implications of port expansion and, from a London perspective, ensure that transport implications for London are fully taken into account. Opportunities to support the development of the Thames Gateway region

should be maximised. In addition, similar joint work is being undertaken in relation to strategic rail intermodal facilities.

3.258 Air freight is of increasing importance to the London economy. Its growth should be accompanied by measures to minimise environmental impacts.

Policy 3C.26 Strategic Rail Freight Interchanges
The Mayor will and boroughs should support the provision of strategic rail freight interchanges, including enabling the potential of the Channel Tunnel Rail Link to be exploited for freight serving London and the wider region. Each proposal will be considered on its own merits and in the context of wider policies in this plan.

3.259 The former Strategic Rail Authority (SRA) identified a requirement for three or four large multi-modal freight facilities on or close to the periphery of London. More information can be found in the Land for Transport SPG. Any proposals for Strategic Rail Freight Interchanges will need to be assessed against strategic planning and environmental objectives.

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3D enjoying London

3.260   This part sets out policies to ensure diverse opportunities to enjoy London through its culture, shopping, sport, tourism and open spaces. As the city's population and economy grow and development intensifies, access to these activities offers release from the pressures of metropolitan life and enhances London's standing as a centre of culture, relaxation and innovation. Making London an even more enjoyable city will contribute to Objective 2 of this plan – to make London a better city for people to live in – as will improving the quality of town centres and strengthening the leisure and cultural sectors. Protecting and adding to London's wealth of open spaces will be especially important in realising Objective 6 – to make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well designed and green city. All of these improvements in the quality and availability of retail, leisure and open space facilities will be crucial in accommodating growth, contributing to London's prosperity and making the compact city an enjoyable one in which to live.

3.261   A sustainable and inclusive strategy offers the widest access to shopping and leisure activities for the greatest number of people, including those currently least able to enjoy them. To achieve this, this plan adopts a policy of 'structured choice', which concentrates the supply of retail and leisure facilities and services in the most accessible places and spreads them between central London, town centres and development areas such as the Thames Gateway. This will help reinvigorate town centres and widen their role as accessible and diverse community centres as well as contributing to broader regeneration of the suburbs (see Chapter 2). Other policies will restrain the provision of competing retail and other activities in out of centre locations. London's specialist leisure activities are supported and protected through the designation of Strategic Cultural Areas and Tourism Action Zones.

3.262   London's distinctive network of open spaces, from the green belt to local play spaces, should be strongly protected, made more accessible and enhanced. As the use of land becomes more intense, the contribution of open space to physical and psychological health, to biodiversity and to the relatively open character of the city will become even more important.

3.263   Enjoying London is in four sections:
· the first covers town centres, retail and leisure
· the second looks at culture and sport
· the third looks at tourism
· the last section covers the range of London's open spaces.
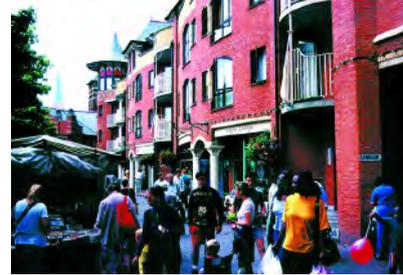
1 Consumers in London

Policy 3D.1 Supporting town centres
The Mayor will and boroughs should enhance access to goods and services and strengthen the wider role of town centres, including DPD policies to:
- encourage retail, leisure and other related uses in town centres and discourage them outside the town centres
- encourage forms of development, operational practice and consumer behaviour which will help to reduce carbon dioxide emissions
- improve access to and within town centres by public transport, cycling and walking
- enhance the competitiveness and quality of retail and other consumer services in town centres
- support a wide role for town centres as locations for leisure and cultural activities, as well as business and housing and their key role in developing a sense of place and identity for sustainable local communities
- require the location of appropriate health, education and other public and community services in town centres
- designate core areas primarily for shopping uses and secondary areas for shopping and other uses and set out policies for the appropriate management of both types of area
- encourage net additions to town centre capacity where appropriate to their role in the overall network
- undertake regular town centre health checks and integrated strategic and local consumer need and capacity assessments
- support and encourage town centre management, partnerships and strategies including the introduction of Business Improvement Districts in appropriate locations and appropriate provisions to support the safety and security of town centres.

3.264 Policy 2A.8 sets out an over-arching approach to support and regenerate town centres.

3.265 Retail plays a vital role in London's economy, employing over 400,000 people and supporting the economic vitality of all parts of the capital, with over 40,000 shops in London. In particular it is central to supporting the capital's network of over 1,000 town centres. A dynamic, competitive and innovative retail trade is essential if town centres are to flourish.

3.266 Increased consumer expenditure based on rising population and affluence together with that generated by visitors and commuters will be one of the greatest drivers of change across London. Between 2001 and 2016

expenditure on convenience goods is expected to increase by 2.0 per cent per annum and that on comparison goods by 4.8 per cent. Taking into account variables like floorspace productivity and sales densities, this could mean that London will require 0.1 – 0.3 million sq m more convenience floorspace in gross terms, though this will be reduced if the existing development pipeline is built out[1]. There could still be a net need for 0.8 – 1.2 million sq m of comparison floorspace even when the development pipeline is built out[2]. Guidance on the more local distribution of these requirements is set out in the current Sub-Regional Development Frameworks. Strategic and local assessments of need and capacity, informed by each other, will be part of the process for DPD preparation.

3.267   The Mayor supports the government's policy of strongly promoting consumer activity in town centres. These offer an accessible yet competitive range of retail and personal services. Healthy town centres with a mixture of uses, including residential, employment, libraries, primary health care centres, educational establishments, bars, restaurants, cinemas and other leisure activities, offer attractive focal points for their surrounding communities. Town centres are also more sustainable than out of centre shopping developments, which generate significant traffic volumes but tend to be less accessible for many people, particularly Londoners without access to private transport. A spread of successful town centres across London will underpin a balanced 'polycentric' structure promoted by the European Spatial Development Perspective[3].

3.268   The vitality and viability of town centres will be enhanced by a wider range of uses. 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. This can lever in resources for comprehensive town centre renewal as part of mixed use redevelopment and expansion. In some centres, there is particular 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 such high density housing, especially in relation to night-time uses. Town centres should also provide a range of civic services and social facilities such as accessible public lavatories, affordable childcare facilities and shopmobility schemes. Sensitive town centre management should seek to resolve any tensions which may result from a varied mix of uses. High quality, well designed development and regeneration will help support and re-establish town centres as attractive places and as distinctive centres of the community's life, which will in turn underpin their competitive offer as business locations.

The London town centre network

3.269 London has a complex pattern of town centres. While each centre performs a different function according to the community and area it serves, five broad types of town centre can be identified within London: International, Metropolitan, Major, District and Neighbourhood centres (see Chapter 2). This categorisation creates a strategic network of centres across London. It provides a framework to co-ordinate appropriate types and levels of development and transport provision including various types of specialisation, which should be recognised and supported. This will maximise choice and accessibility to goods and services for all groups of Londoners. Annex 1 on London's Strategic Town Centre Network identifies which town centres fall into the first four categories and the locations of centres in the four largest categories are shown on Map 3D.1.

map 3D.1   London's network of town centres
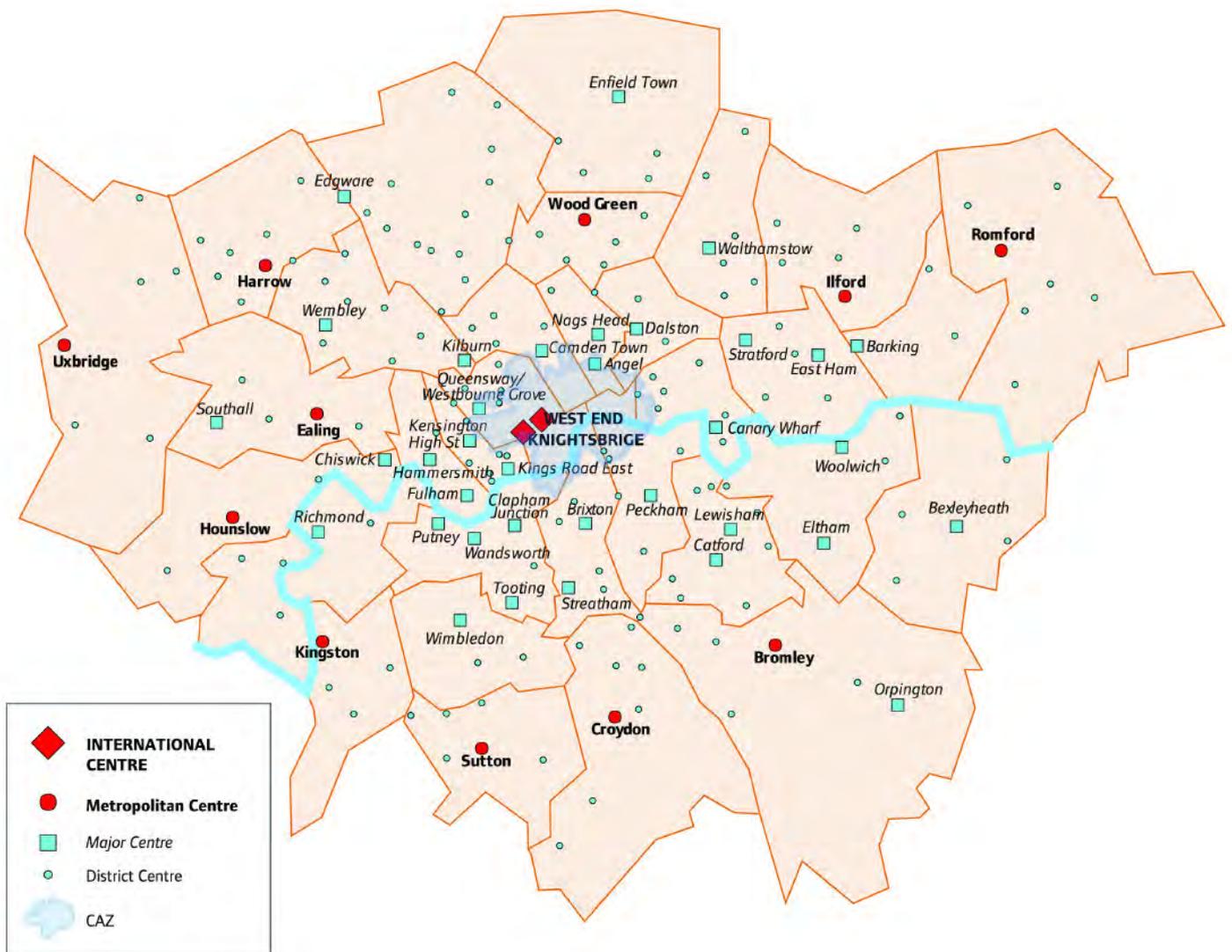
source   GLA

3.270　A centre's role should be tested through regular town centre 'health checks' and centres can be reclassified in the light of these through Sub-Regional Implementation Frameworks and subsequent reviews or alterations to this plan and DPDs. This process should ensure that the network is sufficiently flexible to accommodate change in the role of centres and their relationships to one another.

Locations for retail and leisure activity

Policy 3D.2 Town centre development
DPD policies should:
· assess the need and capacity for additional retail, leisure, commercial and other town centre development and reconcile these by making appropriate provision following the sequential approach outlined below
· relate the scale of retail, commercial and leisure development to the size and role of a centre and its catchment and encourage appropriate development on sites in town centres in the network. If no town centre sites are available in the network, provision should be made on the edge of centres in the network
· encourage additional comparison goods capacity in larger town centres and convenience goods capacity in smaller centres of appropriate scale, especially District centres, to secure a sustainable pattern of retail provision
· treat proposals for out of centre development or for intensification or expansion of existing out of centre retail facilities in line with Policy 2A.8
· manage existing out or edge of centre retail and other service provision in line with the sequential approach, seeking to reduce car dependency and traffic generation and to improve public transport access to promote more sustainable forms of development.

3.271　Government guidance sets out a sequential approach for identifying the preferred location for retail and leisure development. This plan supports that approach. To facilitate the rigorous application of the sequential test, boroughs should carry out assessments of the capacity of each town centre to accommodate additional retail development appropriate to its role within the network. This supply side assessment should be set against an assessment of the need for new retail development on a borough and sub-regional basis. Where need is established, boroughs should adopt a sequential approach to identifying suitable sites. The Mayor will publish Supplementary Planning Guidance on town centre, retail and leisure issues.

3.272   In London the larger centres are appropriate locations for accommodating much of the growth in comparison goods expenditure and floorspace because they are the most accessible by public transport and have greater capacity to provide choice and competition; the agglomeration of activities there will make them more economically sustainable, attractive for investors and consumers and more resilient to challenges from existing out of centre retail locations. While provision to meet the need for convenience goods can be made in larger centres, smaller centres, especially District centres, are particularly suitable for accommodating growth in convenience goods floorspace. This is because they form a denser network and are particularly accessible by foot as well as public transport.

3.273   Because of London's exceptionally dense form of development, intensification of out of centre supermarkets and shopping centres could further threaten town centres (see Chapter 2) and, where proposed, should be treated in line with national policy as new development. Where out of centre developments are proposed, the following key considerations should apply, in line with national policy taking account of the exceptional scale and intensity of London's town centre network:
  · the likely harm to the spatial development strategy
  · the likely impact of the development on the vitality and viability of existing town centres, including the evening economy
  · their accessibility by a choice of means of transport, taking account of the importance of fostering public transport use in London
  · their likely effect on overall travel patterns and car use.

3.274   Outside central London, major leisure activities should be focused on appropriate elements of the network of town centres. Out of centre major leisure developments, such as cinemas, bingo clubs and bowling alleys, have in the past compromised the vitality and viability of some town centres (see Chapter 2).

3.275   London has a legacy of out, or edge, of centre retail and other service provision and proposals, which are heavily car dependent. They should be managed in ways that reduce this dependency and improve public transport 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. To varying degrees a number of strategically important retail and leisure proposals such as White City, Wembley, Brent Cross, Stratford, Kings Cross and Battersea fall into this category. They should provide exemplars of modern, sustainable retail provision and enhance the quality and competitiveness of London's retail offer.

Maintaining and improving retail facilities

Policy 3D.3 Maintaining and improving retail facilities
Boroughs should:
- work with retailers and others to prevent the loss of retail facilities, including street and farmers' markets, that provide essential convenience and specialist shopping and to encourage mixed use development
- establish local retailing information in collaboration with local communities and undertake audits of local retail and service facilities identifying areas considered deficient in convenience shopping and services
- provide a policy framework for maintaining, managing and enhancing local and neighbourhood shopping facilities and, where appropriate, for the provision of further such facilities in accessible locations, including to serve new residential communities
- support the development of e-tailing and encourage the widening of access to it.

3.276   The existence of thriving local convenience shopping is important, especially for less mobile people and those on low incomes for whom ready access to the components of a good diet are essential to support good health.

3.277   Local retail strategies, developed in partnership between communities, the retail industry and local authorities, can identify areas deficient in essential retail facilities and establish the means by which to stimulate investment. Co-ordinated planning and other interventions may be required to retain facilities, such as corner shops or small parades in estates that provide an essential social service but are on the margins of economic viability. Improvements in e-infrastructure are required to enable access for all communities.

3.278   The Mayor's Food Strategy shows how the social and ethnic composition of London make street and farmers' markets important in meeting dietary requirements[4], as well as enhancing choice in, and vitality of, town centres. SRIFs will provide information on street markets of strategic importance.

2   Culture and sport in London

Policy 3D.4 Development and promotion of arts and culture
The Mayor will work with strategic partners within the framework of the Mayor's Cultural Strategy[5] to promote London's cultural and arts facilities as visitor attractions and foster their contribution to both local regeneration and London's global economic offer.

DPD policies should:
- identify, protect and enhance Strategic Cultural Areas and their settings
- designate and develop Cultural Quarters
- where appropriate, support evening and night-time entertainment activities in central London, City fringe areas and town centres and where appropriate manage their impact through policies such as Entertainment Management Zones
- encourage 'Percent for Art' schemes and encourage arts and cultural facilities in major mixed-use developments.

In considering proposals for cultural facilities, DPD policies should ensure that:
- a sequential approach is applied (see Policy 3D.2)
- sites have good access by public transport or improvements are planned
- facilities are accessible to all sections of the community, including disabled people
- new provision is focused on areas with deficiencies in facilities and provides a cultural focus to foster more sustainable local communities.

Strategic Cultural Areas

3.279   London's role as a world city is supported by a number of internationally important cultural institutions, including museums, galleries and theatres, which are among London's major tourist attractions. Together with their setting, these represent London's Strategic Cultural Areas and should be protected and enhanced. They include Greenwich Riverside, Wembley, the South Kensington museums complex, the Barbican, the South Bank/Bankside, West End/Soho/Covent Garden, 'Theatreland' and 'London's Arcadia' covering strategic heritage sites in West London. Any redevelopment proposals should follow the principles set out in Chapter 4B.

Cultural quarters

3.280   Designation, development and management of cultural quarters can
help address the need for affordable workspace for creative industries,
provide flexible live/work space, encourage clusters of activity and provide
a trigger for local regeneration. Cultural and creative activities are
sometimes priced out of traditional areas. Where they contribute to wider
regeneration and mixed-use policies, they should be sustained by the
planning system and supported by wider economic and cultural
development initiatives. Cheaper premises in or on the edge of town
centres are especially suitable, and there is considerable potential for this
in areas of East London (in particular the Lower Lea Valley, Royal Docks,
Greenwich Riverside, Deptford Creek and Woolwich Arsenal) as part
of wider regeneration initiatives.

Local and sub-regional cultural facilities

3.281   Cultural facilities such as local theatres, tourist attractions and libraries
are vitally important to all London's town centres and central London.
They are particularly valuable as a means of engaging younger people
in wider community activity. However, parts of suburban London,
especially in the east, lack such facilities. New cultural provision of local
and sub-regional importance should be developed in town centres and
the Thames Gateway for residents and to create new tourist attractions
away from central London. They should be integrated with wider town
centre renewal proposals, especially those to rejuvenate suburban centres.
Boroughs should identify suitable sites for cultural facilities in DPD
and development briefs, drawing on priorities outlined in the Mayor's
Cultural Strategy and encouraging 'Percent for Art' schemes tailored
to local circumstances.

Night-time economy

3.282   The capital's vibrant night-time economy is a major contributor
to London's world city status as well as meeting more local needs.
Covent Garden/Soho is particularly important, together with strategic
clusters of night time activities in and around central London and in some
town centres (Map 3D.2). Tackling the wide range of associated issues,
especially those of disturbance and increasing demand for services to be
provided later in the evening, will require a real commitment to effective,
integrated action by a range of partners. Different approaches will
be needed to address local circumstances, for example refinement
of the Entertainment Management Zone concept and the application
of the Mayor's London Ambient Noise Strategy and the London Agenda
for Action on Alcohol[6]. The Mayor has prepared Best Practice Guidance[7]
on management of the night time economy.

map 3D.2 **Night-time economy clusters of strategic importance**

Strategic clusters of night time activity of:

1. International importance

2. Sub-regional importance

3. Specialist provision of more than local importance

See Annex 1: to be tested through SRIF process and defined in DPDs
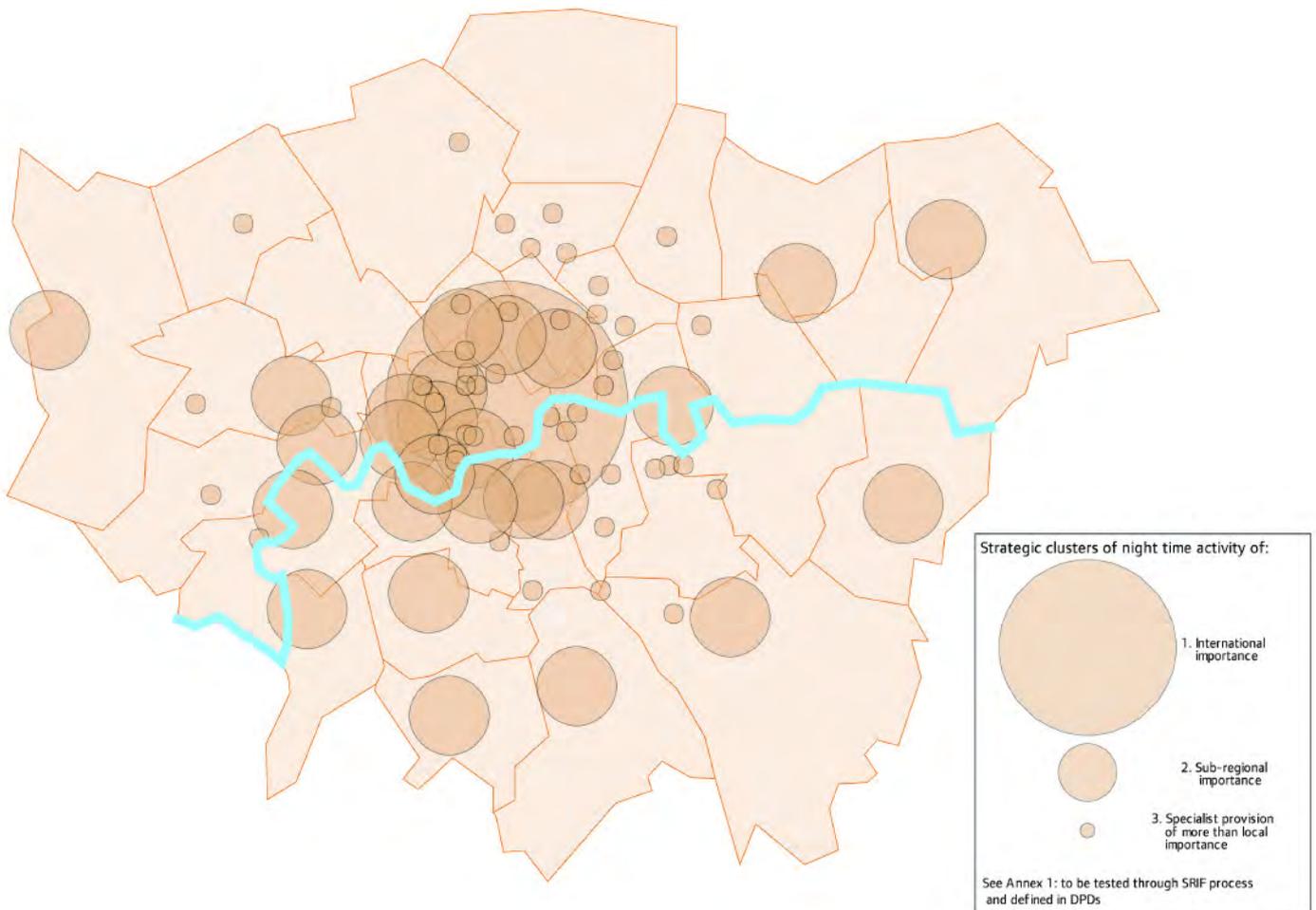
source   GLA, Night Time Economy BPG 2007

Casinos

Policy 3D.5 Casinos
The Mayor will and boroughs and other stakeholders should ensure that development of 'Small' and 'Large' casinos take account of the wider policies of this plan including those for the location of leisure facilities. In view of their strategic regeneration and leisure roles, Wembley and Greenwich Peninsula Opportunity Areas are appropriate locations for development of 'Regional' casinos (see Chapter 5).

3.283   The Gambling Act 2005 introduced three new types of casino, defined by minimum size[8] as 'Regional', 'Large' and 'Small'. These are larger than existing casinos in London, and will no longer have to be confined to defined approved areas. The Government has announced that for an initial period, only eight 'Large' and eight 'Small' casino are likely to be permitted across Great Britain to enable their impacts to be assessed.

3.284   Casinos (particularly those in the 'Regional' category) are likely to have significant scope to provide regeneration benefits[9]. These may include employment and training, support for regionally-important developments or strategic priorities and transport improvements. Planning obligations and other planning and licensing powers should be used to ensure that these benefits are secured and sustained over time.

3.285   The Government has stated[10] that in revising their spatial strategies, regional planning bodies should consider possible broad locations for regional casinos, having regard to national policies on location of leisure development. The Greenwich Peninsula and Wembley are two Opportunity Areas identified in this plan as being particularly suitable for leisure-based regeneration. These are locations where regional casinos could be located appropriately, and where they could contribute towards delivery of the policies in this plan.

3.286   The Government may decide to permit a greater number of casinos, or lift restrictions on their number altogether, over the life of the London Plan. Proposals for new casinos of any type should be assessed in accordance with the principles set out in Policy 3D.1 and the other policies relating to leisure development in this plan, although in assessing proposals boroughs should consider the appropriate use of their planning and licensing powers to ensure protection of the vulnerable and to minimise negative impacts on local and wider amenity. The Mayor is particularly concerned to address issues associated with 'problem gambling'. He will require an action plan to mitigate its impacts, including contributions to meeting its additional health costs. He will also seek to maximise skills and training provision.

3.287   The likelihood that casinos (particularly regional and large ones) may form part of a larger leisure-based complex should also be borne in mind, and planning and licensing powers should be used to ensure the areas within proposed developments used for gambling are clearly delineated. Casinos should be located in places with high accessibility, particularly by public transport, and the scope for sharing car parking provision with premises that might have different operating hours should be maximised.

Sport and recreation facilities

Policy 3D.6 The Olympic and Paralympic Games and sports facilities
The Mayor will work with partners to develop and implement legacies from the new permanent facilities in the Olympic Park. These will include ensuring that the facilities meet London's sport needs and that they are accessible and affordable for all Londoners.

The Mayor will work with partners to take the opportunities presented by the Olympic and Paralympic Games to increase participation in sport and physical activity among all sections of London's population, and ensure that community access to legacy facilities is secured following the Games.

In DPDs boroughs should identify sites for a range of sports facilities to meet local, sub-regional and wider needs.

In considering proposals for sports facilities, boroughs should ensure that:
- a sequential approach is applied
- sites have good access by public transport, cycling and walking, or improved access is planned
- facilities are accessible to all sections of the community, including disabled people
- new provision is focused on areas with existing deficiencies in facilities
- the multiple use of facilities is encouraged, including those of schools and commercial organisations.

3.288   The Mayor, the LDA, the boroughs, the government, the Olympic Delivery Authority and the British Olympics Association are leading the development of the 2012 Olympic and Paralympic Games focused primarily on east London. The Games will leave a wide legacy including permanent sporting facilities. The Mayor will be a leading partner in using the Games to maximise the economic, social, health and environmental benefits of the Games for the UK, particularly through regeneration and sustainable development of east London and the promotion of sport and physical activity among Londoners, and the promotion of London to domestic and international audiences. The historic diversity of east London will be understood, reflected and celebrated in all of this work (see Chapter 5). The Paralympic Games represent a unique opportunity to address the needs and promote the potential contributions of the disabled community.

3.289   A sequential approach should be applied to proposals for sports stadia, although the availability of sufficiently large town centre sites is likely to be limited. New or improved stadia may assist in bringing forward regeneration benefits, including public sports facilities or other community amenities that may be associated with mixed-use schemes. Such sites should have public transport services with adequate capacity to cope with large crowds. Where this is not the case, improvements to public transport should be planned as part of the development.

Local and sub-regional sports and recreation facilities

3.290   London needs to develop a wide range of high quality but affordable
        sports facilities, which are accessible to all sections of the community,
        including disabled people. The boroughs' audits of existing provision and
        assessments of needs, required by PPG17[11], will ensure that new provision
        is focused in areas with the greatest need and co-ordinated across boundaries.
        Development of sports facilities in commercial schemes should be encouraged
        and made accessible to the local community where possible.

3   Visitors' London

Policy 3D.7 Visitor accommodation and facilities
The Mayor will work with strategic partners to implement his Tourism
Vision and to achieve 40,000 net additional hotel bedrooms
by 2026, to improve the quality, variety and distribution of visitor
accommodation and facilities and to bring forward a major international
convention centre.

Boroughs should:
- beyond the CAZ, identify capacity for new visitor facilities in town
  centres and other locations such as Opportunity Areas, with good
  public transport access to central London and international and
  national transport termini
- within the CAZ, focus strategically important new visitor provision
  on its Opportunity Areas
- accommodate smaller scale provision in CAZ fringe locations with good
  public transport and resist further intensification of provision in areas
  of existing concentration, except where this will not compromise local
  amenity or the balance of local land uses
- support the provision of a wide range of tourist accommodation,
  such as apart-hotels, bed and breakfast accommodation, self-catering
  facilities, youth hostels and camping and caravan sites, and resist
  the loss of strategically important hotel capacity
- support an increase in the quality and quantity of fully wheelchair
  accessible accommodation in light of integrated strategic and
  local assessments
- support existing and encourage development of new tourist attractions
  which complement the wider policies of this plan, especially for
  regeneration and town centre renewal
- identify Tourism Action Zones and propose policies for their development
  and for the protection of local communities from adverse impacts.

3.291   The Mayor's Tourism Vision[12] seeks to ensure that London expands as a global tourism destination, develops a broader visitor base and spreads the benefits of tourism throughout the capital. To accommodate potential growth a further 40,000 net hotel bedrooms[13] should be provided in the period up to 2026 in a range of suitable locations throughout London. With the loss of some small scale low quality hotels, this is estimated to total an additional 50,000 gross total bedrooms. Loss of strategically important hotel capacity in appropriate locations should be resisted.

3.292   The CAZ – particularly the West End – is the home of most tourist attractions and hotels, although major cultural attractions have recently spread to areas such as the South Bank. To reduce pressures on central London, provide more affordable hotel development capacity, increase London's tourism attractions and contribute to broader regeneration and sustainability objectives, other locations should in future play a much greater role in provision for visitors. Town centres and Opportunity Areas with good public transport access will be especially important, most particularly in east London. Future provision in the CAZ should focus on its fringe in areas with good public transport and, in particular, its Opportunity Areas. Intensification of existing areas of hotel provision should be resisted, except where this will not compromise local amenities and mixes of land use.

3.293   Emerging research[14] highlights the need for additional accommodation and facilities for disabled visitors. Designing hotel bedrooms that are fully wheelchair accessible will also provide better facilities for families with children and for older people.

3.294   In view of the labour market constraints facing the hotel industry and the wider need for affordable housing in London, boroughs should seek agreements to provide staff accommodation as part of hotel development and re-development and encourage better training for staff to improve the attractiveness of employment in the sector. Local tourism strategies and DPDs should seek to stimulate tourism provision in appropriate locations and provide a framework for Tourism Action Zones to manage pressures on high volume visitor areas and their environs. Support for sustainable rural tourism should be made in terms of national guidance.

3.295   A Mayoral Commission established in 2004 to assess the need for, and feasibility of, developing an International Convention Centre (ICC) in London concluded that due to the lack of suitable purpose-built convention facilities the case for an ICC is 'extremely strong.' The Commission's report stated that without a world-class purpose-built ICC, London could stand to lose out on significant business on the back of the successful 2012

Olympic bid, and that the opportunity cost of not having a suitable ICC would be substantial. The Commission concluded that the ICC should be located in central London.

3.296   The Economic Development Strategy, sub-regional tourism strategies and implementation frameworks will provide guidance on more local implementation of this policy, including measures to address provision for disabled people and strategically important losses of visitor accommodation.

4   Improving London's open environment
Realising the value of open space and green infrastructure

Policy 3D.8 Realising the value of open space and green infrastructure
The Mayor will work with strategic partners to protect, promote and improve access to London's network of open spaces, to realise the current and potential value of open space to communities, and to protect the many benefits of open space, including those associated with health, sport and recreation, children's play, regeneration, the economy, culture, biodiversity and the environment.

Policies in DPDs should treat the open space network as an integrated system that provides a "green infrastructure" containing many uses and performing a wide range of functions, such as the East London Green Grid.

All developments will be expected to incorporate appropriate elements of open space that make a positive contribution to and are integrated with the wider network.

3.297   Open space is an integral part of the spatial character of the city. London's green belt and Metropolitan Open Land form the basic structure of London's strategic network of open spaces. Open spaces that are of local importance form part of the wider network of open spaces, which in turn is part of the vital and distinctive attraction of London. The Mayor will work with partners to identify any strategic deficiency in the provision of publicly accessible open space.

3.298   London's open spaces include green spaces, such as parks, allotments, commons, woodlands, natural habitats, recreation grounds, playing fields, agricultural land, burial grounds, amenity space, children's play areas, including hard surfaced playgrounds, and accessible countryside in the urban fringe. Civic spaces, such as squares, piazzas and market squares also form part of the open space network. The variety and richness of London's open spaces, that include historic parks and gardens,

contribute hugely to its distinctive and relatively open character. Open spaces play a vital role: they provide a valuable resource and focus for local communities, can have a positive effect on the image and vitality of areas and can encourage investment. They provide a respite from the built environment or an opportunity for recreation. They promote health, wellbeing and quality of life. They are also vital facilities for developing children's play, exercise and social skills. They play a crucial role in adaptation to and mitigation of climate change, protecting and enhancing biodiversity, reducing flood risk and contributing positively to urban micro climates.

3.299   The network of spaces, corridors and the links in between provide a 'green infrastructure' that performs a wide range of functions. For example, the East London Green Grid sets the sub-regional framework for the enhancement and integration of the network into the development and regeneration of the North East and South East sub-regions (see Chapter 5).

3.300   As London becomes more compact and intensive in its built form, the value of these open spaces will increase and developments should help to meet the consequential increase in demand, especially for public open space and provision for children. The Mayor will plan for a range of different types of open space to meet a variety of needs, and work with others to realise the full potential of those spaces that are currently undervalued. Poor quality is not reason in itself to justify the loss of open space. This includes both spaces that are private and those that are accessible to the public.

map 3D.3 London's strategic open space network

1 Blackheath
2 Burgess Park
3 Bushy Park (royal park)
4 Colne Valley Regional Park
5 Epping Forest
6 Green Park (royal park)
7 Greenwich Park (royal park)
8 Hampton Court Park
9 Hampstead Heath
10 Hyde Park (royal park)
11 Kensington Gardens (royal park)
12 Mile End Park
13 Mitcham Common
14 Osterley Park
15 Regents Park (royal park)
16 Richmond Park (royal park)
17 St. James's Park (royal park)
18 SE London Green Chain
19 Thames Chase Community Forest
20 Wimbledon Common

Metropolitan Open Land

Green Belt

Lee Valley Regional Park
(within London)

source   GLA

The network of open spaces

Policy 3D.9 Green belt
The Mayor will and boroughs should maintain the protection of London's green belt and proposals for alterations to green belt boundaries should be considered through the DPD process in accordance with government guidance in PPG2. There is a general presumption against inappropriate development in the green belt, and such development should not be approved except in very special circumstances. The Mayor will and boroughs should encourage positive uses for the green belt that realise the potential to improve the environmental and landscape quality and accessibility of the land while meeting its statutory purposes.

3.301   The inclusion of land within the green belt performs a valuable role in preventing urban sprawl and promoting an urban renaissance. The green belt also protects the openness of the land in order to prevent towns merging, safeguards the countryside and preserves historic settlements. The use of green belt land should provide Londoners with access to the countryside, opportunities for outdoor recreation, protection and enhancement of attractive landscapes, the improvement of damaged

and derelict land, protection and promotion of biodiversity and retention of agricultural land. The green belt is a permanent feature and its boundary should only be altered in exceptional circumstances. The quality of land within the green belt is not reason in itself for excluding land from the green belt or allowing development. Where green belt land is of poor quality, steps should be taken to improve it. This may include undertaking a review of a wide area and identifying actions to promote improvements.

Policy 3D.10 Metropolitan Open Land

The Mayor will and boroughs should maintain the protection of Metropolitan Open Land (MOL) from inappropriate development. Any alterations to the boundary of MOL should be undertaken by boroughs through the DPD process, in consultation with the Mayor and adjoining authorities. Land designated as MOL should satisfy one or more of the following criteria:

- land that contributes to the physical structure of London by being clearly distinguishable from the built-up area
- land that includes open air facilities, especially for leisure, recreation, sport, arts and cultural activities and tourism which serve the whole or significant parts of London
- land that contains features or landscapes of historic, recreational, nature conservation or habitat interest, of value at a metropolitan or national level
- land that forms part of a Green Chain and meets one of the above criteria.

Policies should include a presumption against inappropriate development of MOL and give the same level of protection as the green belt. Essential facilities for appropriate uses will only be acceptable where they do not have an adverse impact on the openness of MOL.

3.302   The MOL designation is unique to London and protects strategically important open spaces within the built environment. Although MOL may vary in size and primary function in different parts of London, it should be of strategic significance, for example by serving a wide catchment area or drawing visitors from several boroughs. MOL is the same as the green belt in terms of protection from development and serves a similar purpose. It performs three valuable functions:

- protecting open space to provide a clear break in the urban fabric and contributing to the green character of London
- protecting open space to serve the needs of Londoners outside their local area
- protecting open space that contains a feature or landscape of national or regional significance.

3.303   MOL will be protected as a permanent feature and afforded the same level of protection as the green belt. Appropriate development should minimise any adverse impact on the open character of MOL through sensitive design and siting and be limited to small scale structures to support outdoor open space uses. The boundary of MOL should only be altered in exceptional circumstances and should be undertaken through the DPD process in consultation with the Mayor. Development that involves the loss of MOL in return for the creation of new open space elsewhere will not be considered appropriate.

3.304   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. Because of their Londonwide significance, the open spaces and the links within a Green Chain should be designated as MOL.

Policy 3D.11 Open space provision in DPDs
In addition to the policy in 3D.8, DPD policies should:
· identify and support Regional and Metropolitan Park opportunities
· identify broad areas of public open space deficiency and priorities for addressing them on the basis of audits carried out as part of an open space strategy, and using the open space hierarchy set out in Table 3D.1 as a starting point
· ensure that future open space needs are considered in planning policies for Opportunity Areas and other areas of growth and change in their area
· encourage functional and physical linkages within the network of open spaces and to the wider public realm, improve accessibility for all throughout the network and create new links based on local and strategic need
· identify, promote and protect Green Corridors and Green Chains and include appropriate designations and policies for the protection of local open spaces that are of value, or have the potential to be of value, to local communities.

The Mayor will assist in co-ordinating this process across borough boundaries.

3.305   London's public open space hierarchy (see Table 3D.1) provides a benchmark for the provision of public open space across London. It categorises spaces according to their size and sets out a desirable distance which Londoners should travel in order to access each size of open space. Using these standards to map open space provision, the hierarchy provides an overview of the broad distribution of open space provision across London, highlights areas where there is a shortfall and facilitates cross-borough planning and management of open space. More detailed guidance on how to assess local needs is included in the Guide to Preparing Open Space Strategies[15], published by the GLA.

table 3D.1   London's public open space hierarchy

Open space categorisation	Size guideline	Distances from homes
Regional Parks 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.	400 hectares	3.2 to 8 kilometres
Metropolitan Parks 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.	60 hectares	3.2 kilometres
District Parks 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.	20 hectares	1.2 kilometres
Local Parks and Open Spaces Providing for court games, children's play, sitting-out areas and nature conservation areas.	2 hectares	400 metres
Small Open Spaces Gardens, sitting-out areas, children's play spaces or other areas of a specialist nature, including nature conservation areas.	Under 2 hectares	Less than 400 metres
Pocket Parks 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.	Under 0.4ha	Less than 400 metres
Linear Open Spaces 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.	Variable	Wherever feasible

source   GLA

3.306   The Mayor has worked in partnership to refine the opportunities for new
        Regional Parks to address areas of identified deficiency[16]. These new
        strategic park opportunities are large areas of linked open space that have
        the potential to provide an important resource for a wide catchment area
        and to combine a range of functions. The opportunities are based around
        the Wandle Valley, London Riverside Conservation Park, South East
        London Green Chain and an area of search in the north west. The Mayor
        will work with partners to develop implementation frameworks for the
        Regional Park opportunities.

3.307   London also has a wealth of locally important open spaces. Development
        on local open spaces will not be acceptable where they have been
        designated for protection in a DPD or where there is a demonstrable
        need for that open space, unless that need can be met elsewhere within
        the local catchment area, or a new or replacement open space can be
        created within the local catchment area. The provision of replacement
        open space will not be appropriate where English Heritage advises that
        the open space is of historic significance or where the open space is in
        (or its loss would create) an area of open space deficiency. The replacement
        of open spaces with nature conservation value is covered in Policy 3D.14.
        Replacement open space should be of equivalent or better size
        and quality. Unless an assessment of needs demonstrates otherwise,
        replacement open space should be for the same type of open space
        and facilities.

Improving open space provision

Policy 3D.12 Open space strategies
Boroughs should, in consultation with local communities, the Mayor
and other partners, produce open space strategies to protect, create
and enhance all types of open space in their area. Such strategies should
include approaches for the positive management of open space where
appropriate to prevent or remedy degradation or enhance the beneficial
use of it for the community. To assist with such strategies the Mayor
has produced a Guide to Preparing Open Space Strategies[17].

Boroughs should undertake audits of existing open space and assessments
of need in their area, considering both the qualitative and the quantitative
elements of open space, wildlife sites, sports and recreational facilities,
as part of an open space strategy and in accordance with the guidance
given in PPG17[18]. In doing so, they should have regard to the cross-borough
nature and use of many open spaces in London.

3.308   Opportunities for creating new public open spaces should be promoted where possible, targeting areas of deficiency and Areas for Regeneration. Where appropriate this should include opening up public access to privately owned open spaces such as sports pitches and utilities land, including sites that are no longer required for their original purpose. Other innovative initiatives, such as roof terraces, wildlife gardens, play space created as a result of traffic calming measures, and better use of amenity space around housing estates, should be encouraged. The London Parks and Green Spaces Forum will provide a valuable mechanism for the sharing of experience and good practice.

3.309   The production of open space strategies should assist in providing a clear framework for investment priorities and action. Boroughs' open space strategies for creating and enhancing open space should include:
- a comprehensive audit of all open space
- assessments of local needs and the value of existing open space, including for cultural, educational, structural, amenity, health and biodiversity value
- protection by appropriate designation on DPD maps
- prioritisation of investment to address identified needs and deficiencies
- identification of opportunities for improving access to and the accessibility of open spaces, particularly by promoting public transport, cycling, walking and improving access and facilities for disabled people
- identification of opportunities for improving linkages between open spaces and the wider public realm.

Policy 3D.13 Children and young people's play and informal recreation strategies

The Mayor will and boroughs and other partners should ensure that all children have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision. Boroughs should produce strategies on play and informal recreation to improve access and opportunity for all children and young people in their area.

Boroughs should 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.

The Mayor will and boroughs should ensure developments that include housing make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

3.310 In a densely developed, highly urbanised city like London, safe and stimulating play facilities are essential for a child's welfare and future development. However, many of London's children still do not have adequate access to such facilities. Even existing provision can be unsuitable because it cannot be accessed safely, because it caters for only a limited age group or because it is poorly maintained, unimaginatively designed, of poor quality or is insecure.

3.311 Play strategies should provide comprehensive guidance on play provision, high quality design and integration of play provision into overall Open Space Strategies. To assist with such strategies, the Mayor has produced a Guide to Preparing Play Strategies[19]. Particular consideration should be given to consultation with children and young people in the design of new provision to understand their changing needs. This will include identifying requirements, opportunities to improve and upgrade provision and access to it in the light of the Mayor's Supplementary Planning Guidance on providing for children and young people's play and informal recreation[20]. This should cover appropriate provision for different age groups, including consideration of communal space, roof gardens and indoor space for young people. Appropriate arrangements for management and maintenance of play and communal facilities should be provided.

3.312 Provision should normally be made on-site, and be in accordance with the play strategy for the area. Where a 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, any necessary access improvements 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.

Biodiversity, habitat and species

Policy 3D.14 Biodiversity and nature conservation
The Mayor will work with partners to ensure a proactive approach to the protection, promotion and management of biodiversity in support of the Mayor's Biodiversity Strategy[21].

The planning of new development and regeneration should have regard to nature conservation and biodiversity, and opportunities should be taken to achieve positive gains for conservation through the form and design of development. Where appropriate, measures may include creating, enhancing and managing wildlife habitat and natural landscape and improving access to nature. Priority for both should be given to sites which assist in achieving the targets in Biodiversity Action Plans (BAPs) and sites within or near to areas deficient in accessible wildlife sites. DPDs should identify these deficiency areas and the opportunities for addressing them. Boroughs, in reviewing DPDs and in considering proposals for development should accord the highest protection to internationally designated and proposed sites (SACs, SPAs and Ramsar sites), and to nationally designated sites (SSSIs) in accordance with government guidance and the Habitat Regulations, 1994[22].

The Mayor will identify Sites of Metropolitan Importance for Nature Conservation (SMIs), which, in addition to internationally and nationally designated sites, includes land of strategic importance for nature conservation and biodiversity across London. Boroughs should give strong protection to these sites in their DPDs. Boroughs should use the procedures adopted by the Mayor in his Biodiversity Strategy to identify sites of Borough or Local Importance for Nature Conservation and should accord them a level of protection commensurate with their borough or local significance.

The Mayor will and boroughs should resist development that would have a significant adverse impact on the population or conservation status of protected species or priority species identified in the UK, London and borough Biodiversity Action Plans. Appropriate policies for their protection and enhancement and to achieve the targets set out in BAPs, should be included in DPDs.

Where development is proposed which would affect a site of importance for nature conservation or important species, the approach should be to seek to avoid adverse impact on the species or nature conservation value of the site, and if that is not possible, to minimise such impact and seek mitigation of any residual impacts. Where, exceptionally,

development is to be permitted because the reasons for it are judged to outweigh significant harm to nature conservation, appropriate compensation should be sought.

3.313   Land of strategic importance for biodiversity is found across London with particular concentrations in some areas. London contains many sites of international and national biodiversity importance for which there is a statutory requirement to consult Natural England. The internationally important sites are wetlands identified under the Ramsar Convention and Natura 2000 sites, which include Special Protection Areas (SPA) and Special Areas for Conservation (SAC). These, and National Nature Reserves together with a number of other areas, are all included within the nationally important Sites of Special Scientific Interest (SSSIs).

map 3D.4   Sites of Metropolitan Importance for Nature Conservation and areas of deficiency in access to nature in London

European Sites

Sites of Metropolitan Importance

Areas of deficiency in access to nature

source   GLA
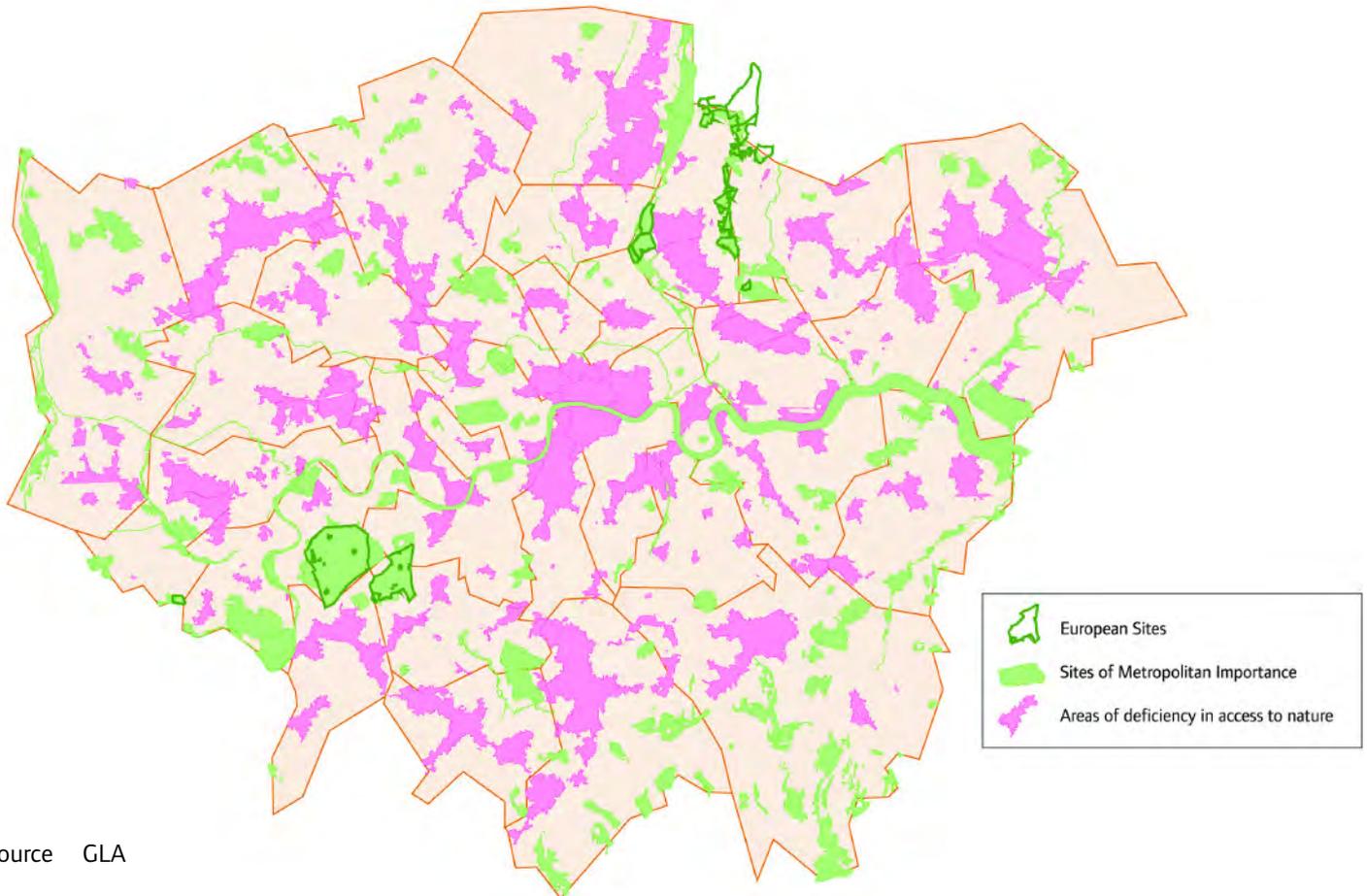
3.314 The Mayor's Biodiversity Strategy sets out the criteria and procedures for identifying land of importance for London's biodiversity for protection in LDFs and identifying areas of deficiency in access to nature. The land of importance includes Sites of Metropolitan Importance (which include all biological Sites of Special Scientific Interest and further areas of regional importance), sites of Borough and Local Importance, Green Corridors and other local designations. Protecting this framework of strategic importance for biodiversity serves to protect the significant areas of BAP priority habitat in London and most priority species. However protection of biodiversity outside strategic areas will also be necessary. The Mayor and the London Biodiversity Partnership have identified targets in Table 3D.2 for the re-creation and restoration of priority habitats, as advocated by PPS9[23]. Broad areas are identified where habitat restoration and re-creation would be appropriate for each of the London priority habitats (see Map 3D.5). Priority should be given to connecting fragmented habitat and increasing the size of habitat areas with a view to increasing species' resilience to climate change.

table 3D.2   Targets for restoration and re-creation of priority habitats

Priority habitat type	Broad areas	Conserve extent (ha)	Increase by 2015 (ha)
Coastal and floodplain grazing marsh	Wet soils	850	10
Chalk grassland	Chalk soils	350	25
Acid grassland	Acid soils and wet acid soils	1,300	20
Heathland	Acid soils and wet acid soils	100	30
Reedbeds	Wet soils	50	10
Open landscapes with ancient/old trees	–	2000	20 (initiate expansion)
Woodland	Clay soils and wet soils	12,800, of which 350 is wet	20, of which 5 is wet
Meadows and pastures	Clay soils	11,000 with 600 of better habitat	20
Tidal Thames	–	2,300	1 saltmarsh and/or mudflat
Rivers and streams	Wet soils	Unknown	Restore 15 km
Rich and ancient hedgerows	–	Unknown, but a target of no loss	–
Ponds, lakes and reservoirs	–	1744	–
Canals	–	260	–
Wastelands*	–	185 (conserved – and/or created)*	

* The target for the Wasteland habitat differs from the others in Table 3D.2 as it is 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 hectares is the area of Wasteland habitat estimated within the framework of strategic importance for biodiversity set out in paragraph 3.314. 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.

source   GLA

map 3D. 5 Broad areas for habitat restoration and re-creation
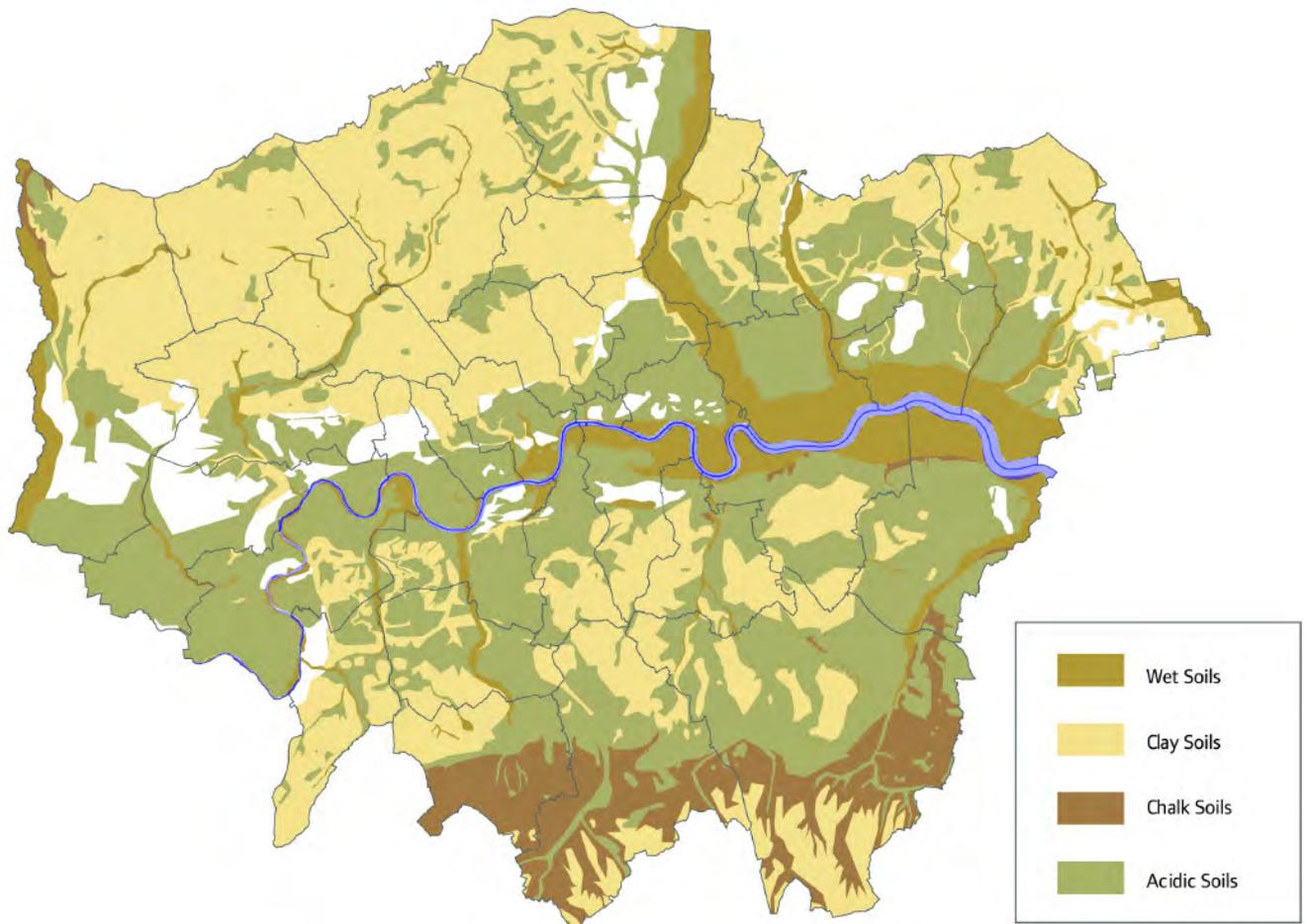
source   GLA

3.315   Green Corridors are relatively continuous areas of open space that run through built-up areas and provide an extension to the habitats of the sites they join. They may be the verges alongside road and rail routes or waterways or a series of linked open spaces. Green Corridors may not be accessible to the public, but may contribute to landscape quality as well as biodiversity.

3.316   The Mayor expects the biodiversity and natural heritage of London to be conserved and enhanced for the benefit of this and future generations. The Mayor has produced advice on DPD policies for biodiversity to assist the boroughs in doing this[24]. Planning applications should give full consideration to the effects, both direct and indirect, of development upon biodiversity, wildlife habitat and geology. Indirect effects include increased use and disturbance, hydrological changes, level of noise, pollution, shading and lighting disturbance. In Policy 3D.14, compensation is used in the context of reducing and off-setting the harm caused by development and involves the provision of features to replace those lost as a result, preferably by like with like. Because most wildlife habitats are difficult to recreate, the replacement or relocation of species and habitat should be considered only as a last resort.

3.317   Priority species are identified in a Biodiversity Action Plan (BAP), for example the UK, London or a borough BAP.

3.318   One of the key objectives of the Mayor's Biodiversity Strategy is to ensure that all Londoners have ready access to wildlife and natural green spaces. This is particularly important where there is a shortage of green space and in Areas for Regeneration. Access can be improved by making places more attractive and safer, enhancing or creating new wildlife habitats and opening up access to existing habitats. Wherever appropriate, new development should include new or enhanced habitat, or design (such as green roofs) and landscaping that promotes biodiversity, and provision for their management. The Mayor has published advice that demonstrates how the aim of improving access to nature can be achieved and lists priority opportunities to redress areas of deficiency[25].

Policy 3D.15 Trees and woodland
The Mayor will and boroughs should protect, maintain and enhance trees and woodland in support of the London Tree and Woodland Framework[26].

3.319   There are about 7 million trees in London, 25% of which are in woodland.
        They play an invaluable role in terms of the natural environment and
        in adapting to the effects of climate change and contribute to the quality
        and character of London's environment. Ancient woodland should
        be provided with strong protection against adverse impact as once lost
        it cannot be replaced. The nature conservation value of ancient woodlands
        in London is already recognised and protected through identification
        as Sites of Importance, as set out in paragraph 3.314. The Mayor has
        published the Tree and Woodland Framework, which promotes the core
        principle of the Right Place Right Tree and boroughs should take the
        framework into account in producing their DPDs.

Policy 3D.16 Geological conservation
The Mayor will work with partners to ensure the protection and
promotion of geodiversity. Boroughs should:
- accord the highest protection to nationally designated sites (SSSIs)
  in accordance with Government guidance
- give strong protection in their DPDs to Regionally Important Geological
  Sites (RIGS) which, in addition to nationally designated sites, includes
  sites of strategic importance for geodiversity across London
- identify additional sites which are of value at the local level and
  should accord them a level of protection commensurate with their
  local significance.

3.320   The planning of new development and regeneration should have regard
        to the conservation of geological features and opportunities should be
        taken to achieve positive 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 seek to
        avoid adverse impact on the geological interest, and if this is not possible,
        to minimise such impact and seek mitigation of any residual impacts.

3.321   The Mayor will work with Natural England, British Geological Survey
        and RIGS groups to identify RIGS based on the UKRIGS criteria[27]
        and prepare advice to assist boroughs in identifying Locally Important
        Geological Sites (LIGS).

3.322   Measures to enhance study and appreciation of geological sites can include
        provision for permanent geological sections, access and interpretation.
        Where only temporary sections are available opportunities should be
        provided for geological recording and sampling during development.

map 3D.6 Important sites of geological interest in London

source   GLA
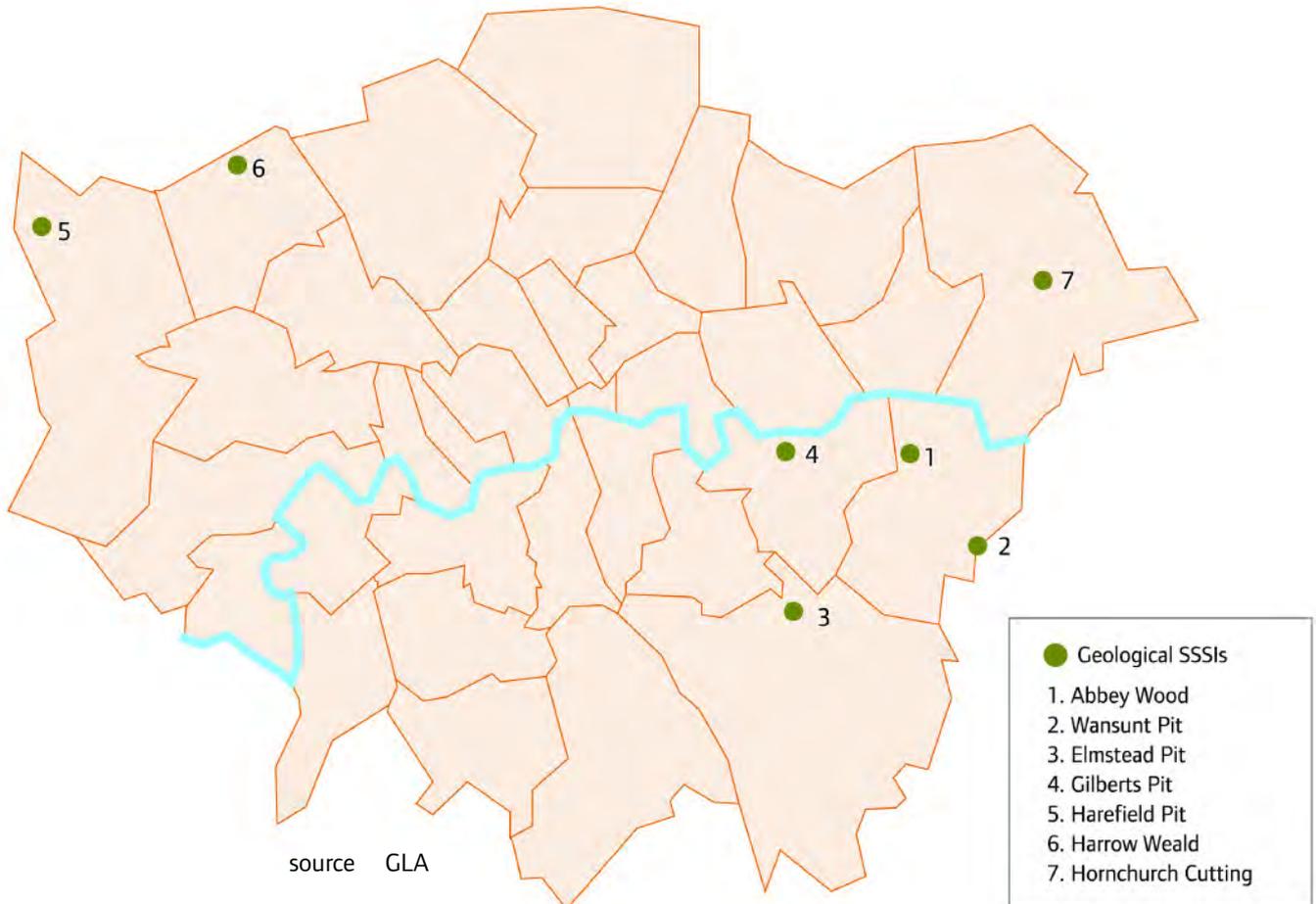
Rural London

Policy 3D.17 London's countryside and the urban fringe
The Mayor will work with strategic partners to improve access to the countryside and the quality of landscape in the urban fringe. The Mayor will and boroughs should support sub-regional and cross-borough boundary urban fringe management through the Green Arc[28] partnership initiatives and explore the potential for taking forward the concept of the Community Forests within London.

DPD policies should:
· support the Green Arc vision of creating and protecting an extensive, attractive and valued recreational landscape of well-connected and accessible countryside around London for people and wildlife
· include proposals to improve access to open land and to conserve and enhance biodiversity value
· encourage appropriate attractive destinations for visitors and the local population

> - support appropriate initiatives that contribute to sustainable development, including environmental management projects, renewable energy, flood management and water gathering areas
> - promote positive management and enhancement of the urban fringe.

3.323   The proximity of London's countryside to high concentrations of people creates demand for recreational enjoyment. This must be carefully managed to address problems of litter, damage and dereliction and take into account the operational needs of farmers and nature conservation interests. In terms of countryside management and good environment the 'edge' between the urban fringe and the countryside should be clear and well designed.

3.324   Boroughs should address barriers to access in rural areas, including physical barriers, and introduce strategies and enhancement schemes that ensure everyone has equal access to the recreational opportunities in London's countryside, having regard to government guidance and advice.

3.325   Green Arc partnerships made up of the key strategic stakeholders, boroughs and major land managers are emerging in each of the quadrants around London. The Mayor will work with the partnerships that cross borough and regional boundaries to provide a strategic vision that can unlock the potential of the urban fringe to achieve positive and appropriate uses that contribute to improving its accessibility and quality and support its functions. The urban fringe performs a wide range of functions and provides many benefits including access to the countryside, a gateway to the city, outdoor recreation, educational resource, assistance in flood management and water retention, providing natural habitats and opportunities for farming.

Policy 3D.18 Agriculture in London
The Mayor will and boroughs should seek to encourage and support a thriving agricultural sector in London. Policies in DPDs should provide for the protection of the best and most versatile agricultural land in accordance with national guidance, and allow for appropriate projects for farm diversification and other measures to meet the needs of farming and rural business development. Such policies should be consistent with the other policies of this plan, such as having regard to sustainable development and transport, tackling climate change and the presumption against inappropriate development in the green belt.

3.326   The farming industry in London, as elsewhere, is suffering from decline. However 15 per cent of London's area is farmed and London's agricultural community plays an important part in managing and maintaining an attractive

landscape, protecting and enhancing wildlife habitat, natural resources and historic features, providing opportunities for recreation and education, contributing to a sustainable source of food, improving air, soil and water quality and promoting sustainable urban development[29]. The development of farmers' markets in London is one good example of this. In accordance with national guidance, appropriate farm diversification should be encouraged, particularly where wider community and environmental benefits would result. Examples include protecting landscapes, the production of bio-fuels and promoting access and enjoyment. The cultivation of bio fuels can both assist in addressing climate change and contribute to the agricultural economy. As the majority of farmland in London is designated as green belt or MOL, development associated with appropriate farm diversification should contribute to achieving these objectives. Land management schemes and environmental improvements should be promoted.

Burial space

Policy 3D.19 Burial space

DPD policies should ensure that provision is made for London's burial needs, including the special needs of certain religious or cultural groups for whom burial is the only option. Provision should be based on the principle of proximity to local communities.

The Mayor will promote the policies for sustainable cemeteries published by London Planning Advisory Committee (LPAC) in 1997[30].

3.327   Several boroughs have run out of burial space, and reserves in other boroughs will run out over the next few years. For central and inner London boroughs, this means that provision is often made in outer London, and this can cause serious problems of access and exceptional costs. This has a disproportionate effect on people in London's poorest boroughs and on some of London's poorest communities, such as the Bangladeshi community in east London. To ensure burial is retained as a choice for Londoners, and to meet the special needs of various communities, boroughs should continue to make provision for burial.

3.328   Once a burial ground or cemetery is full, its income stream dries up and maintenance is threatened. In fact the London Local Authorities Act 2007, which received Royal Assent in July 2007, now enables London boroughs to re-use burial grounds in accordance with the scheme and provisions set out in the Act. The Government has also announced that it proposes to introduce measures to enable all local authorities to re-use old graves in their cemeteries, if they wish.

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4 the crosscutting policies

This chapter contains policies that contribute to all six objectives
of this plan. Its particular focus is on Objective 6: to make London
an exemplary world city in mitigating and adapting to climate change,
and a more attractive, well-designed and green city, and Objective 4:
to promote social inclusion and tackle deprivation and discrimination.

4A climate change and London's metabolism: mitigation of and adaptation to climate change and using and managing natural resources

4.1 London is already feeling the effects of climate change. It is particularly
vulnerable to flooding, subsidence, overheating and to water supply
shortfalls. Climate change will increase the probability and severity
of these events through rising sea levels, heavier winter rainfall, higher
tidal surges, hotter summers and less summer rainfall. The exceptionally
high concentration of people and assets at risk means that any extreme
event will have major consequences. The impacts of climate change will
be detrimental to the quality of life of all and particularly to the health
and social and economic welfare of vulnerable people. Collaboration is
needed at international and national levels as well as within London itself.

4.2 The Mayor will use all of his powers, resources and influence to work
with other agencies to raise awareness and promote behavioural change
in support of mitigation and adaptation. Under the Greater London
Authority Act 2007, the Mayor has a new statutory duty to contribute
towards the mitigation of, or adaptation to, climate change in the UK.
The Mayor will produce statutory strategies for climate change mitigation
and energy and for adaptation to climate change in London.

4.3 The Mayor supports an integrated, multi-agency approach, which promotes
retrofitting existing buildings. Currently, these contribute about 73% of
carbon dioxide emissions. Precedence should be given to retrofitting over
demolition wherever practical. The Mayor will support measures through
the Building Regulations and other regulation and funding mechanisms
to improve the performance of London's existing building stock and to
make fuller use of technologies such as CCHP (Combined Cooling Heat
and Power). He will work with energy supply companies to promote
more effective and sustainable use of energy, including communal energy
systems. The Mayor has established the London Climate Change Agency to
provide practical advice and take radical measures to tackle climate change.

The Mayor's Climate Change Action Plan contains further advice, and Policy 4B.4 of this plan also aims to tackle the problems associated with existing buildings.

4.4   The Mayor recognises that the London Plan can exercise limited influence upon behaviour and upon the use of existing buildings, but it can strongly influence the way in which new development responds to the need for mitigation and adaptation. The design of development should make this response at the earliest planning stage, before the Building Regulations stage is reached. This is the most cost effective way of incorporating sustainable design and construction measures.

4.5   The Mayor and boroughs need to have regard to the costs and feasibility of measures to tackle climate change within developments. They also need to have regard to the potential cumulative costs of failure to respond to the need for mitigation and adaptation. Dealing with climate change is an integral and essential part of the development process and not a set of "add ons"; developers should see it as part of their core responsibilities. Preventative and adaptive measures will generate long-term savings, for example of energy, water and other resources. Building occupiers will also increasingly expect developments to incorporate such measures. There is a need to drive down costs of the relevant technologies and the Mayor will support incentives and measures to do so, such as stimulating the supply chains for new technologies.

4.6   To become an exemplary, sustainable world city, London must use natural resources more efficiently, increase its re-use of resources and reduce levels of waste and environmental degradation. As London grows, these objectives will become even more important. The shift towards a compact city will contribute towards these objectives. It will enable the efficient use of resources such as land and energy. It will also enable the delivery of the proximity objective – which states that waste should be disposed of in one of the nearest appropriate installations. More intensive development will require strategies to minimise noise and air pollution.

4.7   Through the objectives and policies set out in his strategies on Waste Management, Air Quality, Energy, Biodiversity and Ambient Noise, the Mayor will work with partners to give a stronger emphasis to the prevention of environmental problems in London. This emphasis is carried forward in this plan. Policies relating to biodiversity can be found in Chapter 3D of this plan. More details of the implementation of the Mayor's environmental policies can be found in the relevant strategy documents[1].

4.8   Implementing the Mayor's environmental policies will enable London to
       draw on the resources it needs to live, breathe and develop as a growing
       world city. London should become a more sustainable and self-sufficient
       city, healthier to live in and more efficient in its use of resources. It should
       also be a better neighbour to its surrounding regions by consuming more
       of its own waste and producing less pollution.

1   Tackling climate change

Policy 4A.1 Tackling climate change
The Mayor will, and boroughs should, in their DPDs require developments
to make the fullest contribution to the mitigation of and adaptation
to climate change and to minimise emissions of carbon dioxide.

The following hierarchy will be used to assess applications:
· using less energy, in particular by adopting sustainable design
  and construction measures (Policy 4A.3)
· supplying energy efficiently, in particular by prioritising decentralised
  energy generation (Policy 4A.6), and
· using renewable energy (Policy 4A.7).

Integration of adaptation measures with mitigation to tackle climate
change will be sought through the approach set out in Policy 4A.9.

These contributions should most effectively reflect the context of each
development – for example, its nature, size, location, accessibility and
operation. The Mayor will and boroughs should ensure that development
is located, designed and built for the climate that it will experience
over its intended lifetime.

The Mayor will work with all relevant bodies, including the government,
Environment Agency, London Regional Resilience Forum, neighbouring
regions, boroughs, water and energy authorities and companies, and other
appropriate organisations to achieve an holistic approach to climate change,
to plan strategic adaptation measures such as flood risk management,
to promote changes in behaviour, particularly to address the problems
of the most vulnerable, and to improve the operation of existing
buildings, infrastructure, services and facilities. He will support the
strengthening of regulatory mechanisms, such as Building Control,
to achieve this. He will encourage co-ordination of spatial planning
and emergency planning to deal with weather related incidents.

> The Mayor will work with other agencies to promote measures to increase the cost-effectiveness of, and incentives to use, technologies and applications that support mitigation of and adaptation to climate change.

4.9 Policies 4A.2 – 4A.16 include targets that developments should meet in terms of the assessment of and contribution to tackling climate change. The targets should be applied to developments in an integrated fashion so that the fullest and most appropriate contributions can be identified in the context of each particular proposal. There will be a presumption that the targets will be met in full except where developers can demonstrate that in the particular circumstances of a proposal there are compelling reasons for the relaxation of the targets. In all cases, the most important contribution will be to the achievement of reductions in carbon dioxide emissions. The Mayor will work with the boroughs and developers to create mechanisms that ensure that each development can make the fullest and most appropriate contribution to mitigating climate change in its particular context. He will offer training and expert advice in the assessment of potential impacts of developments and in determining appropriate packages of measures. He will participate in efforts to redress the effects of environmental inequality such as the impacts of higher summer temperatures on the elderly and the problems of fuel poverty.

> *Policy 4A.2 Mitigating climate change*
> The Mayor will work towards the long-term reduction of carbon dioxide emissions by 60 per cent by 2050. The Mayor will and boroughs and other agencies should seek to achieve the following minimum reduction targets for London against a 1990 base; these will be monitored and kept under review:
> - 15% by 2010
> - 20% by 2015
> - 25% by 2020
> - 30% by 2025.

4.10 Reduction of carbon dioxide and other greenhouse gas emissions from new developments will be achieved in particular by Policy 4A.7.

4.11 The minimum carbon dioxide (CO_2) reduction targets in this plan are feasible with the full commitment and collaboration of all stakeholders, including the government. They will be kept under review so that factors such as technological and behavioural change can be reflected. The Mayor believes that all development should contribute fully towards their achievement. As a common methodology for the definition of regional trajectories becomes available, it will be applied to the targets in the plan. The Mayor will work with partnerships by committing to work

with London Energy Partnership (LEP), London Climate Change Agency, London Hydrogen Partnership and local authorities.

4.12   The Mayor has set minimum carbon dioxide emissions reduction targets that are below the levels set out in his Energy Strategy for two reasons. First, government has accepted that its own targets for reductions will not be achieved and this will significantly impact on London's targets. Second, the scale of London's future population and business growth will generate more demand. However, in achieving the conservative targets set out in this plan, the rate of per capita reduction in emissions will be high, reflecting the relatively sustainable nature of growth in London.

4.13   The Mayor supports the recommendation of the Royal Commission on Environmental Pollution that "the government should now adopt a strategy that puts the UK on a path to reducing carbon dioxide emissions by some 60 per cent from current levels by 2050". The targets in this plan are designed to achieve this level through progressive and cumulative change.

4.14   In February 2007 the Mayor produced his Climate Change Action Plan (CCAP) to deliver decisive action in London. On the basis of the latest climate science, the CCAP set a target of a 60% reduction in carbon dioxide emissions by 2025, but recognised that achieving this would be dependent on additional action by central government. Without that action, the CCAP recognised that it would be possible to achieve a 30% reduction though action in London alone.

4.15   The forthcoming decades will see a reduced dependence on fossil hydrocarbon fuels and greater reliance on renewable sources. Plant and equipment should be designed to accommodate changes in fuels and technology.

Policy 4A.3 Sustainable design and construction
The Mayor will, and boroughs should, ensure future developments meet the highest standards of sustainable design and construction and reflect this principle in DPD policies. These will include measures to:
· make most effective use of land and existing buildings
· reduce carbon dioxide and other emissions that contribute to climate change
· design new buildings for flexible use throughout their lifetime
· avoid internal overheating and excessive heat generation
· make most effective and sustainable use of water, aggregates and other resources
· minimise energy use, including by passive solar design, natural ventilation, and vegetation on buildings
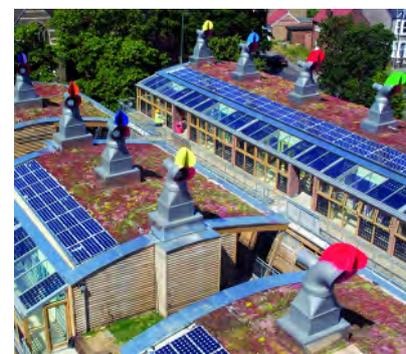
- supply energy efficiently and incorporate decentralised energy systems (Policy 4A.6), and use renewable energy where feasible (Policy 4A.7)
- minimise light lost to the sky, particularly from street lights
- procure materials sustainably using local suppliers wherever possible
- ensure designs make the most of natural systems both within and around the building
- reduce air and water pollution
- manage flood risk, including through sustainable drainage systems (SUDS) and flood resilient design for infrastructure and property
- ensure developments are comfortable and secure for users
- conserve and enhance the natural environment, particularly in relation to biodiversity, and enable easy access to open spaces
- avoid creation of adverse local climatic conditions
- promote sustainable waste behaviour in new and existing developments, including support for local integrated recycling schemes, CHP and CCHP schemes and other treatment options
- encourage major developments to incorporate living roofs and walls where feasible (Policy 4A.11)
- reduce adverse noise impacts.

The Mayor will and the boroughs should require all applications for major developments to include a statement on the potential implications of the development on sustainable design and construction principles. This statement should address demolition, construction and long-term management. Boroughs should ensure that the same sustainability principles are used to assess other planning applications.

The Mayor will and boroughs should ensure that developments minimise the use of new aggregates and do not use insulating and other materials containing substances which contribute to climate change through ozone depletion.

Developers should use best practice and appropriate mitigation measures to reduce the environmental impact of demolition and construction.

4.16   The Mayor's Sustainable Design and Construction SPG provides
        an essential context for all developments and provides a mechanism
        for addressing climate change impacts through new developments[2].
        The standards in the SPG should be addressed in a statement on sustainable
        design and construction. The standards in the SPG will be revised at the
        earliest opportunity to reflect this plan and to clarify any issues in relation
        to the government's Code for Sustainable Homes (December 2006).
        Further reviews of the London Plan will also address these issues.
        The Mayor's Strategic Housing Investment Plan will set out the timetable
        for moving from Code level 3 to higher levels in the Code for publicly
        funded residential developments.

4.17   The Mayor and London Councils' Best Practice Guidance on the control
        of dust and emissions during demolition and construction addresses
        environmental impact, including minimising emissions of dust and
        construction plant and vehicles' emissions[3]. The Mayor will also encourage
        the use of the Demolition Protocol developed by London Remade
        to support recycling and reuse of materials[4].

4.18   Sustainable design and construction can reduce the consumption
        of resources, cut greenhouse gases and contribute to the good health
        of Londoners. Sustainable design is based on principles that are intended
        to ensure that buildings are efficient in resource use, recognise the
        uniqueness of locations, are healthy, adaptable and responsible in
        protecting the environment and make the most of natural systems
        including, for example, the use of passive solar design or local
        ecosystems. Green, vegetated roofs, roof terraces and gardens
        can enhance biodiversity, absorb rainfall, improve the performance
        of the building, reduce the heat island effect and improve appearance.
        Living roofs can take many forms and can provide an amenity for residents
        without access to private gardens. As far as practicable, materials of
        high embodied energy should not be used. Several of these issues
        are addressed through Building Regulation requirements and other
        procedures. Policy 4A.3 should sit alongside those requirements.

2   Sustainable energy

Policy 4A.4 Energy assessment
The Mayor will, and boroughs should, support the Mayor's Energy Strategy
and its objectives of improving energy efficiency and increasing
the proportion of energy used generated from renewable sources.

The Mayor will, and boroughs should, require an assessment of the energy
demand and carbon dioxide emissions from proposed major developments,
which should demonstrate the expected energy and carbon dioxide
emission savings from the energy efficiency and renewable energy
measures incorporated in the development, including the feasibility
of CHP/CCHP and community heating systems. The assessment
should include:
· calculation of baseline energy demand and carbon dioxide emissions
· proposals for the reduction of energy demand and carbon dioxide
  emissions from heating, cooling and electrical power (Policy 4A.6)
· proposals for meeting residual energy demands through sustainable
  energy measures (Policies 4A.7 and 4A.8)
· calculation of the remaining energy demand and carbon dioxide emissions.

This assessment should form part of the sustainable design
and construction statement (Policy 4A.3).

The Mayor will explore with the government and boroughs the means
of extending assessments to include all greenhouse gases.

All development should contribute to improving the integration of land
use and transport policy and reducing the need to travel, especially by car
(see Policy 3C.1). Such issues will not be part of the energy assessment.

4.19   The Energy Strategy sets out the following principles: using less energy,
       supplying energy efficiently and using renewable energy. Part L of the
       current Building Regulations will be used as the minimum benchmark
       and the starting point for the assessment. The Mayor's Energy Strategy
       and the guidelines set out in the Sustainable Design and Construction
       SPG require consideration of a development's whole energy use when
       calculating the carbon dioxide emissions baseline for the assessment.

figure 4A.1   Calculation of energy/carbon dioxide savings
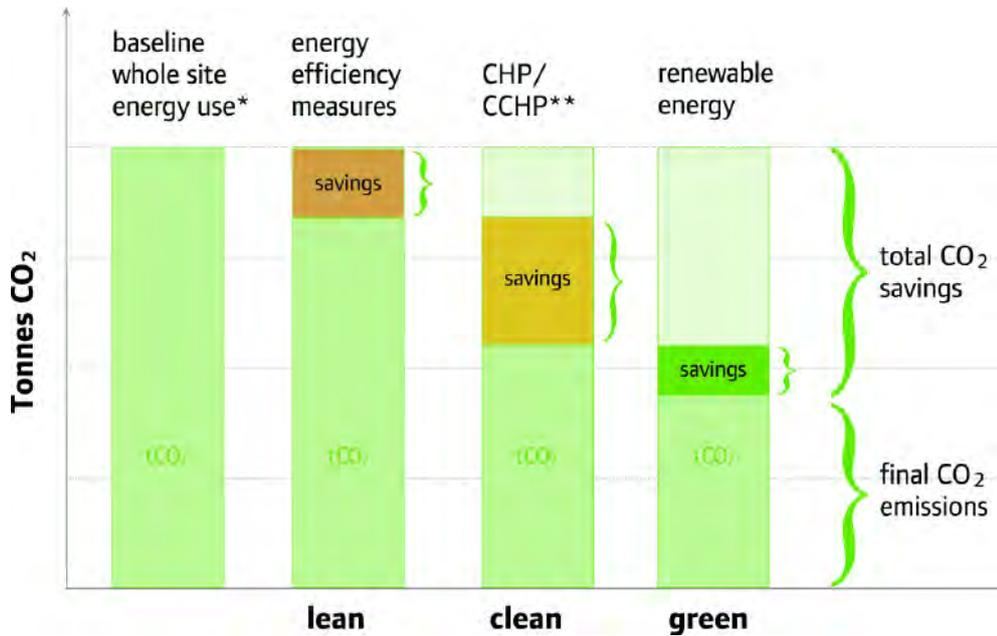
note   *calculated using current Building Regulations (at time of publication 2006) plus the CO_2
           emissions associated with other energy uses not covered by Building Regulations.
           ** including district heating and cooling.
source   GLA, adapted from the London Climate Change Agency

Policy 4A.5 Provision of heating and cooling networks
Boroughs should ensure that all DPDs identify and safeguard existing
heating and cooling networks and maximise the opportunities for
providing new networks that are supplied by decentralised energy.
Boroughs should ensure that all new development is designed to connect
to the heating and cooling network. The Mayor will and boroughs should
work in partnership to identify and to establish network opportunities,
to ensure the delivery of these networks and to maximise the potential
for existing developments to connect to them.

4.20   The London Energy Partnership's (LEP) Carbon Scenarios report[5]
        demonstrates that a Combined Heat and Power (CHP) led approach
        is the most cost-effective mechanism for delivering carbon dioxide
        reductions in London. Boroughs can set the planning framework for this
        by prioritising decentralised energy in all area-based DPDs. This will
        provide a systematic way of identifying the opportunities across London
        for different types of decentralised energy systems, whilst still retaining
        the principles of additionality and physical connection. It will create a
        framework for energy to be considered early in the development process,
        taking some of the burden away from the developer, particularly smaller
        developers. Some boroughs have already undertaken technical and
        financial work to underpin the decision to progress district-wide schemes.

4.21 There are a number of studies already available to help boroughs in developing this policy approach:
- Mayor of London: The London Community Heating Development Study (May 2005) provides indications of heat densities, and the main opportunities for community heating
- LEP: 'Making ESCos work' Guidance and advice on setting up and delivering ESCos (February 2007)
- LEP/London Renewables: 'Towards zero carbon; supportive information for boroughs' (July 2006) covers a range of planning and non-planning issues.

4.22 This area wide approach should provide more market certainty for Energy Services Companies (ESCo) as it should remove some of the risk of developments not being designed to connect to decentralised energy. The scale of opportunity for delivery may also increase competition between ESCos and encourage the creation of small and medium size ESCos to deal with the different scales of development.

Policy 4A.6 Decentralised Energy: Heating, Cooling and Power
The Mayor will and boroughs should in their DPDs require all developments to demonstrate that their heating, cooling and power systems have been selected to minimise carbon dioxide emissions. The need for active cooling systems should be reduced as far as possible through passive design including ventilation, appropriate use of thermal mass, external summer shading and vegetation on and adjacent to developments. The heating and cooling infrastructure should be designed to allow the use of decentralised energy (including renewable generation) and for it to be maximised in the future.

Developments should evaluate combined cooling, heat, and power (CCHP) and combined heat and power (CHP) systems and where a new CCHP/CHP system is installed as part of a new development, examine opportunities to extend the scheme beyond the site boundary to adjacent areas.

The Mayor will expect all major developments to demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference:
- connection to existing CCHP/CHP distribution networks
- site-wide CCHP/CHP powered by renewable energy
- gas-fired CCHP/CHP or hydrogen fuel cells, both accompanied by renewables
- communal heating and cooling fuelled by renewable sources of energy
- gas fired communal heating and cooling.

4.23   Decentralised energy generation is a series of local systems generating
       heat and power, at or near the point of use, connected to local distribution
       networks. Where possible, the opportunity to link a new development
       to an existing CCHP/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 provision
       of CCHP/CHP needs to be considered on a site-wide basis that connects
       different uses and/or groups of buildings. If a site-wide approach is not
       possible, CHP/CCHP should still be investigated. This should include
       renewables where it is technically feasible. Electrical heating and cooling
       systems cause significant carbon dioxide emissions and the Mayor wishes
       to discourage these.

4.24   Decentralised energy schemes make more efficient use of primary energy
       than large-scale generation via the national grid. CCHP and CHP will need
       to be sized to minimise carbon dioxide emissions. They can be suitable
       for all scales of development. They can incorporate the use of renewable
       sources of energy. Their design should minimise impacts on air quality
       (see the Mayor's Air Quality Strategy). The establishment of fuel cells
       using renewable and low carbon dioxide hydrogen is the goal, but the
       role of other technologies is recognised in the transition to a hydrogen
       economy. It is important that the design of infrastructure associated
       with fuel cells does not preclude links being made to additional uses.
       Investment in heat and power distribution infrastructure should be
       considered in all developments. Provision of localised energy systems can
       also offer an opportunity to involve and benefit local residents through
       community schemes. Where a district CHP/CCHP scheme provides only
       a proportion of a development's power, and/or heating and/or cooling
       demand, the scheme should address the remainder utilising renewable
       energy technologies where feasible. The required renewable energy
       contribution should be established in line with Policies 4A.4 and 4A.7.

Policy 4A.7 Renewable Energy
The Mayor will, and boroughs should, in their DPDs adopt a presumption
that developments will achieve a reduction in carbon dioxide emissions
of 20% from on site renewable energy generation (which can include
sources of decentralised renewable energy) unless it can be demonstrated
that such provision is not feasible. This will support the Mayor's Climate
Change Mitigation and Energy Strategy and its objectives of increasing
the proportion of energy used generated from renewable sources by:
·   requiring the inclusion of renewable energy technology and design,
    including: biomass fuelled heating, cooling and electricity generating
    plant, biomass heating, renewable energy from waste (Policy 4A.21)

> photovoltaics, solar water heating, wind, hydrogen fuel cells, and ground-coupled heating and cooling in new developments wherever feasible
> · facilitating and encouraging the use of all forms of renewable energy where appropriate, and giving consideration to the impact of new development on existing renewable energy schemes.
>
> Boroughs in their DPDs should identify broad areas where the development of specific renewable energy technologies is appropriate. These should encourage the fullest realisation of the potential for renewable energy having regard to the environmental and transport policies of the London Plan. These should include:
> · identifying sites for zero carbon development
> · identifying suitable locations for wind turbines in developments
> · encouraging at least one large wind power scheme in London
> · encouraging applications for new street appliances (such as bus shelters, bus stops, parking ticket machines and road signs) to incorporate off-grid solar power and other renewable energy sources where feasible.

4.25   London should become more energy efficient. This applies to both new development and the existing built form. Energy efficient measures and renewable energy technology should not be precluded in areas of heritage, but should be designed sensitively.

4.26   Analysis has shown very significant increases in energy savings in developments referred to the Mayor. Annex D of the Sustainable Design and Construction SPG explains the criteria to be used in applying this policy.

4.27   The London Renewable Energy Toolkit[6] has been developed to assist in assessing the feasibility and viability of renewable technologies. Developments not initially incorporating solar technologies should, where practicable, be of a suitable design and orientation to support them later. Applications proposing prestige cladding should incorporate photovoltaics wherever feasible.

4.28   The London Energy Partnership is developing a low carbon design toolkit to provide support on all aspects of sustainable energy, including energy efficiency. This can be applied to the assessment of micro-generation for small developments as well as major ones.

4.29   The Mayor's Energy Strategy contains targets in relation to the installation of types of renewable energy schemes to increase London's generation of power and heat from renewable energy schemes up to 2020; these are set out in table 4A.1. On the assumption that electricity consumption in London for 2010 and 2020 is 40,631 GWh and 42,709 GWh, (extrapolation from

baseline in the London Energy and Carbon Dioxide Emissions Inventory, 2003) these targets will produce approximately 0.6% and 3.2% of London's electricity for 2010 and 2020 respectively. Further work on assessing the renewable energy potential in London, including the potential for retrofitting development with renewables, will be undertaken to review these targets. These will be included in the Mayor's Climate Change Mitigation and Energy Strategy and in further reviews of the London Plan. In support of these Londonwide targets the Energy Strategy includes policies requesting boroughs to set consistent targets, for the generation of renewable energy in their areas, to install at least one zero carbon development and to identify Energy Action Areas. The principle of Energy Action Areas is that they set higher standards for new build and retrofit and showcase best practice for integrating sustainable energy. The Mayor strongly encourages boroughs and developers to work in partnership to establish these areas.

table 4A.1 Targets for installed electricity capacity generated from renewables

	2010			2020		
	Number	**Total Installed Capacity (MW)**	**Total Output (MWh)**	**Number**	**Total Installed Capacity (MW)**	**Total Output (MWh)**
Offshore Wind Farms	–	–	–	–	–	–
On-Shore Wind Farms	–	–	–	–	–	–
Single Large Wind Turbines	6	15	26,280	18	45	78,840
Small Stand-Alone Wind Turbines	50	10	13,140	150	30	39,420
Building Mounted Micro-Wind Turbines	2,000	5	3,066	6,000	15	9,198
Biomass Fuelled CHP / Electricity	8	24	126,144	24	72	378,432
Hydro Power	–	–	–	–	–	–
Solar PV (domestic) (MWp)	7,000	15	10,500	21,000	45	31,500
Solar PV (commercial) (MWp)	250	12	8,400	750	36	25,200
Tidal Energy	–	–	–	–	–	–
Wave Energy	–	–	–	–	–	–
Anaerobic Digestion[a]	4	1.2	9,460	25	7.5	67,050
Sewage Gas[a]	2	10	31,124	6	30	93,372
Gasification/Pyrolysis[b]	1	6.8[c]	42,048[c]	11	94.6[c]	662,957[c]
Total	**9,321**	**99**	**228,114**	**27,984**	**375.1**	**1,385,969**

a   Energy from waste (biological processes)
b   Energy from waste (thermal processes)
c   Renewable component of capacity and output is represented.
    A 68% biodegradable Municipal Solid Waste content is assumed.
note   The applicability of off-shore wind farms, onshore wind farms, biomass co-firing,
    anaerobic digestion of farm biogas, hydro power, tidal and wave energy,
    and landfill gas in London will be investigated for future reviews of the plan.
source   ETSU, AEA Technology. Renewable Energy Assessment and Target for London. GLA/GOL, 2001
    The Mayor's Energy Strategy, GLA, 2004 (and further analysis by GLA)

4.30   Where land is needed for the provision of renewable energy technologies, such as anaerobic digesters and biomass plants, as part of appropriate developments, boroughs should encourage this provision through their inclusion in development briefs and area development frameworks. The Mayor's forthcoming Renewable Energy SPG will set out broad guidelines to define locations where stand-alone renewable energy schemes would be appropriate and set criteria both for the assessment of such schemes and for their application to individual technologies. The Mayor will encourage the use of a full range of renewable energy technologies, which should be incorporated wherever site conditions make them feasible. Off-site renewable contributions to developments are acceptable only where they are directly connected and supplied by private wire arrangement. Further information regarding these circumstances will be contained in the forthcoming Renewable Energy SPG. The London Energy Partnership has completed a study of the potential both for biomass, and for non building-integrated wind power in London, which identifies several specific locations at which wind turbines may be feasible. The recommendations of the study are being taken forward by the London Climate Change Agency and in the development of the Mayor's Renewable Energy SPG.

Policy 4A.8 Hydrogen Economy
The Mayor will work with the London Hydrogen Partnership, the London Climate Change Agency, boroughs and others to support and encourage the more widespread use of hydrogen as an alternative to fossil fuels by:
- planning hydrogen supply and distribution infrastructures
- supporting and developing renewable sources of hydrogen
- maximising the uptake of hydrogen and fuel cell vehicles (see Chapter 3C)
- maximising the adoption of fuel cell combined heat and power in developments.

4.31   The Mayor supports the development of energy infrastructure based on hydrogen as a principal energy carrier and will encourage boroughs to identify capacity for this infrastructure. Delivering a low carbon dioxide, hydrogen economy requires the hydrogen to be produced from non-fossil primary energy sources, with fuel cells expected to be the principal energy conversion technology. This offers a means to achieve improved air quality, reduce greenhouse gas emissions and improve energy security while generating water as a by-product. Pathways to the more widespread use of hydrogen involve supporting interim technologies, which enable infrastructure and associated skills development.

3   Adaptation to climate change

Policy 4A.9 Adaptation to Climate Change
The Mayor will, and other agencies should, promote and support
the most effective adaptation to climate change, including:
- minimising overheating and contribution to heat island effects
  (Policy 4A.10)
- minimising solar gain in summer (Policy 4A.10)
- contributing to reducing flood risk including applying principles
  of sustainable urban drainage (Policies 4A.13 and 4A.14)
- minimising water use (Policy 4A.16) and
- protecting and enhancing green infrastructure.

Policy 4A.10 Overheating
The Mayor will, and boroughs should, strongly encourage development
that avoids internal overheating and excessive heat generation and
contributes to the prevention of further over-heating, especially where
the urban heat island is most intense. Developers should demonstrate
how development could be made heat resilient in design, construction
and operation. The Mayor will work with partners to reduce the heat
island effect through energy efficiency and appropriate design.

4.32   All urban areas create an "urban heat island" effect, where higher ambient
temperatures are experienced after sunset in comparison with rural areas.
The urban heat island effect is most intense at night and in London
this effect is seen within the Central Activities Zone. 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 summer nights.

4.33   Development should maximise opportunities to orientate buildings and
streets to minimise summer and maximise winter solar gain; use trees and
other shading; green the building roof, envelope and environs; maximise
natural ventilation; expand green networks to create 'breathing spaces';
and wherever possible incorporate a range of public and/or private
outdoor green spaces such as gardens and roof terraces.

4.34   Developments will need to be adaptable to allow for additional shading or
cooling requirements as the climate changes. Certain building materials also
have a role to play in reducing heat absorption. The Mayor will continue
to work with the London Climate Change Partnership (LCCP) on promoting
and supporting the most effective adaptation to climate change. The LCCP
has produced helpful detailed design advice for developers[7].

Policy 4A.11 Living Roofs and Walls
The Mayor will, and boroughs should, expect major developments to incorporate living roofs and walls where feasible and reflect this principle in DPD policies. It is expected that this will include roof and wall planting that delivers as many of these objectives as possible:
- accessible roof space
- adapting to and mitigating climate change
- sustainable urban drainage
- enhancing biodiversity
- improved appearance.

Boroughs should also encourage the use of living roofs in smaller developments and extensions where the opportunity arises.

4.35   Living roofs can take many forms in order to maximise their benefits in a given location. Vegetated roofs, including terraces and gardens, can improve the thermal performance of the building, reduce the urban heat island effect, absorb rainfall to reduce flash flooding, enhance biodiversity, provide amenity for residents who may not have access to private gardens and improve appearance. Their design and operational needs should not place undue stress on water supply and resources.

4.36   High quality designs for 'green walls', incorporating vegetation over the majority of a building's vertical surfaces, will also be considered favourably where living roofs are difficult to achieve. The revised Sustainable Design and Construction SPG will contain further guidance on the appropriate roof type in order to maximise benefits.

4   Sustainable planning for flood risk management

Policy 4A.12 Flooding
In reviewing their DPDs, boroughs should carry out strategic flood risk assessments to identify locations suitable for development and those required for flood risk management. Within areas at risk from flooding (flood zones) the assessment of flood risk for development proposals should be carried out in line with PPS25.

Policy 4A.13 Flood risk management
Where development in areas at risk from flooding is permitted, (taking into account the provisions of PPS25), the Mayor will, and boroughs and other agencies should, manage the existing risk of flooding, and the future increased risk and consequences of flooding as a result of climate change, by:

- protecting the integrity of existing flood defences
- setting permanent built development back from existing flood defences to allow for the management, maintenance and upgrading of those defences to be undertaken in a sustainable and cost effective way
- incorporating flood resilient design
- establishing flood warning and emergency procedures.

Opportunities should also be taken to identify and utilise areas for flood risk management, including the creation of new floodplain or the restoration of all or part of the natural floodplain to its original function, as well as using open space in the flood plain for the attenuation of flood water.

The Mayor will, and boroughs and other agencies should, take fully into account the emerging findings of the Thames Estuary 2100 Study, the Regional Flood Risk Appraisal and the Thames Catchment Flood Management Plan.


4.37   Reduction in flood risk can be achieved through appropriate location, design and construction of development and the sustainable management of surface water run-off. Boroughs, either individually or collectively, will produce Strategic Flood Risk Assessments. Developers should determine, in consultation with the Environment Agency or the relevant borough, whether their proposed development site is at flood risk. Developers seeking to develop a site at flood risk should undertake an appropriate flood risk assessment. All flood risk management proposals should avoid increasing flood risk to neighbouring areas.

4.38   London is prone to flooding from five sources: tidal, fluvial, groundwater, surface and sewer flooding. Climate change will increase the probability of flooding from all these sources except perhaps groundwater. The management of flood risk is critical to London's future. Our understanding of flood risk is increasing. The Mayor is undertaking a Regional Flood Risk Appraisal and the Environment Agency is undertaking the Thames Estuary 2100 project and the Thames Catchment Flood Management Plan. These will all be important tools in managing flood risk and will need to be reflected in future spatial planning documents and decisions. Creating additional areas for flood storage will be an important flood risk management tool and the Environment Agency, Mayor and boroughs should work together to identify and safeguard such areas. These areas may have multiple uses.

4.39   In terms of tidal flooding, the relative rise in sea level and consequential increase in the height and frequency of tidal surges, means that the standard of defence will, without intervention, decline throughout the century.

The frequency and consequences of fluvial, surface water and sewer flooding are likely to increase as a result of climate change due to increased intensity of rainfall events. Such flooding can happen quickly and be difficult to predict.

4.40 The need to take a risk based precautionary and sequential approach to flood management will affect the location, form, layout and design of many sites and not just those adjacent to a river. Suitable measures will need to be identified at a borough level and on a site-by-site basis as the result of flood risk assessments. They may include locating flood vulnerable land uses out of high flood risk areas, flood warning systems, emergency access and egress routes, designing buildings that will remain structurally sound and easily repairable in the event of flooding and, for sites near flood defences, a suitable development-free margin that will allow for the sustainable and cost effective maintenance and improvement of flood defences. Subject to the sequential and exceptions tests in PPS25, there may be scope for areas within the floodplain to be used for renewable energy generation such as wind turbines, provided that there is no net loss of flood plain storage and water flows are not impeded.

map 4A.1 Flood Zones

Region has at least 1% Risk of Flooding from Thames tributaries per year

Region has 0.1% Region risk of flooding from sea per year, but largely defended to that level or better
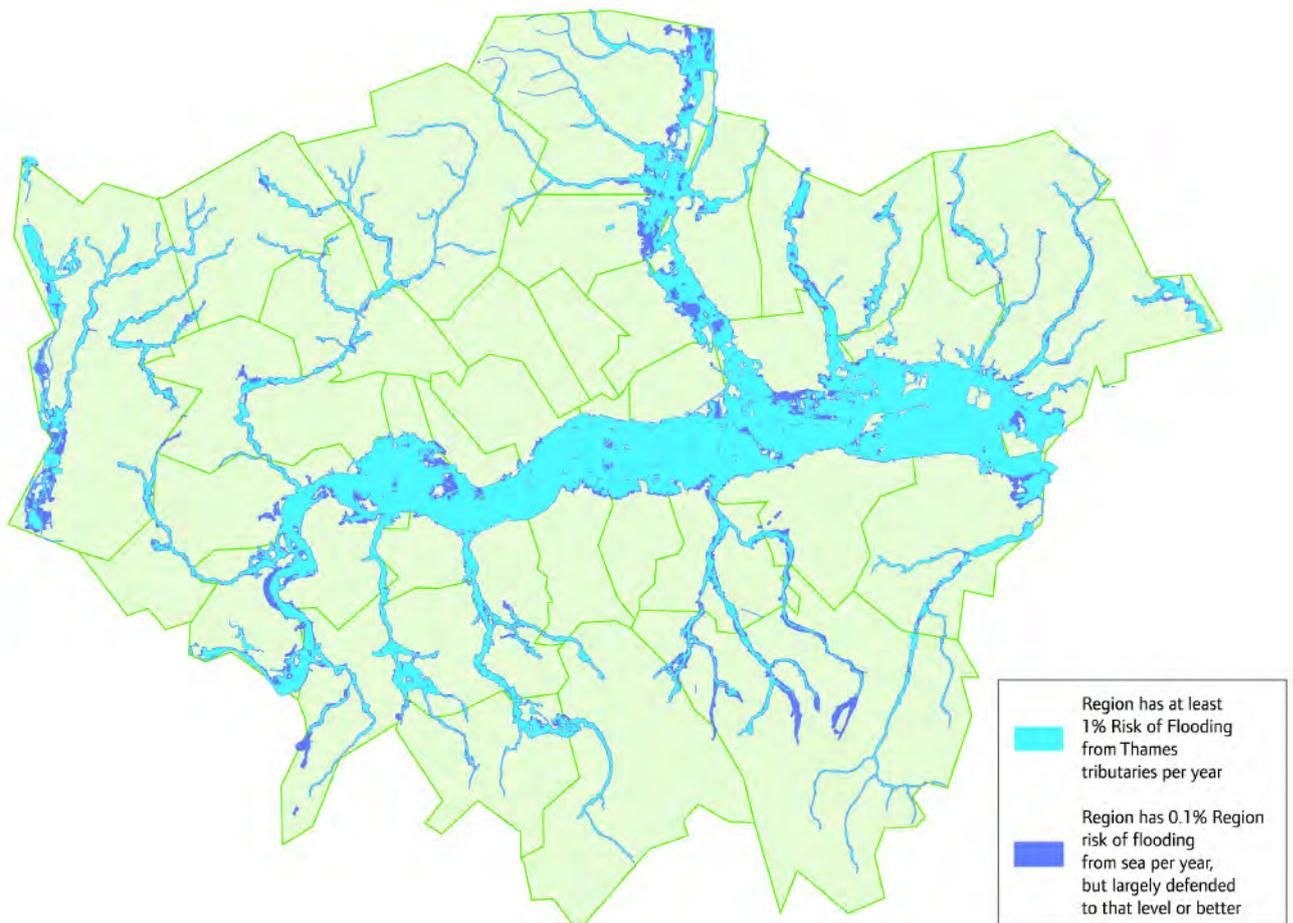
source Environment Agency

4.41   The Mayor will encourage opportunities to utilise open space in the
        floodplain for flood risk management uses through redevelopment
        or other projects, for example, the East London Green Grid. Where
        development does occur in areas with residual flood risk, developments
        should have flood resilience designed in. Further details are included
        in the Sustainable Design and Construction SPG. Chapter 4C contains
        policies on water as they relate to the Blue Ribbon Network.

> *Policy 4A.14 Sustainable drainage*
> The Mayor will, and boroughs should, seek to ensure that surface water
> run-off is managed as close to its source as possible in line with the
> following drainage hierarchy:
> - store rainwater for later use
> - use infiltration techniques, such as porous surfaces in non-clay areas
> - attenuate rainwater in ponds or open water features for gradual release
>   to a watercourse
> - attenuate rainwater by storing in tanks or sealed water features
>   for gradual release to a watercourse
> - discharge rainwater direct to a watercourse
> - discharge rainwater to a surface water drain
> - discharge rainwater to the combined sewer.
>
> The use of sustainable urban drainage systems should be promoted
> for development unless there are practical reasons for not doing so.
> Such reasons may include the local ground conditions or density
> of development. In such cases, the developer should seek to manage
> as much run-off as possible on site and explore sustainable methods
> of managing the remainder as close as possible to the site.
>
> The Mayor will encourage multi agency collaboration (GLA Group,
> Environment Agency, Thames Water) to identify sustainable solutions to
> strategic surface water and combined sewer drainage flooding/overflows.
>
> Developers should aim to achieve greenfield run off from their site
> through incorporating rainwater harvesting and sustainable drainage.
> Boroughs should encourage the retention of soft landscaping in front
> gardens and other means of reducing, or at least not increasing,
> the amount of hard standing associated with existing homes.

4.42   Sustainable drainage techniques will be one of the keys to ensuring that
        long-term flooding risk is managed, particularly given the extent of hard
        surfaced area in London. The Mayor believes that managing London's
        surface water and combined sewer flooding/overflows should start with
        source control management – improving the permeability of the public realm

through the incorporation of rainwater harvesting and sustainable drainage – before proceeding to enhanced drainage capacity. These techniques include permeable surfaces, storage on site, green roofs, infiltration techniques and even water butts. Many of these techniques also have benefits for biodiversity by creating habitat, and some can help to reduce the demand for supplied water (see also Policy 4A.11 Living roofs and walls).

Policy 4A.15 Rising groundwater
In considering major planning applications in areas where rising groundwater is an existing or potential problem, the Mayor will, and boroughs should, expect reasonable steps to be taken to abstract and use that groundwater. The water may be used for cooling or watering purposes or may be suitable for use within the development or by a water supply company.

4.43   Under central and inner London the level of groundwater has been rising over recent decades due to reduced commercial abstraction. This has caused a problem because much of London's infrastructure including tube tunnels, underground services and building foundations has been built while the groundwater was suppressed. The matter is now under control with a range of abstractions maintaining groundwater levels at sustainable levels. This issue will however be kept under review in case of any further fluctuations of groundwater levels.

5   Efficient use of water

Policy 4A.16 Water supplies and resources
The Mayor will work in partnership with appropriate agencies within London and adjoining local planning authorities to protect and conserve water supplies and water resources in order to secure London's needs in a sustainable manner by supporting the Water Strategy and by:
· minimising the use of treated water
· reaching cost-effective minimum leakage levels
· maximising rainwater harvesting opportunities
· introducing targets for water recycling in major developments
· promoting the use of dual potable and grey water recycling systems
· in conjunction with demand side measures, promoting the provision of additional sustainable water resources in a timely and efficient manner, to reduce the water supply deficit and achieve a security of supply in London
· minimising the amount of energy consumed in water supply processes
· ensuring that adequate sustainable water resources are available for major new developments and for conservation and enhancement of the natural environment
· maintaining and upgrading the infrastructure.

In determining planning applications, the Mayor will, and boroughs should, have proper regard to the impact of those proposals on water demand and existing capacity. The Mayor will, and boroughs should, apply a maximum water use target of 105 litres per person per day for residential development, adjusting in future years through reviews of the plan, which will take into account the then prevailing standards in the Code for Sustainable Homes.

4.44   Water is a vital and increasingly scarce resource for which there is rising demand. The Mayor recognises that additional water infrastructure and resources will be required to facilitate London's growth. A clean and reliable supply of water is a fundamental need of everyone. London has a high-quality reliable water supply, much of which is supplied from outside London. The concentration of people and services within London can lead to pressure on supplies during periods of prolonged dry or hot weather when water usage increases. Chapter 4C contains policies on water as they relate to the Blue Ribbon Network.

4.45   The Mayor supports implementation of the Water Strategy and an integrated approach to the planning of water, which engages all stakeholders and includes water supply, sewerage and drainage and takes account of the inter-action between them.

4.46   The importance of an integrated approach is likely to increase in the future with the predicted changes to our climate. Hotter drier summers may increase the overall demand for water, whilst reducing availability and stormier rainfall patterns are likely to make it more difficult to retain the water that does fall. When combined with the levels of growth forecast for London, it is vital that a precautionary approach is taken in order to ensure that London's future water resource needs are sustainable.

4.47   The Mayor recognises that failure to make sufficient progress on leakage and demand reduction would lead to worsening water resource deficits for London towards the end of the plan period. The Mayor is also aware of the long lead in times required to implement any major new water supply infrastructure. The Mayor wishes to keep this situation under close review so that if it becomes clear that water shortages are likely, then suitable measures can be put in place in a timely and sustainable manner.

4.48   The amount of water that is lost through leakage in the supply network in the London area is currently estimated to be in excess of 25 per cent[8] of the total amount of supplied water. It is a figure that should be reduced: the Mayor believes that targets for reduction of leakages should be met or exceeded. The pumping of water can be energy inefficient.

Water processes therefore need to minimise the amount of energy used in line with the Mayor's target of reducing carbon emissions.

4.49   Currently only a small percentage of potable water is used for drinking. Many uses of potable water, for example for car washing could be supplied from grey water sources. The Mayor is working with the government towards a standard for grey water supplies. In the future, this should encourage the installation of dual water systems in new buildings.

4.50   The water use target for residential development reflects the requirements of level 3 in the government's Code for Sustainable Homes. The standards in the Sustainable Design and Construction SPG will be revised at the earliest opportunity and the essential standard will be set at 80 litres/person/day by 2016 at the latest. Having regard to the government's Code for Sustainable Homes, future reviews of the London Plan will reflect the revised SPG and also look to set targets for non-residential uses.

Policy 4A.17 Water quality
The Mayor will, and boroughs should, protect and improve water quality to ensure that the Blue Ribbon Network is healthy, attractive and offers a valuable series of habitats by:
· ensuring that adequate sewerage infrastructure capacity is available for developments
· refusing, or directing refusal of, proposals that are likely to lead to a reduction in water quality
· using sustainable urban drainage systems to reduce the amount and intensity of urban run-off and pollution (see also Policy 4A.14).

Policy 4A.18 Water and sewerage infrastructure
The Mayor expects developers and local planning authorities to work together with water supply and sewerage companies to enable the inspection, repair or replacement of water supply and sewerage infrastructure. Water and wastewater infrastructure requirements should be put in place in tandem with planned growth to avoid adverse environmental impacts.

In particular the Mayor will, and the boroughs should, support the implementation of the Thames Tideway Sewer Tunnel project and associated infrastructure and sewage treatment from Hammersmith to Beckton and Lower Lee Valley to Beckton.

The Mayor will work with Thames Water, the Environment Agency and other relevant organisations to ensure that London's drainage and sewerage infrastructure is sustainable and meets the requirements placed upon it by population growth and climate change.

Additional capacity for the management of sewage sludge will be needed over the plan period to meet the requirements of growth and tighter environmental standards. The Mayor will work in partnership with the boroughs to ensure timely provision of appropriate new facilities at existing sewage treatment works within London.

4.51 Historically London's waterways have suffered from severe pollution. Changes to legislation and regulation of pollution, combined with significant shifts in the types of industry in London, have reduced pollution and led to subsequent improvements in the biodiversity and attractiveness of most waterways. The result is that the Thames is now one of the cleanest metropolitan rivers in the world and a major visitor attraction.

4.52 In March 2007 the government announced that Thames Water would build an overflow sewer tunnel to comprehensively address the long term problems of sewage overflows into the River Thames and Lower River Lee. The project will be constructed in two phases, the first phase being from the Lee Valley to Beckton Waste Water Treatment Works. The second phase will be from Hammersmith to Beckton. The project will involve a large diameter sewer tunnel with connecting shafts, access shafts, the expansion of Beckton Waste Water Treatment Works and an increase in the capacity for sewage sludge treatment at Beckton. The Mayor supports the timely implementation of the project, which is expected to take up to 2020. Boroughs will need to resolve local matters, for example, design, construction, traffic management, remediation and mitigation. The project directly affects some 12 London boroughs. The principle of the project is strategically important to delivering a more sustainable London.

4.53 There are also a number of tributary streams where sewage pollution from wrongly connected drains remains a problem. The Mayor will look to Thames Water, the Environment Agency and borough environmental health teams to work to resolve these problems.

4.54 Thames Water will also be developing improvements at several of London's key waste water treatment works. These should be delivered in a sustainable way that minimises impacts on the surrounding environment. It is essential that appropriate agencies work in partnership to ensure that there is sufficient sewerage capacity for the scale of development envisaged in this plan.

6 Improving air quality

Policy 4A.19 Improving air quality
The Mayor will, and boroughs should, implement the Mayor's Air Quality Strategy and achieve reductions in pollutant emissions and public exposure to pollution by:
- improving the integration of land use and transport policy and reducing the need to travel, especially by car (see Policy 3C.1)
- promoting sustainable design and construction (Policy 4A.3)
- promoting sustainable construction to reduce emissions from the demolition and construction of buildings (Policy 4A.22)
- ensuring at the planning application stage, that air quality is taken into account along with other material considerations, and that formal air quality assessments are undertaken where appropriate, particularly in designated Air Quality Management Areas
- seeking to reduce the environmental impacts of transport activities by supporting the increased provision of cleaner transport fuels, including hydrogen, particularly with respect to the refuelling infrastructure
- working in partnership with relevant organisations, taking appropriate steps to achieve an integrated approach to air quality management and to achieve emissions reductions through improved energy efficiency and energy use (Policy 4A.7).

The Mayor will work with strategic partners to ensure that the spatial, transport and design policies of this plan support his Air Quality Strategy.

4.55 In accordance with the objectives of the National Air Quality Strategy[9], the Mayor's Air Quality Strategy seeks to minimise the emissions of key pollutants and to reduce concentrations to levels at which no, or minimal, effects on human health are likely to occur. The Mayor's strategy provides guidelines on policies for DPDs and refers to applicable documents. It also gives guidelines on air quality assessments and outlines steps local authorities can take to improve air quality. The Air Quality Strategy is in the course of being reviewed. Other Mayoral initiatives such as the Low Emissions Zone and the Congestion Charge Zone also make contributions to improving air quality.

4.56 Boroughs should ensure their DPDs include policies that seek to reduce levels of pollutants referred to in the government's National Air Quality Strategy having regard to the Mayor's Air Quality Strategy, and taking account of the findings of Air Quality Review and Assessments and Action Plans, in particular where Air Quality Management Areas (AQMAs) have been designated.

map 4A.2 Modelled annual average NO$_2$ concentrations in µg m^{-3}

Concentration (microgrammes per cubic metre)

30.00 35.00 40.00 45.00 50.00   70.00

3.67% 24.60% 58.84% 83.53% 93.66%   99.11%   Percentile
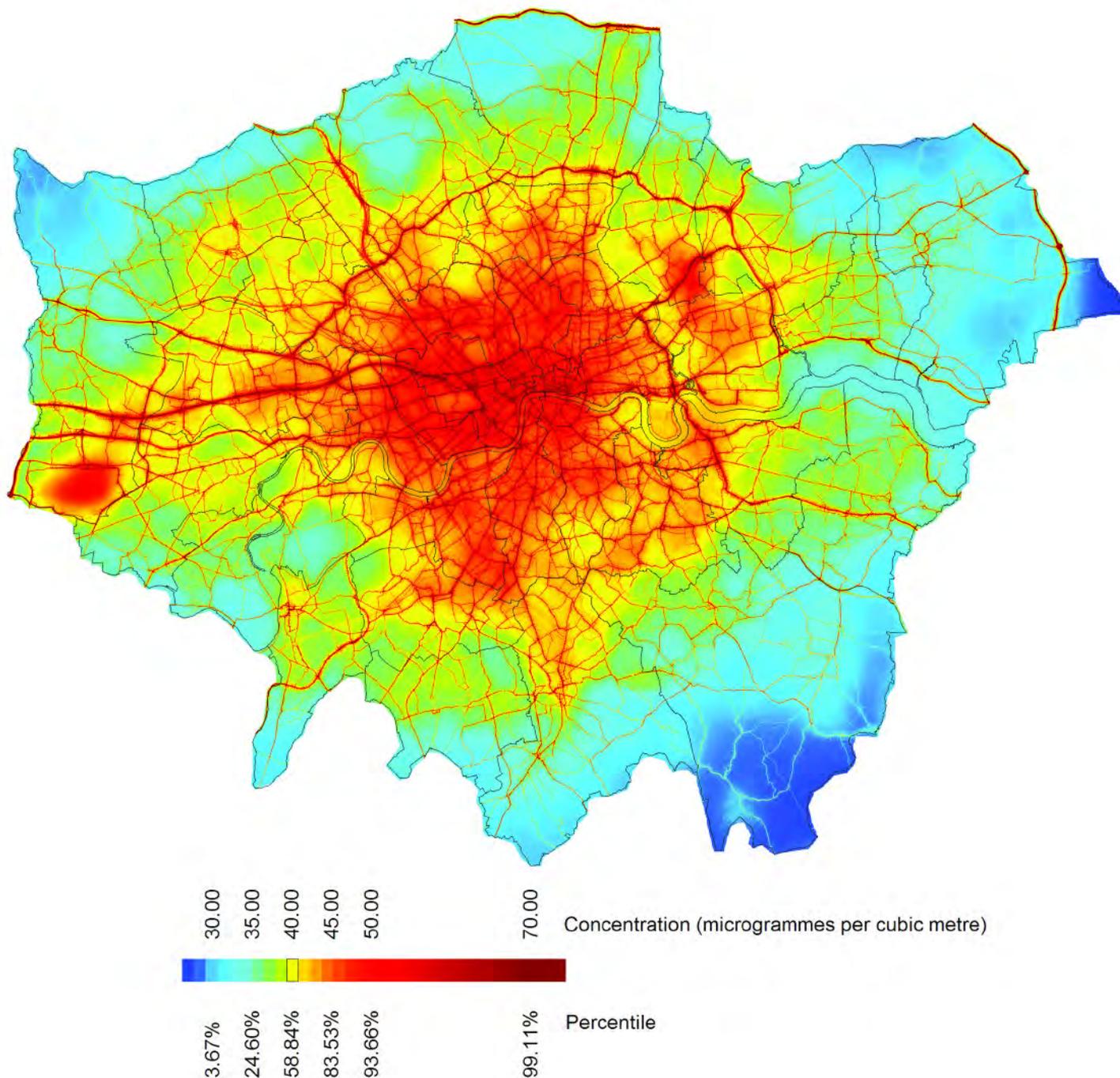
source London Atmospheric Emissions Inventory 2003: Second Annual Report, GLA 2006
note   Concentrations above 40 µg m^{-3} exceed the national air quality objective (to be achieved
       from 2005). This modelling is based on emission estimates and meteorology for 2003

7   Reducing noise

Policy 4A.20 Reducing noise and enhancing soundscapes
The Mayor will and boroughs in DPDs should reduce noise by:
- minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals
- separating new noise sensitive development from major noise sources wherever practicable
- supporting new technologies and improved practices to reduce noise at source, especially in road, rail and air transport
- reducing the impact of traffic noise through highway management and transport policies (see Chapter 3C)
- containing noise from late night entertainment and other 24-hour activities, and where appropriate promoting well-managed designated locations (see Chapter 3D)
- identifying areas of relative tranquillity, which it is intended should be protected or enhanced.

The Mayor will work with strategic partners to ensure that the transport, spatial and design policies of this plan support the objectives, policies and proposals set out in the London Ambient Noise Strategy.

4.57   Noise in terms of both abating adverse effects and maintaining or enhancing soundscape quality is expected to gain a higher profile in design and management during the life of this plan. The government has made a commitment to produce a National Noise Strategy and the Environmental Noise Directive 49/2002 will require action plans to be drawn up by mid 2008. DEFRA are finalising proposals for identifying quiet areas and it is expected that over time additional criteria will be established to assist in identifying areas of relative tranquillity. As it becomes a more compact, even busier city, London will need a more vigorous approach to noise reduction at the strategic and local level. At the strategic level, main roads, major rail corridors and aircraft are the principal sources of ambient noise. Reducing aircraft noise should be a priority for government, which is responsible for regulation at airports. This plan's transport policies, together with the impact of quieter technologies, will assist in tackling the main sources of noise. Many more local sources of noise can be addressed through sensitive design, management and operation. These issues are considered in more detail in the Sustainable Design and Construction SPG.

8   Planning for waste

Policy 4A.21 Waste strategic policy and targets
In order to meet the national policy aim that regional and other planning
bodies should provide a framework in which communities take more
responsibility for their own waste and enable sufficient and timely provision
of waste management facilities to meet the needs of their communities,
the Mayor will work in partnership with the boroughs, the Environment
Agency, statutory waste disposal authorities and operators to:
· ensure that facilities with sufficient capacity to manage 75 per cent
   (15.8 million tonnes) of waste arising within London are provided
   by 2010, rising to 80 per cent (19.2 million tonnes) by 2015 and
   85 per cent (20.6 million tonnes) by 2020
· minimise the level of waste generated, in accordance with Chapter 4B
   of the Mayor's Municipal Waste Management Strategy, and by following
   the principles in the Sustainable Design and Construction SPG
· increase re-use and recycling and composting of waste,
   and reduce landfill disposal
· minimise the amount of energy used, and transport impacts from,
   the collection, treatment and disposal of waste in line with the
   Mayor's target of reducing carbon dioxide emissions
· promote generation of renewable energy and renewable hydrogen
   from waste
· exceed recycling or composting levels in municipal waste of:
   – 35 per cent by 2010
   – 45 per cent by 2015
· achieve recycling or composting levels in commercial
   and industrial waste of 70 per cent by 2020
· achieve recycling and re-use levels in construction,
   excavation and demolition waste of 95 per cent by 2020.

The minimum quantities represented by these targets are, for municipal
waste, 1.7 million tonnes in 2010 and 2.3 million tonnes in 2015.
This would leave some 3.1 million tonnes in 2010 and 2.9 million tonnes
in 2015 to be dealt with by other means, with a declining reliance
on landfill and an increasing use of new and emerging technologies.

Boroughs should ensure that land resources are available to implement
the Mayor's Municipal Waste Management Strategy, Waste Strategy 2007,
the Landfill directive and other EU directives on waste. The Mayor will
monitor key waste indicators in the London Plan Annual Monitoring
Report and in monitoring reports for the Mayor's Municipal Waste
Management Strategy.

Where waste cannot be recycled, the Mayor will encourage the production of energy from waste using new and emerging technologies, especially where the products of waste treatment could be used as fuels (e.g. biofuels and hydrogen).

Having regard to the existing incineration capacity in London and with a view to encouraging an increase in waste minimisation, recycling, composting and the development of new and emerging advanced conversion technologies for waste, the Mayor will consider these waste management methods in preference to any increase in conventional incineration capacity. Each case however will be treated on its individual merits. The aim is that current incinerator capacity will, over the lifetime of this plan, become orientated towards non-recyclable residual waste. The Mayor will also consider, in preference to incineration, technologies that have the potential to produce renewable hydrogen from waste.

Policy 4A.22 Spatial policies for waste management
In support of the Mayor's Municipal Waste Management Strategy, the aim of driving waste management up the waste hierarchy, the objectives of communities taking more responsibility for their own waste and disposing of waste in one of the nearest appropriate installations and the need to plan for all waste streams, the Mayor will, where appropriate, and DPD policies should:
· safeguard all existing waste management sites (unless appropriate compensatory provision is made)
· require, wherever feasible, the re-use of surplus waste transfer sites for other waste uses
· identify new sites in suitable locations for new recycling and waste treatment facilities, such as MRFs, waste reuse and recycling centres (Civic Amenity sites), construction and demolition waste recycling plants and closed vessel composting
· require the provision of suitable waste and recycling storage facilities in all new developments
· support appropriate developments for manufacturing related to recycled waste
· support treatment facilities to recover value from residual waste
· where waste cannot be dealt with locally, promote waste facilities that have good access to rail transport or the Blue Ribbon Network in accordance with Policy 4C.8
· safeguard waste sites, including wharves (in accordance with Policy 4C.9), with an existing or future potential for waste management and ensure that adjacent development is designed accordingly to minimise the potential for conflicts of use and disturbance.

The Mayor will promote the co-ordination of the boroughs' waste policies and will work with boroughs to identify strategically important sites for waste management and treatment and will expect boroughs to apply the provisions set out in this Policy and Policies 4A.23, 4A.25 and 4A.27 in bringing forward development plans and in considering development proposals.

The Mayor will work with the LDA, the boroughs and business to identify opportunities for introducing new waste reprocessing capacity in London. Boroughs in their DPDs must identify suitable sites where materials reprocessing facilities can be located. The Mayor will encourage the development of resource recovery parks/ consolidation centres, where manufacturing industries and recycling and recovery industries can co-locate.

He will also work with the South East and East of England regional authorities to co-ordinate strategic waste management across the three regions. He supports the establishment of an inter-regional body to co-ordinate technical issues across the three regions.

Policy 4A.23 Criteria for the selection of sites for waste management and disposal

London boroughs should in their development plan documents identify sites and allocate sufficient land for waste management and disposal, employing the following criteria:
· proximity to source of waste
· the nature of activity proposed and its scale
· the environmental impact on surrounding areas, particularly noise emissions, odour and visual impact and impact on water resources
· the full transport impact of all collection, transfer and disposal movements, particularly maximising the potential use of rail and water transport
· primarily using sites that are located on Preferred Industrial Locations or existing waste management locations.

Wherever possible, opportunities should be taken to include provision for Combined Heat and Power and Combined Cooling Heat and Power and to accommodate various related facilities on a single site (resource recovery parks / consolidation centres).

The Mayor will keep these criteria under review, and SRIFs should reflect the need for any sub-regional interpretation. In recognition that there will inevitably be some movement of waste across the regional boundaries, the Mayor will work with the South East and East of England regional authorities to co-ordinate strategic waste across the three regions.

4.58   London currently produces 18.1 million tonnes of waste every year.
       This is forecast to rise to 23.6 million tonnes in 2020[10]. Table 4A.2 and
       Figure 4A.2 show this by waste source in London. Overall London recycles
       just over half this waste, a performance that requires major improvement.

table 4A.2 Total waste produced and disposal method, London 2003

Source of waste	million tonnes per annum	% disposed at landfill	% recycled	% incinerated	% other
Municipal solid waste	4.3	70	11	19	0
Commercial and Industrial (estimated)	6.6	40	44	5	11
Construction, Demolition & Excavation (estimated)	7.2	15	85	0	0
Total*	**18.1**	**37**	**53**	**6**	**4**
*of which hazardous waste	0.3	62	4	1	32

source GLA

figure 4A.2 Waste produced in London by waste source 2003

source   GLA
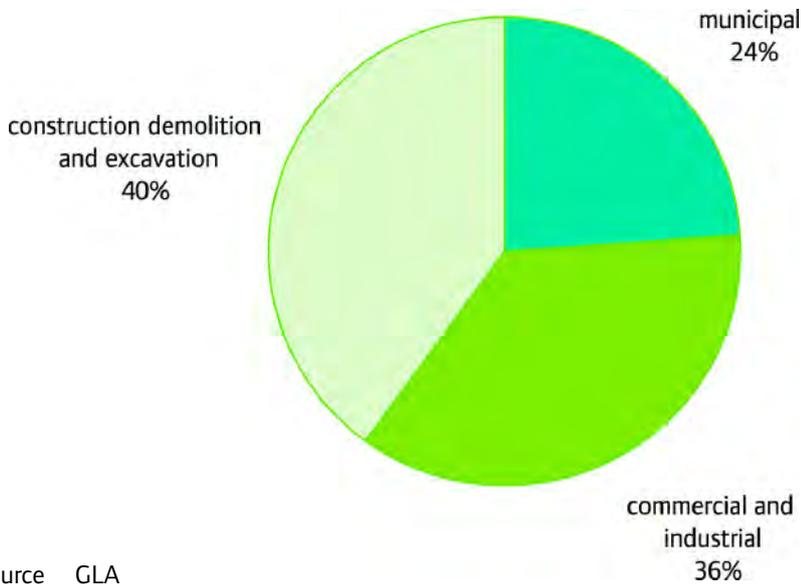
4.59   In 2001 only 8 per cent of municipal waste was recycled, but as Figure 4A.3
shows, by 2003/04 this had risen to 11 per cent. Around 70 per cent
of municipal waste goes into landfill sites that are located largely outside
London. It is estimated that London currently manages 60 per cent
of its own waste, taking account of total waste arisings.

figure 4A.3 London's municipal waste by management method 2003

source   GLA
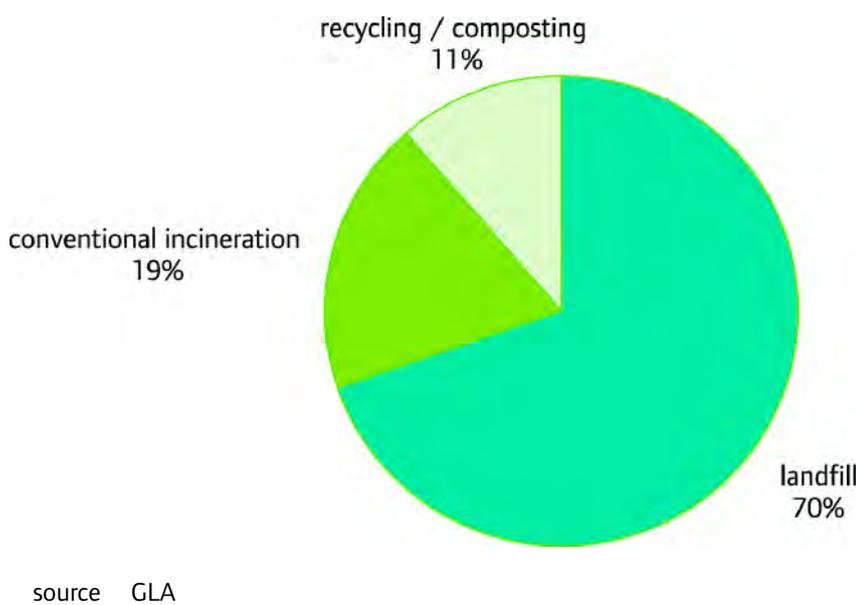
4.60   The recycling and composting target for commercial and industrial waste arises from earlier consultation on the modelling figure subsequently used for the Early Alterations to the London Plan (December 2006). The target is challenging but achievable, and reflects the current relatively high level of commercial and industrial recycling, which in 2003 was estimated to be 44 per cent.

4.61   European and government policy and directives[11] require both substantial reductions in the use of landfill and increases in recycling and composting. The Mayor has had regard to and supports these policies and his Municipal Waste Management Strategy seeks to exceed the targets of those in the government's Waste Strategy 2007. Although it would not be appropriate to reflect it in the policies in this plan, the Mayor believes higher targets could be achieved in the longer term and will lobby the government to develop the legislative changes and other measures necessary to achieve rates of recycling and composting of municipal waste of:
   · 50 per cent by 2010
   · 60 per cent by 2015.

4.62   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 in the sector of municipal waste collected by councils, largely from households. The Mayor's Municipal Waste Management Strategy (MMWMS) states that opportunities for waste minimisation, reuse, recycling, composting or other forms of energy recovery such as new and emerging advanced conversion technologies should be considered in preference to conventional incineration – on the basis that opportunities for recycling and composting are maximised before energy recovery is considered. This plan sets out the spatial policies to support the MMWMS and includes its targets for recycling and reduction of landfill.

4.63   The facilities that support waste should be retained or replaced in a suitable way. As London grows and recycling performance improves, new facilities will be needed. These include materials recycling facilities and depots, inert waste recycling plants, composting facilities, waste treatment and energy recovery facilities, and reprocessing of recyclables. Energy recovery should be carried out through advanced conversion techniques, i.e. gasification, pyrolysis or anaerobic digestion or any combination of these as defined in the Renewables Obligation Order 2002[12]. Modern facilities 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. The objective of proximity requires that waste be treated in one of the nearest appropriate installations. However this will require a phased approach while new facilities are being developed. Where movement is required, priority should be given to facilities for movement by river or rail. Opportunities to include provision for Combined Heat and Power and Combined Cooling Heat and Power should be taken wherever possible (see Policy 4A.6).

4.64 London has significant incineration capacity in the form of two conventional incinerators, dealing with 20 per cent of municipal waste. Conventional incineration is defined as the controlled burning of waste in the presence of air to achieve complete combustion (Mayor's Municipal Waste Management Strategy). The Mayor is concerned that opportunities to develop recycling and composting and to produce renewable hydrogen should not be crowded out by conventional incinerator use. He, therefore, will consider in preference other forms of new and emerging technology including mechanical and biological treatment before new conventional incineration capacity. It is also the intention that current incinerator capacity will be reoriented towards non-recyclable residual waste.

4.65 Although no further landfill proposals in London are identified or anticipated in the plan, if proposals do come forward for new or extended landfill capacity or for land-raising, the boroughs should ensure that the resultant void-space has regard to the Mayor's Municipal Waste Strategy.

4.66 The London boroughs are the waste planning authorities for London. The achievement of ambitious targets for minimising and recycling waste requires collaborative working. The Mayor will work in partnership with boroughs and other bodies to assist the achievement of these targets.

4.67 He is already working with the South East of England and East of England regional authorities to co-ordinate strategic waste management across the three regions and, in particular, to reduce London's dependence on landfill disposal in these regions. The supply of landfill sites around London is likely to be reduced severely during the plan period and beyond[13]. The neighbouring regions are also proposing to adopt stringent self-sufficiency policies on waste, severely reducing London's ability to landfill waste.

4.68 Landfill of biodegradable untreated mixed waste is the least sustainable disposal option. London needs to become more self-sufficient in its treatment of waste. The reduction of landfill should be phased over the lifetime of this plan while facilities for municipal, commercial and industrial, and construction, excavation and demolition waste are developed. This planning for waste in London depends on accurate data and forecasts.

The process of plan, monitor and manage will be vitally important to ensure that the planning system in London provides for the substantial change in waste management for all waste streams envisaged in this plan.

4.69 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, and
- identify opportunities for the location of such facilities and, where appropriate, criteria for the selection of sites.

table 4A.3 Municipal and commercial/industrial waste projections at borough level at key milestones through to 2020 (thousand tonnes per annum)

Borough	2010 MSW	2010 C&I	2013 MSW	2013 C&I	2015 MSW	2015 C&I	2020 MSW	2020 C&I
Barking & Dagenham	126	94	135	96	141	101	158	111
Barnet	203	245	219	256	230	269	260	291
Bexley	138	136	141	138	142	145	143	163
Brent	156	199	164	201	170	211	187	235
Bromley	180	211	184	215	187	226	194	241
Camden	148	494	152	530	156	555	164	637
City	65	571	71	653	74	684	84	752
Croydon	200	263	201	268	202	281	203	300
Ealing	184	229	192	236	198	247	214	275
Enfield	163	198	171	201	175	210	188	226
Greenwich	130	133	134	139	136	145	141	159
Hackney	152	166	168	176	179	184	207	207
Hamm & Fulham	116	227	125	254	130	266	146	309
Haringey	135	131	138	130	141	136	147	159
Harrow	129	154	134	157	138	164	148	179
Havering	133	160	136	161	138	169	144	188
Hillingdon	170	323	174	334	177	349	185	382
Hounslow	146	242	149	247	151	259	156	286
Islington	124	311	127	347	129	364	136	410
Kens & Chelsea	118	246	127	274	133	287	150	310
Kingston	83	133	85	135	87	141	92	151
Lambeth	156	250	159	280	161	293	167	319
Lewisham	155	136	163	148	169	155	185	168
Merton	117	138	124	145	129	152	144	162
Newham	158	136	161	146	163	153	169	198
Redbridge	181	155	208	157	227	164	278	183
Richmond	138	146	146	148	152	156	167	167
Southwark	139	303	141	330	143	346	147	398
Sutton	126	130	138	132	147	138	171	147
Tower Hams	109	322	112	359	114	376	119	472
Walt Forest	183	116	207	116	224	121	270	132
Wandsworth	154	232	159	245	163	256	172	281
Westminster	226	1015	232	1160	236	1215	247	1325
London Total	**4842**	**7947**	**5079**	**8514**	**5244**	**8919**	**5688**	**9925**

source   GLA

4.70 Table 4A. 3 shows projected municipal and commercial/industrial waste arisings for boroughs for key milestone years through to 2020. Tables 4A.4 and 4A.5 show waste stream totals for London, projected through to 2020. Taken together, they illustrate the impact of achieving the targets set out in Policy 4A.21; this improves London's net self-sufficiency through reducing over time the proportion of waste exported to its neighbouring regions.

table 4A.4 Net self-sufficiency: waste to be managed in London

Self sufficiency within London	2010 amount million tonnes	%	2015 amount million tonnes	%	2020 amount million tonnes	%
Municipal	2.4	50	3.9	75	4.6	80
Commercial / Industrial	5.9	75	7.1	80	8.4	85
Construction, Excavation & Demolition	7.4	95	8.2	95	7.7	95
All Wastes	**15.8**	**75**	**19.2**	**80**	**20.6**	**85**

source GLA

table 4A.5 Net self-sufficiency: waste to be exported from London

Waste to be managed outside of London	2010 amount million tonnes	%	2015 amount million tonnes	%	2020 amount million tonnes	%
Municipal	2.4	50	1.3	25	1.1	20
Commercial/						
Industrial	2.0	25	1.8	20	1.5	15
Construction, Excavation & Demolition	0.4	5	0.4	5	0.4	5
All Wastes	**4.8**	**25**	**3.5**	**20**	**3.0**	**15**

source   GLA

4.71 Waste is deemed to be managed in London if:
- it is used for energy recovery in London (e.g. through anaerobic digestion, pyrolysis/gasification or through existing incinerators), or
- it is compost or recyclate sorted or bulked in London material recycling facilities for reprocessing either in London or elsewhere.

Policy 4A.24 Existing provision – capacity, intensification, re-use and protection
As existing waste management sites have the potential to make a significant contribution to London's self-sufficiency through re-orientation, it is important that this strategic resource is safeguarded. Accordingly, boroughs should protect existing waste sites and facilitate the maximum use of existing waste sites, particularly waste transfer facilities and existing landfill sites.

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.

4.72 A strategic London-wide assessment has been undertaken of the adequacy of existing waste management sites to meet the 85% target for London self-sufficiency by 2020, as identified in Policy 4A.21[14]. It is estimated that existing waste transfer sites have the capability of accommodating some 10.7 mt capacity by 2020. This will include the contribution made by the re-orientation of existing waste transfer stations into other waste management facilities as transfer of waste to locations outside of London declines.

Policy 4A.25 Borough level apportionment of municipal and commercial/ industrial waste to be managed
Boroughs in their DPDs should identify sufficient land to provide capacity to manage the apportioned tonnages of waste set out in Table 4A.6. Boroughs preparing joint waste DPDs may wish to collaborate by pooling their apportionment requirements.

4.73 PPS10 requires the Mayor to identify the tonnages of municipal and commercial/ industrial waste requiring management and to apportion them by waste planning authority area. Table 4A.3 gives projected municipal and commercial/industrial waste arisings at borough level for key milestones through to 2020.

4.74 The GLA and its partners (GOL, ALG[15] and ALBPO) conducted an exercise to apportion London's municipal and commercial/industrial waste to be managed at borough level. This takes into account the significant amount of industrial land allocated for the 2012 Olympic and Paralympic Games. Table 4A.6 sets out projected municipal and commercial/industrial waste to be managed and apportioned to boroughs based on a methodology developed by the GLA and its partners. It is not necessary for boroughs to meet both the municipal and commercial/industrial waste apportionment figures individually, provided the aggregated total apportionment figure is met.

table 4A.6 Waste to be managed in London apportioned by borough (thousand tonnes per annum)

| | 2010 | | | 2015 | | | 2020 | | |
	MSW	C/I	total	MSW	C/I	total	MSW	C/I	total
	London's municipal solid waste & commercial/industrial waste to be apportioned								
London borough	**2421**	**5960**	**8381**	**3933**	**7135**	**11068**	**4550**	**8436**	**12987**
	municipal solid waste and commercial/industrial waste requiring management								
Barking/Dag	145	357	502	236	429	666	274	508	782
Barnet	61	150	210	99	180	279	115	213	327
Bexley	131	323	454	214	388	602	248	459	707
Brent	82	202	284	134	243	377	155	287	442
Bromley	71	174	245	115	209	325	134	248	382
Camden	58	143	201	95	172	266	110	203	313
City	29	71	100	36	64	100	35	65	100
Croydon	73	179	252	119	215	334	138	255	393
Ealing	104	257	361	170	308	478	197	365	562
Enfield	87	215	302	142	258	400	165	306	470
Greenwich	96	237	334	157	285	442	182	337	519
Hackney	59	146	205	97	175	272	112	207	319
Hamm & Ful	71	176	247	116	211	327	135	250	385
Haringey	54	132	186	88	159	247	102	188	290
Harrow	52	128	180	85	154	239	98	182	280
Havering	96	235	331	156	283	438	180	335	515
Hillingdon	87	215	303	142	258	401	165	306	471
Hounslow	85	208	293	138	250	388	160	296	455
Islington	58	143	201	94	171	266	109	203	312
Kens & Chel	58	143	201	95	172	266	110	203	313
Kingston	47	117	164	77	140	218	90	166	256
Lambeth	64	158	222	105	190	294	121	225	346
Lewisham	60	148	208	98	177	275	113	210	323
Merton	69	171	240	113	205	318	131	243	373
Newham	118	290	407	192	348	539	222	412	634
Redbridge	45	110	154	73	132	204	84	156	240
Richmond	58	142	200	94	170	264	109	202	311
Southwark	70	173	244	115	208	323	133	246	379
Sutton	57	141	199	94	170	263	108	201	310
Tower Hams	90	221	311	146	266	412	170	314	484
Waltham For	57	141	199	94	170	264	108	201	310
Wandsworth	91	224	314	148	269	417	171	318	489
Westminster	36	89	125	59	107	166	68	127	195

Note   Boroughs preparing joint waste DPDs may wish to collaborate by pooling their apportionment requirements. Provided the aggregated total apportionment is met, it is not necessary for boroughs to meet both MSW and C/I apportionment figures individually.

source   Jacobs UK Ltd (July 2007) for GLA

4.75　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 rare and exceptional cases the nearest appropriate installation might lie outside the Greater London boundary.

4.76　There is an additional land requirement of some 328 ha in total for waste management purposes in London over the period 2005-2020. Re-use of surplus waste transfer site capacity is expected to deliver some 113 ha. It is forecast that about 215 ha of additional capacity, not currently in waste use, will need to be identified from 2005 to 2020 (14.3 ha per year). The majority of this provision is anticipated to come from existing industrial allocations.

4.77　At a strategic level, sufficient potential capacity has been identified to suggest that the borough apportionment in Table 4A.6 can be met. This assessment has been made to indicate appropriate levels of provision at the London-wide level. Boroughs need to examine how this potential can be delivered in detail at the local level, and to do so in collaboration with each other, where appropriate. Boroughs should nevertheless seek to achieve a maximum level of self-sufficiency.

> *Policy 4A.26 Numbers and types of recycling and waste treatment facilities*
> Boroughs in their DPDs should identify a range of waste management facilities to manage a capacity of 13mt municipal and commercial/ industrial waste, to be provided 2005 – 2020 in accordance with the locational criteria set out in Policies 4A.22 and 4A.23.

4.78　Table 4A.4 shows that by 2020 the annual amount of municipal and commercial/industrial waste to be managed within London is projected to be 13 million tonnes (4.6mt municipal and 8.4mt commercial/ industrial waste).

4.79　An assessment of the range of facilities that might be provided to deliver this 13 mt capacity across the projected total land take of 328 ha is shown in Table 4A.7. This is based on an indicative assumption of 308 facilities (199 materials reclamation facilities, 57 in-vessel composting, 16 mechanical biological treatment, 25 anaerobic digestion, and 11 gasification/pyrolysis). London boroughs should as a minimum identify sufficient capacity to manage the Londonwide total of 13 million tonnes household, commercial and industrial waste by 2020.

table 4A.7 Throughput and land take of different types of facilities

Facility type	Through put per facility (tonnes per year)	Landtake per facility (ha)	Number of facilities	Total landtake (ha)
Materials reclamation facility (recycling)	42,000	0.9	199	179
Composting	19,000	1.25	57	71
Mechanical biological treatment	125,000	1.75	16	28
Anaerobic digestion	15,000	1	25	25
Gasification/pyrolysis	114,000	2.25	11	25
Totals			**308**	**328**

source   GLA

4.80   Table 4A.4 shows that by 2020 the annual amount of municipal waste arising in London is projected to be 5.7 mt, of which 4.6 mt (80 per cent) is to be managed in London, and 1.1 mt (20 per cent) to be exported from London. Figure 4A.4 gives a breakdown by waste treatment method of this 5.7 mt total for 2020. This shows the impact of the proposed mix of new facilities outlined in Table 4A.7 together with the projected contributions of conventional incineration and export to landfill. Comparing Figure 4A.4's 2020 pie chart with that for 2003 in Figure 4A.3 illustrates the scale of London's waste management challenge and the Mayor's direction of travel on waste over the plan period to 2020.

4.81   The objective of proximity supports the provision of smaller, more local site provision; but in general the smaller site size, the greater the overall land take for waste uses. 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 agglomeration benefits of co-locating a range of facilities together in a smaller number of larger sites. The design of new facilities should have regard to the site's context and to design policies in Chapter 4B.

figure 4A.4 London's municipal waste by management method 2020
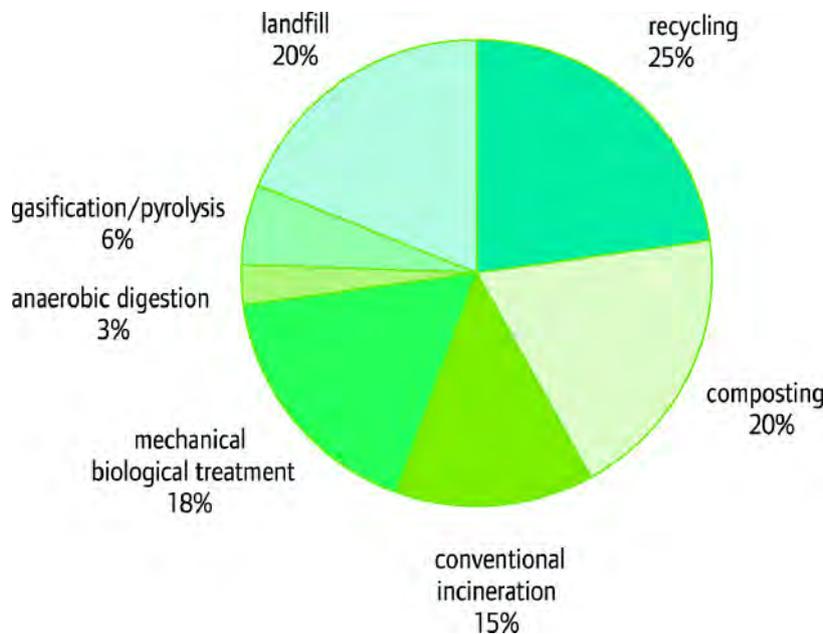
note   due to some pre-processing before recovery, the total adds to more than 100%
source   GLA

Policy 4A.27 Broad locations suitable for recycling and waste treatment facilities
Boroughs in their DPDs should identify adequate provision for the scale of waste use identified. The broad locations for these facilities are:
·   Strategic Industrial Locations (Preferred Industrial Locations and Industrial Business Parks – see Map 4A.3 and Table 4A.8)
·   Local Employment Areas, and
·   Existing Waste Management Sites.

The Mayor will work with the South East Regional Assembly and the East of England Regional Assembly to identify sites along sustainable transport routes, that can be used as nationally important reprocessing sites.

4.82   Table 4.8 gives for reference an indicative list of those Strategic Industrial Locations (Preferred Industrial Locations and Industrial Business Parks) which contain major opportunities for these facilities, and Map 4A.3 shows the distribution of these PILs and IBPs across London. It is envisaged that Strategic Industrial Locations will provide major opportunities for locating new recycling and waste treatment facilities – however, boroughs should also look to Local Employment Areas, and existing Waste Management Sites. Suitable brownfield sites and contaminated land elsewhere may also provide opportunities.

4.83   Boroughs in their DPDs should provide site specific assessments
       of where recycling and waste treatment facilities should be located.

**map 4A.3   Spatial distribution of broad locations suitable for recycling
and waste treatment facilities**
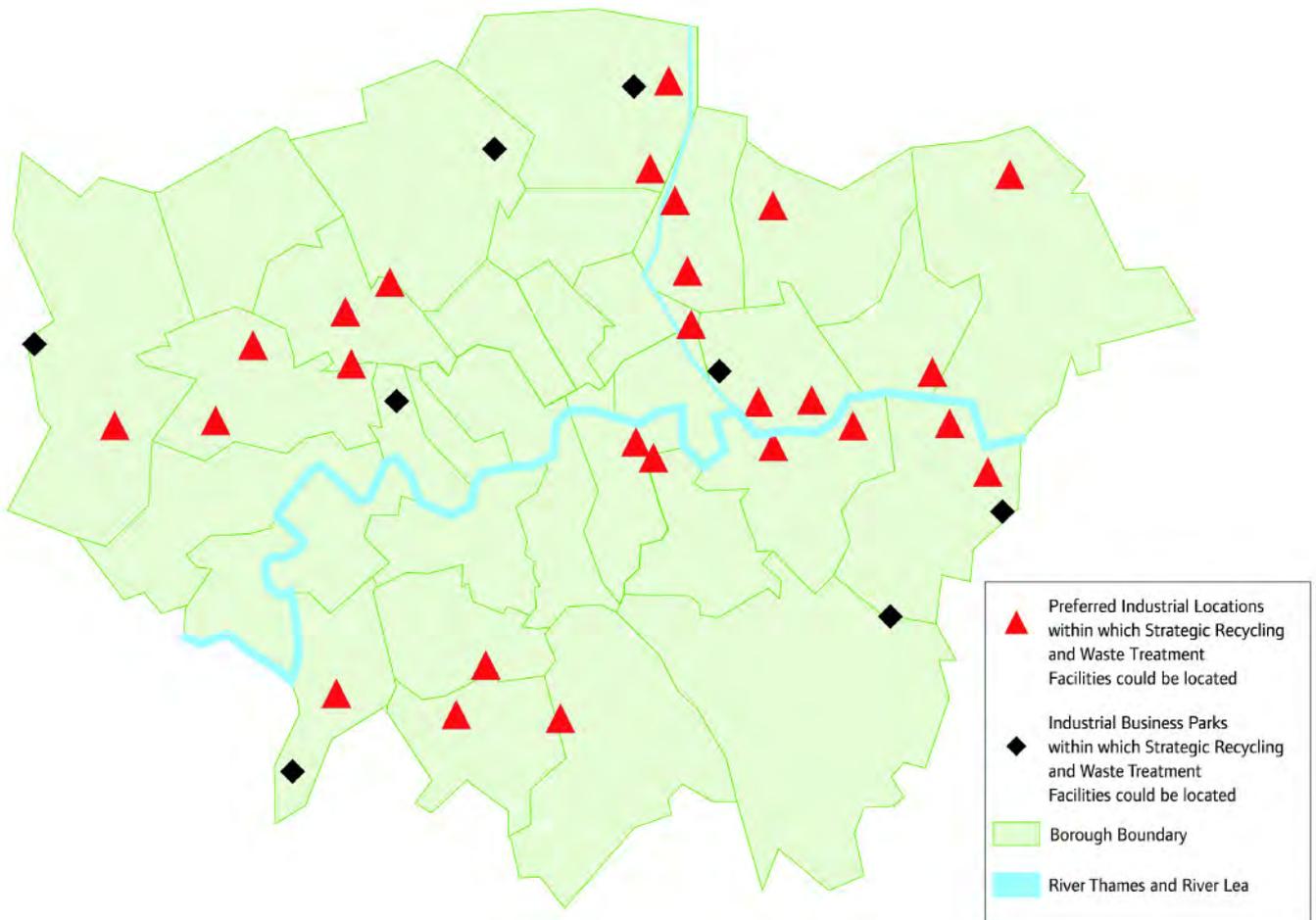
source   GLA

table 4A.8 Broad locations for recycling and waste treatment facilities

This Table shows Strategic Industrial Locations (Preferred Industrial Locations and Industrial Business Parks) within which recycling and waste treatment facilities could be located. Note: this is only one category of possible broad locations for recycling and waste treatment facilities. See Policy 4A.27 for other categories.

Borough	Broad location/location type
Southwark	Bermondsey SE PIL
Southwark/Lewisham	Surrey Canal Area PIL (part)
Barnet	Northern Telecom IBP
Enfield	Great Cambridge Road IBP
Enfield	Brimsdown PIL
Enfield/Waltham Forest	Central Leaside Business Area PIL
Waltham Forest	Blackhorse Lane PIL
Waltham Forest	Lea Bridge Gateway PIL
Bexley	Thames Road IBP
Bexley	Footscray IBP
Bexley	Erith Riverside PIL (part)
Bexley	Belvedere Industrial Area PIL (part)
Greenwich	Plumstead Industrial Area PIL
Greenwich	North Charlton Employment Area PIL
Havering	Dagenham Dock (part) PIL
Havering	Harold Hill Industrial Estate PIL
Newham	British Gas Site IBP
Newham	Thameside East PIL
Newham	Thameside West PIL
Redbridge	Southend Road Business Area PIL
Croydon/Sutton	Purley Way Area PIL
Kingston	Barwell Business Park IBP
Kingston	Chessington Industrial Estate PIL
Merton	Willow Lane, Beddington PIL
Sutton	Kimpton Industrial Area PIL
Brent/Barnet	Staples Corner PIL
Brent	Wembley & Neasdon PIL (part)
Brent/Ealing/Hamm & Fulham	Park Royal IBP/PIL
Ealing	Northolt, Greenford, Perivale PIL (parts)
Ealing	Great Western Road PIL (part)
Hamm & Fulham/Kens & Chelsea	Wood Lane (IBP)
Hillingdon	Hayes Industrial Area PIL
Hillingdon	North Uxbridge Industrial Estate IBP

source   GLA

Policy 4A.28 Construction, excavation and demolition waste

The Mayor will and boroughs should support new construction, excavation and demolition waste management facilities in London by encouraging recycling at existing sites, safeguarded wharves, using mineral extraction sites for recycling and ensuring that major development sites are required to recycle by using mobile facilities on site wherever practicable.

Boroughs should ensure that existing construction, excavation and demolition waste management sites are safeguarded, and are encouraged to provide facilities to make more beneficial use of this waste stream. They should ensure that on-site mobile facilities are supported through planning conditions.

The Mayor, the Environment Agency and other regional partners will work together to minimise construction, excavation and demolition waste and associated environmental impacts. DPDs should require developers to produce site waste management plans to arrange for efficient materials and waste handling, and require waste to be removed from the site, and materials to be brought to the site, by water or rail transport wherever that is practicable.

4.84   Construction, excavation and demolition waste facilities do not form part of the overall forecast provision for new facilities. It is estimated that London reuses/recycles some 90% of this waste stream already. However it is the intention in the future to encourage more beneficial and higher order uses of this inert waste. There is no additional permanent new site provision identified up to 2020. However, it is anticipated that a combination of effective use of existing sites and the provision of recycling facilities at aggregate extraction sites and, where appropriate, safeguarded wharves, together with on-site mobile facilities, is capable of meeting the anticipated future requirement within London to achieve a more beneficial re-use of this material.

Policy 4A.29 Hazardous waste

The Mayor will work in partnership with the boroughs, the Environment Agency and industry to identify the capacity gap for dealing with hazardous waste and to provide and maintain direction on the need for hazardous waste management capacity.

Having regard to the above, DPDs 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.

4.85 In 2003 around 300,000 tonnes of hazardous waste was produced in London – 50 per cent from construction, excavation and demolition waste (containing asbestos and contaminated soil), 20 per cent from oil and oil/water mix waste, and 20 per cent as waste from chemical and other industrial processes.

4.86 There are now several regulatory pressures to manage hazardous waste more effectively. In July 2004 the Landfill Directive meant an end to the co-disposal of hazardous and non-hazardous waste. Through the EU Hazardous Waste Directive, the Hazardous Waste List has recently been amended to include many everyday items such as televisions, computer monitors and fluorescent lighting. Changes to the definition of hazardous waste mean that the amount of hazardous waste we produce will grow in the short and medium term, and London will need more and better hazardous waste treatment facilities to cope with this. Without urgent action there will be a major shortfall in our capacity to treat and dispose of hazardous waste safely. This could lead to storage problems, an increase in illegal disposal (including fly tipping) and rising public concern about health and environmental impacts.

4.87 There is therefore a need to identify hazardous waste capacity. However, because of the nature and quantities of hazardous waste it is unlikely that sub-regions need to be self-sufficient. The main requirement is for sites for regional facilities to be identified. Boroughs will need to work together and with neighbouring counties to consider the necessary regional/local facilities.

9 Planning for minerals

> *Policy 4A.30 Better use of aggregates*
> To ensure an adequate supply of aggregates the Mayor will work with strategic partners to achieve targets of:
> - 95 per cent recycling and re-use of construction and demolition waste by 2020
> - 80 per cent recycling of that waste as aggregates in London by 2020.

> *Policy 4A.31 Spatial policies to support the better use of aggregates*
> DPDs should:
> - identify and safeguard aggregate resources suitable for extraction
> - adopt the highest environmental standards for aggregates extraction in line with National Minerals Policy Guidance
> - support the development of aggregate recycling facilities in appropriate and environmentally acceptable locations, with measures to reduce noise, dust and visual intrusion to a practical minimum
> - safeguard wharves with an existing or future potential for aggregates handling and ensure adjacent development is designed accordingly to minimise the potential for conflicts of use and disturbance
> - protect existing railhead capacity to handle and process aggregates
> - minimise the movement of aggregates by road, and maximise the movement of aggregates via the Blue Ribbon Network in accordance with policies in Chapter 4C.

> *Policy 4A.32 Land won aggregates*
> In response to MPG6 guidelines, London is required to make provision for an output of 1 million tonnes (mt) of land won aggregate per annum until 2016. This should be met by an apportionment of: 0.5 mt to East London (LBs Havering and Redbridge) and 0.5 mt to West London (LBs Ealing, Hillingdon, Hounslow and Richmond upon-Thames).
>
> Mineral planning authorities in London should aim to maintain a minimum land bank equivalent to seven year's production at the 1 million tonnes per year rate. Boroughs with reserves outside the apportionment areas should consider proposals for extraction in line with policies in the plan.

4.88 London needs a reliable supply of materials to support high levels of building and transport construction. These materials include land-won sand and gravel, crushed rock, marine sand and gravel and recycled and alternative materials. There are relatively small reserves of land-won sand and gravel in London. Most aggregates used in London come from outside including marine sand and gravel and land-won materials from other regions, including the South East and East. There are limited

reserves of land-won sand and gravel to meet the new guidelines for London of 19 million tonnes of land-won sand and gravel in the period 2001 – 2016[16].

4.89   The Aggregate Guidelines issued by government in June 2003 proposed a figure of 1.2 mt per annum for land won aggregates production in London for the period 2001 – 2016. The London Aggregates Working Party (LAWP) examined past performance, extant planning permissions and potential aggregate resources across London. It recommended a guideline figure of 1mt to the Mayor to be divided equally between sectors in East and West London.

4.90   Having examined the information identified in the London Aggregates Monitoring Report 2000 – 2003[17], the Mayor accepts the recommendations and the policy is worded accordingly. There remains some potential for extraction beyond the East and West sectors identified in the London Aggregates Monitoring report, including the Lea Valley. Adverse impacts on European biodiversity sites as a result of aggregates activities should be avoided. Boroughs with resources outside the sectors identified should consider opportunities in line with the policies in the plan.

4.91   The principle of this plan is to support the government's Minerals Planning Guidance and the objective of achieving an essential level of supply in the most sustainable fashion. Aggregates are bulky materials and policy should maximise their use and re-use and minimise their movement, especially by road. This plan's Policy 4A.3 on sustainable design and construction will be important in helping to reduce the demand for natural materials. The proximity principle dictates the best and most local use of materials that can be extracted in London.

4.92   Boroughs should develop policies that support the protection and enhancement of recycling facilities and minimise their impacts on the environment. Boroughs should also balance the environmental concerns arising from some of the existing and proposed recycling facilities against the collective need for recycled aggregates in London identified in the new national guidelines[18].

4.93   There are often pressures for the redevelopment of wharves along the Thames. However, existing and future wharf capacity is essential, especially for marine-dredged aggregates. Boroughs should therefore consider carefully any alternative developments and ensure that any development on adjacent sites is suitably designed to minimise potential conflicts arising from an operational wharf that for tidal reasons could operate at any time of day (see also Chapter 4C). Similarly, 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.

10 Contaminated land

Policy 4A.33 Bringing contaminated land into beneficial use
The Mayor will work with strategic partners to enhance remediation of contaminated sites and bring the land into beneficial use.

4.94 The principle of sustainable development means that where practicable, brownfield sites including those affected by contamination should be recycled into new uses. Such recycling also provides an opportunity to deal with the threats posed by contamination to health and the environment. The re-use of brownfield sites is a key objective running throughout this plan. 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.

11 Hazardous substances

Policy 4A.34 Dealing with hazardous substances
LDFs should include policies relating to the location of establishments where hazardous substances are used or stored, and to the development of land within the vicinity of establishments where hazardous substances are present in order to limit the consequences of any potential accidents. The Mayor will and boroughs should take into account the presence of hazardous substances in making policies and determining applications that relate to the development of land in the vicinity of establishments where hazardous substances are stored.

4.95 The EU Directive on the prevention of major accidents involving hazardous substances[19] requires land use policies to take prevention and minimisation of consequences into account and this is reflected in PPS12. The Mayor has also had regard to Regulation 6(1)(c)(ii) of the Town and Country Planning (London Spatial Development Strategy) Regulations 2000 in framing Policy 4A.34. Where appropriate, advice should be sought from the Health and Safety Executive.

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     a checklist for development. GLA, 2005.

8   Leakage figures from the Environment Agency

9   DETR. Air Quality Strategy for England, Scotland, Wales and Northern Ireland.
     DETR, 2000

10   Enviros Technical Assessment for Waste Management in London 2003

11   Environmental Protection Act 1990, section 44A and Regulation 6(1)(a) of the Town
     and Country Planning (London Spatial Development Strategy) Regulations 2000

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     Environment Agency

14   Mayor London. Recycling and Recovery Facilities – Site Investigation in London.
     Land Use Consultants and SLR Consulting Ltd (for the GLA), 2005

15   Association of London Government, now London Councils

16   National and Regional Guidelines for aggregate provision in England,
     2001 – 2016 (a replacement annex to MPG6). ODPM, 2003

17   The London Aggregates Working Party (LAWP), 2005

18   National and Regional Guidelines for aggregate provision in England,
     2001 – 2016 (a replacement annex to MPG6). ODPM, 2003

19   Council Directive 96/92/EC, which came into force on 3 February 1999

4B designs on London

4.96   Good design is central to all the objectives of this plan. It is a tool for helping to accommodate London's growth within its boundaries (Objective 1). Particularly given its strong growth, very high standards of design are needed to make London a better city to live in and one which is healthier, more attractive and green (Objectives 2 and 6). There is a strong link between good design and the attraction to economic investors to help create a prosperous city (Objective 3). Areas of social exclusion are usually associated with poor, hostile environments and far better, more inclusive design must form part of their regeneration (Objective 4). Excellence in design can also make higher densities a source of better, more varied and more sustainable environment in places of high accessibility and reduce the need to travel (Objective 5).

4.97   As London's population and economy grow, the existing fabric will need to be carefully maintained, and new spaces and buildings sensitively introduced. Good urban design gives order to space and beauty to buildings. Poor design results in inefficient and fragmented use of land and in buildings and spaces that make hostile and unattractive environments for citizens and communities. Sustainable design, construction and demolition practices can also make an important contribution to adaptation to, and mitigation of, further climate change.

4.98   This part is in two sections: first it looks at general design principles and then at specific design issues.

1   Design principles for a compact city

> *Policy 4B.1 Design principles for a compact city*
> The Mayor will, and boroughs should, seek to ensure that developments should:
> · maximise the potential of sites
> · promote high quality inclusive design and create or enhance the public realm
> · contribute to adaptation to, and mitigation of, the effects of climate change
> · respect local context, history, built heritage, character and communities
> · provide for or enhance a mix of uses
> · be accessible, usable and permeable for all users
> · be sustainable, durable and adaptable in terms of design, construction and use (see Chapter 4A)
> · address security issues and provide safe, secure and sustainable environments (Policy 4B.6)
> · be practical and legible

- be attractive to look at and, where appropriate, inspire, excite and delight
- respect the natural environment and biodiversity, and enhance green networks and the Blue Ribbon Network
- address health inequalities (Policy 3A.23).

These principles should be used in assessing planning applications and in drawing up area planning frameworks and DPD policies. Design and access statements showing how they have been incorporated should be submitted with proposals to illustrate their impacts.

Policy 4B.2 Promoting world-class architecture and design
The Mayor will seek to promote world-class high quality design, by collaborating with partners to encourage contemporary and integrated designs for the built environment.

The Mayor will promote community involvement and, through the involvement of Design for London and other partners, will promote competitive selection of designers and design-led change in key locations.

The Mayor will work with partners to prepare and implement design guidelines for London.

4.99   London must achieve more intensive development in the right places (see Policy 3A.3). It must be designed and managed to ensure long-term efficient use, and in forms that are safe and sensitive both to their own operational needs and to their surroundings. Design quality is central to this and poorly designed schemes will squander London's valuable resources and can blight the lives of users and neighbours.

4.100   The design of developments should contribute to the adaptation to, and mitigation of, climate change through, for example, reducing energy use, maximising renewable sources of energy and using natural forms of shading and cooling. Every opportunity should be taken to incorporate CHP/CCHP infrastructure using renewable sources in new developments (see Chapter 4A).

4.101   Good design is rooted firmly in an understanding and appreciation of the local social, historical and physical context, including urban form and movement patterns and historic character. London is highly diverse and constantly changing, but developments should show an understanding of, and respect for, existing character. The Mayor has already produced some guidance on best practice for well-designed higher density housing[1]. Boroughs and applicants may also refer to a range of guidance from

the Commission on Architecture and the Built Environment (CABE) on achieving the highest quality of design in the built environment.

4.102   Development proposals should show that developers have sought to provide buildings and spaces that are designed to be beautiful and enjoyable to visit, as well as being functional, safe, accessible, sustainable and inclusive for all. New building projects should ensure the highest possible space standards for users, in both public and private spaces inside and outside the building, creating spacious and usable private as well as public spaces. In particular, buildings should provide good storage and secondary space and maximise floor–ceiling heights where this is compatible with other urban design objectives.

4.103   London is a green city with rich biodiversity. Development proposals should respect and enhance the natural environment and incorporate greening and planting initiatives. They should identify new opportunities for creating private space, for example in roof gardens and terraces. They should ensure that opportunities to naturalise and green the urban environment, for example through tree planting, are maximised.

4.104   The Blue Ribbon Network will also benefit from high quality design. All waterside development should reflect local character and integrate with water space in terms of use and appearance. Views to and from the waterways are especially significant because the openness of water spaces allows for relatively long distance views. Chapter 4C contains policies on water as they relate to the Blue Ribbon Network.

4.105   For commercial developments to fulfil Policy 3A.3, plot ratios should be maximised. For example, average site densities of at least 3:1 generally should be achieved wherever there is, or will be, good public transport accessibility and capacity. In highly accessible areas within central London and some Opportunity Areas, especially in the Thames Gateway area, ratios nearer to 5:1 can be achieved. The ability for plot ratios to be maximised at any site or area will depend on local context, including built form, character, plot sizes and existing or potential public transport, utilities and social infrastructure capacity. These should be assessed through area planning frameworks, or when individual proposals are submitted but it should be noted that they are to be used as a tool to assess density consistently, not to provide specific numerical targets.

4.106   Mixed use can also help achieve intensive development by using the same space for more than one purpose. It also contributes to vitality and safety by preventing areas becoming deserted and hostile. New developments should create or enhance a mix of uses within large buildings,
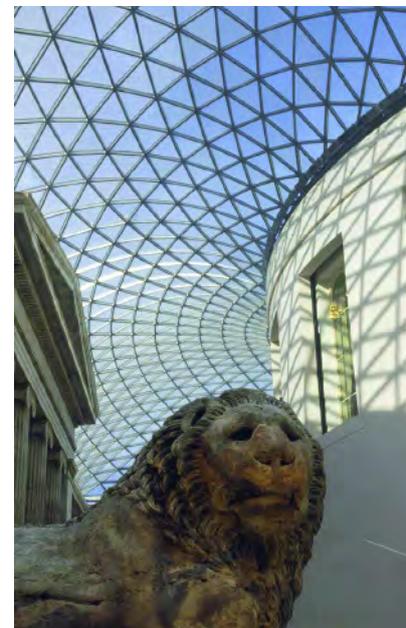
within the development and/or between the development and its surroundings, including waterways. Use of open space as well as buildings should be taken into account. Where mixed uses are problematic between housing and industrial areas, innovative design should be used to reduce noise and other nuisances. Chapter 3A and 3B encourage mixed use as part of predominantly housing or employment based developments. Chapter 5 indicates potential for mixes of use in many Opportunity Areas and other key development locations.

Policy 4B.3 Enhancing the quality of the public realm
The Mayor will work with strategic partners to develop a coherent and strategic approach to the public realm. Boroughs should develop local objectives and implementation programmes for their public realm. In doing so they should involve stakeholders, including their local communities and have particular regard to issues of safety and security.

The Mayor will, and boroughs should, work to ensure the public realm is accessible, usable for all, meets the requirements of Policies 3A.17 and 4B.5, and that facilities, such as public toilets, are provided. Planning applications will be assessed in terms of their contribution to the enhancement of the public realm.

The Mayor will, and boroughs should, seek a high quality of design for all waterside development. All development should integrate successfully with the water space in terms of use, appearance and physical impact. Water space should be at the heart of consideration of development along the waterside – the water must be the starting point.

For all major development proposals within the Thames Policy Area and adjacent to the rest of the Blue Ribbon Network, developers should prepare design and access statements.

4.107   The public realm comprises spaces between, around and within buildings. It includes schemes such as the rejuvenation of Trafalgar Square and other projects in the Mayor's 100 Spaces for London programme that will help to improve key public spaces for Londoners. But incremental improvements to all parts of the public realm are also vital and every opportunity should be taken to achieve this.

4.108   A strategic approach is needed to ensure consistency and high quality in the design and management of public spaces and also to help make sure they are seen both as individual and linked entities to form a coherent public realm, including waterside resources. Public spaces can contribute to good access for pedestrians and should offer inclusive access and ease of use.

The highest quality of design in London's public places is needed to achieve a city that is more attractive, safer and easier to get around for everyone. This means ensuring the buildings that surround or house public places are appropriate, that the design, layout, furnishing and management of the public spaces themselves are of the highest quality and that facilities such as public toilets are provided. Special attention should be given to the needs of children and young people[2], disabled people and older people. There should also be an appropriate balance between the needs of pedestrians and road users. Natural planting and trees can enhance the public realm and also help to address the impacts of climate change. Boroughs' open space strategies should reflect the requirements of this policy.

4.109   The quality of the built environment alongside the rivers and waterways makes an important contribution to London's image and status as a world city.

4.110   The Mayor is also directly promoting improvements to London's public realm, for example through the Mayor's 100 Spaces programme, and is preparing, with partners, a public realm strategy for London to improve the look and feel of London's streets and places.

> *Policy 4B.4 London's buildings: retrofitting*
> The Mayor will and boroughs should support measures to produce a lower environmental impact from the existing stock of buildings by supporting policies and programmes for refurbishment of buildings which will reduce carbon dioxide emissions, increase thermal efficiency, reduce waste and noise impacts, conserve water, materials and other resources (see Chapter 4A).

4.111   Many of the policies in the London Plan are designed to guide new construction, however the retrofitting of the existing building stock could make a significant contribution to achieving the sustainability aims of this plan.

> *Policy 4B.5 Creating an inclusive environment*
> The Mayor will require all future development to meet the highest standards of accessibility and inclusion. DPD policies should integrate and adopt the principles of inclusive design so that developments:
> - can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or financial circumstances
> - are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment

- are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

The principles of inclusive design should be used in assessing planning applications and in drawing up masterplans and area planning frameworks. Design and access statements should be submitted with development proposals explaining 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.

The principles of inclusive design and the requirements of Policy 3A.17 should be adopted by all responsible for changing or managing the built environment.

4.112   A truly inclusive society demands an environment in which a diverse population can exist harmoniously and where everyone, regardless of disability, age or gender, ethnicity or other circumstances, can participate equally and independently, with choice and dignity[3]. The design, construction and management of the whole range of buildings, spaces, and places are a fundamental part of this. Developments should be accessible and inclusive taking account of CABE's Principles of Inclusive Design[4]. Applicants should set out in design and access statements how the objective of creating an inclusive development will be met and the process to achieve this[5][6].

4.113   Disabled people are not a homogenous group with identical needs. When the principles of inclusive design are applied from the beginning of the design process and the needs of disabled people are integrated with the needs of others[7], the building will also become accessible to other users of the built environment who are excluded through poor design or discriminatory attitudes. This includes children, young people and older people. The Mayor has published Supplementary Planning Guidance on creating inclusive environments[8].

Policy 4B.6 Safety, security and fire prevention and protection
The Mayor will and boroughs should seek to create safe, secure and appropriate accessible environments where crime and disorder, including terrorism, and fear of crime do not undermine the quality of life or community cohesion.

Potential physical risks, including those arising as a result of fire and related hazards, should be taken into account. Proposals should also address the fear of crime as well as minimising potential crime itself through good design.

4.114   Developments should be safe and secure, taking into account the objectives of 'Secured by Design', 'Designing out Crime' and 'Safer Places'[9]. They should also incorporate specific security requirements such as those relating to high-profile buildings and spaces. At the same time, buildings should not ensure their own safety by turning inwards and presenting a blank wall or fenced-in enclosure to the street, but should provide an urban environment where outward looking buildings and natural surveillance contribute to, and benefit from, life at street level.

4.115   Developers and boroughs should follow urban design principles that "design out crime" so far as possible in all types of developments, and take into account the fact that crime tends to disproportionately affect minority groups. The Mayor will encourage the use of government guidance including Safer Places, the Planning System and Crime Prevention. Developers and boroughs should consult their borough MPA Crime Prevention Design Adviser (CPDA) to ensure that the principles of Crime Prevention through Environmental Design (CPTED) are reflected in planning decisions.

4.116   New development should be compatible with fire safety solutions and for major developments. London Fire and Emergency Planning Authority (LFEPA) should be engaged at an early stage of the design process. Such discussions are essential for major projects and venues to resolve potential fire engineering challenges.

Policy 4B.7 London's resilience and emergency planning
The Mayor will and boroughs should be aware of the spatial aspect of London's emergency plans and safeguard them to maintain London's resilience and its ability to cope with emergencies and to preserve human life and the environment as far as possible.

4.117   The Mayor will continue to provide support to coordinate pan-London local authority arrangements for responding to catastrophic incidents. Planning decisions will need to take account of the possibilities for designing out terrorism as far as possible, for example, designing buildings to withstand attacks and explosions. Established routes for emergency evacuations should be preserved. Decisions will also need to take account of extreme weather conditions including future flood risks (see Chapter 4A).

> *Policy 4B.8 Respect local context and communities*
> The Mayor will and boroughs should work with local communities
> to recognise and manage local distinctiveness ensuring proposed
> developments preserve or enhance local social, physical, cultural,
> historical, environmental and economic characteristics. In doing so,
> the requirements of Policy 3A.17 should be taken into account.

4.118   London has a great range of different types of places and spaces,
        as diverse and changeable as its cultural, ethnic and historical make-up.
        Those diverse places and spaces should be valued and enhanced.
        Engaging local communities in the development process will help
        to ensure that new buildings and spaces are welcomed and respected
        by local people, as well as integrated with local built form. A variety
        of environments should be protected and enhanced and boroughs should
        be sensitive to these local distinctions and work with local communities
        to ensure they are sustained and enhanced. Good modern design can
        respect and add to local distinctiveness through both sensitive change
        and preservation.

2   The specifics of design for a compact city

> *Policy 4B.9 Tall buildings – location*
> The Mayor will promote the development of tall buildings where they
> create attractive landmarks enhancing London's character, help to provide
> a coherent location for economic clusters of related activities and/or act
> as a catalyst for regeneration and where they are also acceptable in terms
> of design and impact on their surroundings. The Mayor will and boroughs
> should consider all applications for tall buildings against the criteria set
> out in Policies 3A.3, 4B.1 and 4B.10. The Mayor will work with boroughs
> and the strategic partnerships to help identify suitable locations for tall
> buildings that should be included in DPDs and Sub-Regional Implementation
> Frameworks. These may include parts of the Central Activities Zone and
> some Opportunity Areas. Boroughs should take into account the reasons
> why the Mayor may support tall buildings when assessing planning
> applications that are referrable to the Mayor.
>
> Boroughs may wish to identify defined areas of specific character that could
> be sensitive to tall buildings within their DPD. In doing so, they should
> clearly explain what aspects of local character could be affected and why.
> They should not impose unsubstantiated borough-wide height restrictions.
>
> In considering applications for tall buildings, the Mayor will take into
> account the potential benefit of public access to the upper floors and
> may require such access.

4.119 Policies 4B.9 and 4B.10 should apply to all buildings that are significantly taller than their surroundings and/or have a significant impact on the skyline and are larger than the threshold sizes set for the referral of planning applications to the Mayor. Boroughs may wish to set locally based thresholds for their tall building policies within their DPDs.

4.120 The compact city and intensive development do not necessarily imply high-rise buildings. London has achieved some of its highest residential densities in relatively low-rise areas, while isolated, poorly designed tower blocks have not necessarily delivered high density or usable public space.

4.121 However tall buildings can be a very efficient way of using land and can make an important contribution to creating an exemplary, sustainable world city. They can support the strategy of creating the highest levels of activity at locations with the greatest transport capacity. Well-designed tall buildings can also be landmarks and can contribute to regeneration and improve London's skyline.

Policy 4B.10 Large-scale buildings – design and impact
All large-scale buildings including tall buildings should be of the highest quality design and in particular:
- meet the requirements of the View Management Framework set out in Policy 4B.16 of this plan
- be suited to their wider context in terms of proportion and composition and in terms of their relationship to other buildings, streets, public and private open spaces, the waterways or other townscape elements
- be attractive city elements as viewed from all angles and where appropriate contribute to an interesting skyline, consolidating clusters within that skyline or providing key foci within views
- illustrate exemplary standards of sustainable construction and resource management and potential for renewable energy generation and recycling, and incorporate CHP infrastructure
- be sensitive to their impact on micro-climates in terms of wind, sun, reflection and overshadowing
- pay particular attention, in residential environments, to privacy, amenity and overshadowing
- be safe and secure in terms of their own integrity and the safety of occupiers and have an acceptable relationship to aircraft, navigation and telecommunication networks
- be appropriate to the transport capacity of the area ensuring adequate, attractive, inclusive and safe pedestrian and public transport access

- provide high quality spaces, capitalise on opportunities to integrate green spaces and planting and support vibrant communities both around and within the building
- where appropriate, contain a mix of uses with public access, such as ground floor retail or cafes
- relate positively to water spaces taking into account the particular needs and characteristics of such spaces.

4.122   Large-scale, intensively used buildings, including tall buildings, are likely to have greater impact than other building types because they tend to be more visible and generate a lot of movement and activity. They therefore need to be flexible and adaptable, and of exemplary design, in line with the above policy, in addition to the requirements of Policy 4B.1. Where Environmental Impact Assessments are required, they must include accurate visual modelling of proposals. Areas in and adjacent to World Heritage Sites will be particularly sensitive in these respects.

4.123   Tall buildings make a significant impact, not just locally, but across large parts of London. They also create the opportunity for magnificent views across the capital. Many tall buildings around the world have popular and successful public spaces on their top floors and the Mayor wishes to see more of such opportunities in London.

4.124   Tall buildings can have particular impacts on waterways. Proposals for tall buildings near the Blue Ribbon Network should meet the design requirements set out above and address the specific impacts on the water spaces. These impacts include those on hydrology, on the biodiversity of the water space and on the public realm of the waterside, particularly in terms of wind turbulence effects and visual appearance of canyonisation along watercourses.

Built heritage and views

Policy 4B.11 London's built heritage
The Mayor will work with strategic partners to protect and enhance London's historic environment. DPD policies should seek to maintain and increase the contribution of the built heritage to London's environmental quality, to the economy, both through tourism and the beneficial use of historic assets, and to the well-being of London's people while allowing for London to accommodate growth in a sustainable manner.

Policy 4B.12 Heritage conservation
Boroughs should:
· ensure that the protection and enhancement of historic assets
  in London are based on an understanding of their special character,
  and form part of the wider design and urban improvement agenda,
  including their relationship to adjoining areas, and that policies
  recognise the multi-cultural nature of heritage issues
· identify areas, spaces, historic parks and gardens, and buildings of
  special quality or character and adopt policies for their protection
  and the identification of opportunities for their enhancement,
  taking into account the strategic London context
· encourage and facilitate inclusive solutions to providing access for all,
  to and within the historic environment and the tidal foreshore.

Policy 4B.13 Historic conservation-led regeneration
The Mayor will, and boroughs should, support schemes that make
use of historic assets, including the waterways heritage, and stimulate
environmental, economic and community regeneration where they:
· bring redundant or under-used buildings and spaces
  into appropriate use
· secure the repair and re-use of Buildings at Risk
· help to improve local economies and community cohesion
· fit in with wider regeneration objectives
· promote inclusiveness in their design
· respect and enhance waterside heritage including the tidal foreshore.

Policy 4B.14 World Heritage Sites
The Mayor will work with the relevant boroughs, English Heritage
and site owners and occupiers to agree and to implement management
plans for London's World Heritage Sites. DPDs and management plans
should contain policies that protect their historic significance and safeguard,
and where appropriate enhance their settings. In considering planning
applications the Mayor will, and boroughs should, take account of,
and give appropriate weight to, the provisions of the World Heritage
Site Management Plans.

Policy 4B.15 Archaeology
The Mayor, in partnership with English Heritage, the Museum of London
and boroughs, will support the identification, protection, interpretation
and presentation of London's archaeological resources. Boroughs
in consultation with English Heritage and other relevant statutory
organisations should include appropriate policies in their DPDs for
protecting scheduled ancient monuments and archaeological assets
within their area[10].

4.125 Two thousand years of building have left layers of history, illuminating London's social, political and economic heritage. Today London has a great wealth of fine historic buildings, spaces and archaeology, including four World Heritage Sites and many buildings and sites of national importance that add to the capital's identity, attractiveness and cultural richness. The historic environment also helps to attract tourists, and provides valuable leisure opportunities and commercial and residential space, and is an important part of London's economy. The Mayor wishes to see the sensitive management of London's extraordinary historic assets planned in tandem with the promotion of the very best modern architecture and urban design. Designation of historic buildings is not enough. Sensitive management requires clear details of what needs to be protected, how and why. The Mayor expects boroughs and others to use appropriate tools to manage the historic environment, including character appraisals and conservation plans.

4.126 Much of London's historic inheritance is inaccessible, badly maintained or not viewed as relevant to local communities. The sensitive and innovative use of historic assets within local regeneration should be encouraged. Schemes such as Townscape Heritage Initiatives, Heritage Economic Regenerations Schemes and Buildings at Risk Grants and their successors, can play an important role in fostering the regeneration of historic areas (see Policy 4B.13).

4.127 Part of the city's unique character is the juxtaposition of many different types of buildings and spaces and this should be reflected in the way the historic environment is managed. Buildings and places should not be seen in isolation, and the settings of historic assets are often important to their character and should be appropriately protected.

4.128 Many of London's best loved and historically important buildings and places are situated along the banks of the Thames and London's waterways, including cranes and waterway infrastructure. Rivers are also the focus of much of London's archaeological resources.

4.129 Conservation areas should relate to the quality of the waterside and how it relates either to the historical functions or appearance of the area. Where conservation areas do cover the water or waterside areas, their management plans should ensure that they do not prohibit water-dependent development. Chapter 4C contains policies on water as they relate to the Blue Ribbon Network.

Policy 4B.16 London View Management Framework
The Mayor designates the selected set of strategically important views listed in Table 4B.1 to be managed in accordance with Policies 4B.17 and 4B.18.

The Mayor will keep the list of designated views under review.
Views will only be considered for designation where:
· the viewing place is open, publicly accessible and well used, a place in its own right allowing for pause and enjoyment of the view
· significant parts of London, or significant buildings, would be visible
· the view is highly valued and allows for the appreciation and understanding of London as a whole, or of major elements within it, and does not replicate existing managed views without added benefit
· the view represents at least one of the following: a panorama across a substantial part of London, a broad prospect along the river or a view from an urban space, including urban parks, which may be a linear view to a defined object or group of objects, which offers a cohesive viewing experience.

Within designated views, the Mayor will identify strategically important landmarks where the landmark is easy to see and to recognise, provides a geographical or cultural orientation point, and is aesthetically attractive. Preference will be given to landmarks that are publicly accessible. The landmark should be a natural focus within the view although it does not have to be the only one.

Boroughs should base the designation and management of local views in their DPDs on Policies 4B.16 – 4B.18.

table 4B.1 Views designated as part of the London View Management Framework

London Panoramas	
1	From Alexandra Palace to central London
2	From Parliament Hill to central London
3	From Kenwood to central London
4	From Primrose Hill to central London
5	From Greenwich Park to central London
6	From Blackheath Point to central London
Linear Views	
7	The Mall to Buckingham Palace
8	Westminster Pier to St Paul's Cathedral
9	King Henry's Mound, Richmond to St Paul's Cathedral
River Prospects	
10	Tower Bridge
11	London Bridge
12	Southwark Bridge
13	Millennium Bridge and Thames side at Tate Modern
14	Blackfriars Bridge
15	Waterloo Bridge
16	The South Bank
17	Golden Jubilee/Hungerford Footbridges
18	Westminster Bridge
19	Lambeth Bridge
20	Victoria Embankment between Waterloo and Westminster Bridges
21	Jubilee Gardens and Thames side in front of County Hall
22	Albert Embankment between Westminster and Lambeth Bridges along Thames Path near St Thomas' Hospital
Townscape Views	
23	Bridge over the Serpentine, Hyde Park to Westminster
24	Island Gardens, Isle of Dogs to Royal Naval College
25	City Hall to Tower of London
26	St James's Park Bridge to Horse Guards Road

source   GLA
note   The numbers refer to the Management Plans in the London Views Management Framework SPG (2007)

Policy 4B.17 View management plans
The Mayor will, in collaboration with strategic partners, prepare and review management plans for the views designated under Policy 4B.16. These plans should seek to:
· reflect the benefits of the view, helping to promote an appreciation of London at the strategic level and to identify landmark buildings

and to recognise that it is not appropriate to protect every aspect of an existing view
- seek to enhance the view and viewing place in terms of access and the ability to understand the view
- prevent undue damage to the view either by blocking, or unacceptably imposing on, a landmark or by creating an intrusive element in the view's foreground or middle ground
- clarify appropriate development height thresholds
- protect backgrounds that give a context to landmarks. In some cases, the immediate background to landmarks will require safeguarding to ensure the structure can be appropriately appreciated
- be based on an understanding of its foreground, middle ground and background, landmark elements and the relative importance of each to the view in its entirety.

Management plans for different types of view will also be based on the following principles:
- river prospects. The management of these prospects should ensure that the juxtaposition between elements, including the river frontages and major landmarks, can be appreciated within their wider London context
- townscape and linear views. These 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, should be enhanced
- psanoramas. Within these views, proposed developments, as seen from above or obliquely in the front and middle ground, should fit within the prevailing pattern of buildings and spaces and should not detract from the panorama as a whole. The management of landmarks should afford them an appropriate setting and prevent a canyon effect from new buildings crowding in too close to the landmark.

Policy 4B.18 Assessing development impact on designated views
The Mayor will and boroughs should assess development proposals where they fall within the assessment areas of designated views (listed below) against general principles of good design set down in this plan, local urban design policies, and the management principles in Policy 4B.17.

Assessment areas are:
- landmark viewing corridors
- front and middle ground assessment areas
- landmark lateral assessment areas
- landmark background assessment areas.

The Mayor will and boroughs should normally refuse or direct refusal of all development within the landmark viewing corridors above threshold heights (see Policy 4B.17), and development within landmark background and lateral assessment areas, which fails to preserve or enhance the ability to recognise and appreciate landmark buildings. The Mayor will and boroughs should normally refuse or direct refusal of developments in front and middle ground assessment areas that are overly intrusive, unsightly or prominent to the detriment of the view as a whole.

4.130   The Mayor values the importance of designated views of London and the three strategically important landmarks of St Paul's, the Palace of Westminster and the Tower of London. These views must be protected and managed in a way that enhances the selected number of genuinely important strategic views, but which also avoids creating unnecessary constraints over a broader area than that required to enjoy the view. The Mayor's policies for the views framework for London recognise the special value of views from and across the Thames.

4.131   The Mayor has published Supplementary Planning Guidance (SPG)[11] to support the implementation of Policies 4B.16, 4B.17 and 4B.18. The view management plans for each designated view are an integral part of the SPG. The management of designated views as listed in Table 4B.1 has become operational with the publication of the SPG and the new directions for the Protected Vistas issued by the Secretary of State.

4.132   Applicants for planning permissions are expected to provide visual representation of the effect of their proposals for new developments on the designated views that may be affected as set out in the SPG.

4.133   The management plans recognise the role of landmark buildings within the views and as relevant set down appropriate development height thresholds, viewing corridors, assessment areas and townscape guidelines for each view. It is not appropriate to apply all types of assessment areas to all views. View management plans also encompass local control mechanisms where appropriate such as World Heritage Site Management Plans. In the case of River Prospects, the design principles set down above will be particularly important in terms of regulating the appearance of the river frontage that is vital to the success of River Prospects. Such design principles will be applicable within the Thames Policy Area. In general, the ability to see structures in the front, middle and back of the prospects allows for greater appreciation of the three-dimensional qualities of the views and the metropolitan setting of the river.

4.134   Mechanisms for the protection and enhancement of views are explained
         below. They are based on a number of different spatial areas within which
         development may affect the designated view. These are listed in Policy
         4B.18 above. They cover sight lines, lateral spaces and backgrounds
         to landmarks and areas in the middle and front of the whole view width.
         Together they are referred to as view assessment areas. When boroughs
         receive proposals that could affect managed views they should consult
         other boroughs crossed by the same view. Further details on consultation
         mechanisms are provided in SPG. This will be complemented by the Mayor's
         referral powers that allow for a strategic overview to be taken on proposals
         that affect views in London. In all cases referrable to the Mayor,
         accurate visual representations of changes to all views affected will
         be required. However, two-dimensional pictures tend to flatten views
         and the influence of distance on impact is often reduced. In addition
         to the effect of perspective on size, distance effects sharpness of focus,
         appearance of materials, colour and details. Applicants will be expected
         to make every effort to take these issues into account. The Mayor will
         investigate the development of a three-dimensional computer model
         to help the assessment of proposals. The Mayor will monitor the operation
         of the London View Management Framework (LVMF) policies and the
   26 designated views.

Landmark viewing corridors

4.135   The sight lines to the landmarks of St Paul's Cathedral and the Palace
         of Westminster within the London panoramas are indicated on Map 4B.2.
         These sight lines create viewing corridors encompassing the landmark but
         not their wider setting within the panorama. The objective of the viewing
         corridors is to preserve the ability to see the landmark as a focus of the
   view but not to control their setting.

Landmark lateral assessment areas

4.136   Map 4B.2 indicates the position of landmark lateral assessment areas
         for London panoramas. These sit to the side of the landmark viewing
         corridor from the viewing place to St Paul's Cathedral. They are not
         indicated for the Palace of Westminster as existing buildings in the view
         make them impractical. The objective of these assessment areas is to manage
         the wider setting of the landmark. Issues such as design, massing and
         relative prominence in the view will be relevant. There is no automatic
         presumption against new visible buildings in these areas. In particular
         a canyon effect from new buildings around the landmark should be
         prevented. These assessment areas are in line with the EiP panel's (2003)
         recommendation to include Wider Setting Consultation Areas and fulfil
         the purposes the panel suggested as appropriate for such areas.

map 4B.1 View Management Framework in Central London

View 10

View 25

View 11

View 12

View 13

View 14

View 16

View 15

View 20

View 17

View 21

View 22

View 18

View 8

View 20

View 19

LARGER MAP AREA

View 24
Royal Naval College
from Isle of Dogs

View 25
City Hall to
Tower of London

View 8
Westminster Pier to
St Paul's Cathedral

View 7
Buckingham
Palace
from the Mall

View 26
St James's
Park to
Whitehall and
Horse Guards

View 23
Palace of
Westminster
from Hyde Park

Townscape View

Linear View

Broad location
of viewing place

Numbers refer to
views in Table 4B.1

View ??

source   GLA

map 4B.2 Protected vistas

source   GLA
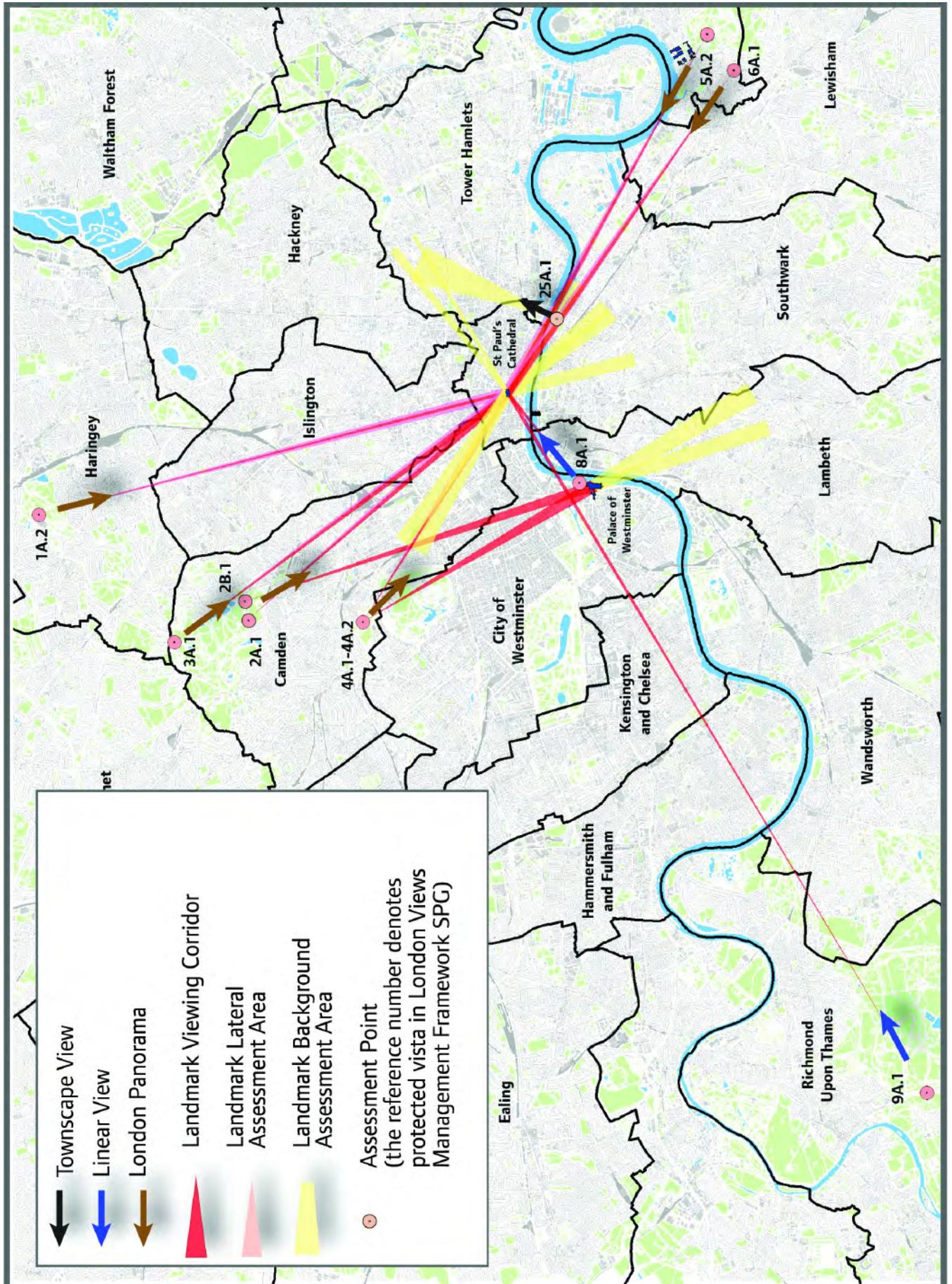
Landmark background assessment areas

4.137 Map 4B.2 also indicates the position of backdrop assessment areas for London protected vistas. The objective is to ensure the landmarks are visible and can be appropriately appreciated as a focus in the panorama. Buildings that would be visible from the viewing place and would fall within the background assessment area should preserve or enhance the ability to recognise and appreciate the landmark. This does not mean that all visible buildings should be prohibited and in some cases new visible buildings behind landmarks may be appropriate. Accurate visual representation of the impact proposals would have on the ability to recognise and appreciate the landmark will be required.

Front and middle ground assessment areas

4.138 These areas cover the whole width of the views, not just the width of any landmark viewing corridors within them as indicated on Map 4B.2 for the panoramas. For the river prospects they are likely to cover the spaces and buildings immediately fronting the river and the embankments. For linear and townscape views they should encompass the parkland or viewing place and its frame in the direction of the viewing object. The objective of management is to prevent unsightly and overly prominent elements affecting these areas, such as intrusive block sizes, building heights, roof design, materials and colour, as they could disrupt the viewing experience. Not all such elements or alterations will need planning permission and the Mayor will work with those responsible for these areas to help ensure the appropriate management of the views.

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4C blue ribbon network

4.139   This part of the London Plan sets out policies for the Blue Ribbon Network. It recognises the inter-relationships of all of London's waterways and water bodies.

4.140   The Blue Ribbon Network has an essential role to play in delivering all the key elements of the Mayor's vision of an exemplary, sustainable world city. Water is a valuable and scarce asset within London and its use must be set within sustainable limits which prioritise those uses and activities that need a waterside location. The Mayor has a visionary approach to the Blue Ribbon Network, taking the water as the starting point for decision making. This approach is encapsulated by the following Blue Ribbon Network Principles, which reflect the objectives set out in the Introduction, and which should structure relevant decision-making.

1   The Blue Ribbon Network Principles
   - to accommodate London's growth within its boundaries without encroaching on green spaces, policies should make the most sustainable and efficient use of space in London, by protecting and enhancing the multi-functional nature of the Blue Ribbon Network so that it enables and supports those uses and activities that require a water or waterside location
   - to make London a better city for people to live in, policies should protect and enhance the Blue Ribbon Network as part of the public realm contributing to London's open space network. Opportunities for sport, leisure and education should be promoted. The Blue Ribbon Network should be safe and healthy and offer a mixture of vibrant and calm places
   - to make London a more prosperous city with strong and diverse economic growth, policies should exploit the potential for water-borne transport, leisure, tourism and waterway support industries. The attractiveness of the Blue Ribbon Network for investment should be captured by appropriate waterside development and regeneration. This will include the restoration of the network and creation of new links
   - to promote social inclusion and tackle deprivation and discrimination, policies should ensure that the Blue Ribbon Network is accessible for everyone as part of London's public realm and that its cultural and environmental assets are used to stimulate appropriate development in areas of regeneration and need
   - to improve London's accessibility, use of the Blue Ribbon Network for water-borne transport of people and goods (including waste and aggregates) should be increased. Alongside the Blue Ribbon Network there also opportunities for pedestrian and cycling routes
   - to make London a more attractive, well-designed and green city, policies should protect and enhance the biodiversity and landscape

value of the Blue Ribbon Network. The network should also be respected as the location of a rich variety of heritage that contributes to the vitality and distinctiveness of many parts of London. London must also have reliable and sustainable supplies of water and methods of sewage disposal and a precautionary approach must be taken to the risks created by global warming and the potential for flooding.

4.141   Successful implementation means balancing competing economic, social and environmental interests to contribute to achieving sustainable development. This requires co-ordination between the GLA and the GLA group organisations, local authorities and other public, private and voluntary organisations. Annex 5 sets out an action plan for implementation.

2   Defining the Blue Ribbon Network

4.142   The Blue Ribbon Network includes the Thames, the canal network, the other tributaries, rivers and streams within London and London's open water spaces such as docks, reservoirs and lakes. It includes culverted (or covered over) parts of rivers, canals or streams. A diagram illustrating some of the main elements of the Blue Ribbon Network is shown in Map 4C.1. However this does not show every tributary or water body. Boroughs should include these when reviewing their DPDs.

4.143   The water space is taken to include that area where water is normally present or is within expected variations in levels, such as within banks or tidal ranges. Flood plains are defined separately and may extend some distance from a watercourse. The Mayor expects proposals with the potential to affect waterways to have reference to the Blue Ribbon Network policies and principles. However, the Blue Ribbon Network concept does not attempt to define a set margin beside water spaces that is subject to these considerations, as this will vary with the differing character and landscape of water corridors.

Policy 4C.1 The strategic importance of the Blue Ribbon Network
The Mayor will and boroughs should recognise the strategic importance of the Blue Ribbon Network when making strategies and plans, when considering planning applications and when carrying out their other responsibilities. Other agencies involved in the management of the Blue Ribbon Network should also recognise its strategic importance through their policies, decisions and other activities.

All agencies involved in the management of the Blue Ribbon Network should seek to work collaboratively to ensure a co-ordinated and cohesive approach to land use planning, other activities and the use of the Blue Ribbon Network.

map 4C.1   The Blue Ribbon Network

1 Grand Union Canal
2 Regents Canal
3 River Lee Navigation
4 River Brent
5 River Roding
6 River Rom
7 River Crane
8 Beverley Brook
9 River Wandle
10 Ravensbourne River
11 Silk Stream
12 Pymmes Brook
13 Salmons Brook
14 Moselle Brook
15 Ingrebourne River
16 River Cray

—— Larger Tributary Rivers
—— Canals and River Navigation
■ Large Lakes and Docks
—— River Thames
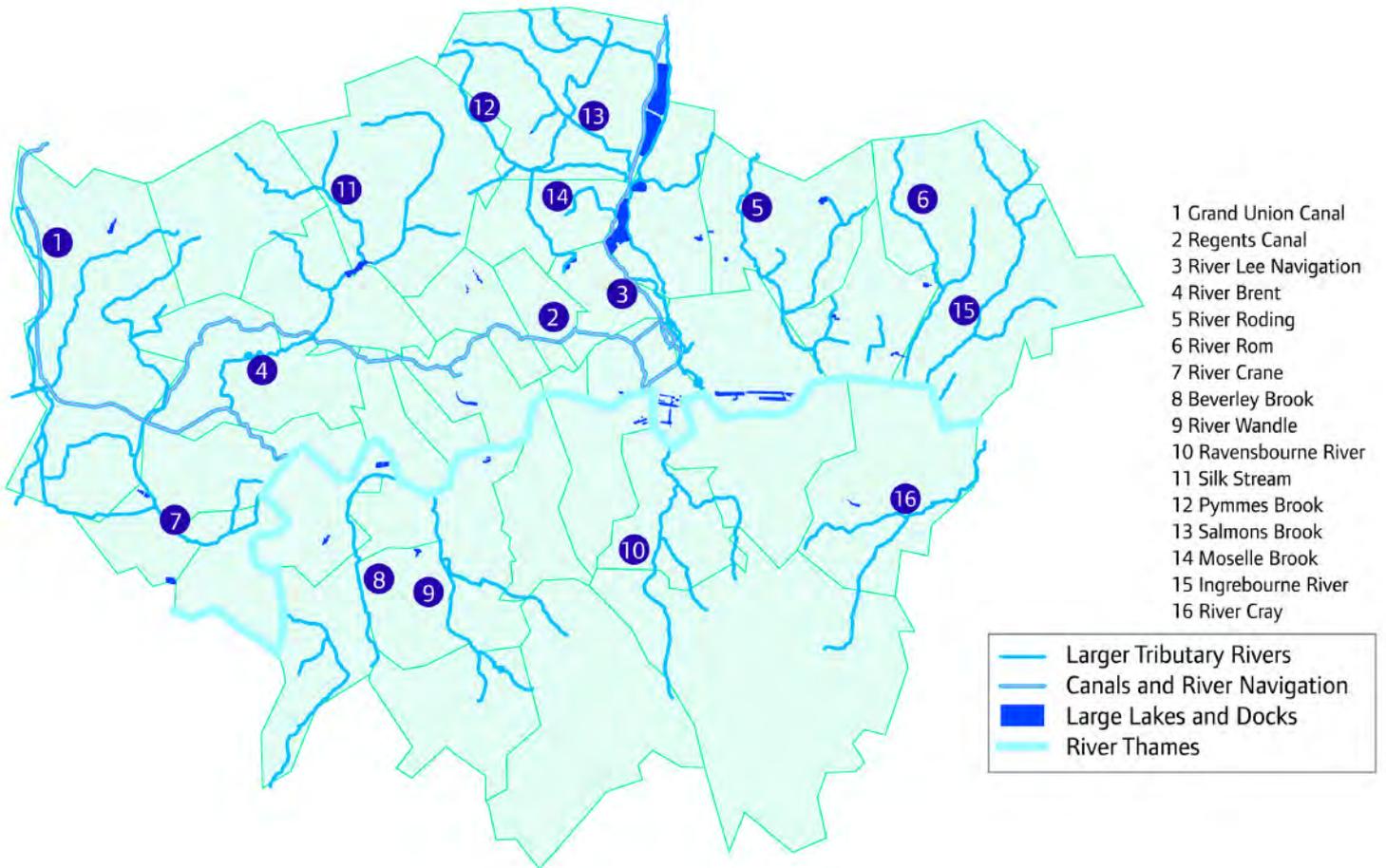
note   Not all tributaries are shown
source   Environment and Scientific Services, British Waterways

3   Natural resources, forces and human heritage

Policy 4C.2 Context for sustainable growth
Development and use of the water and waterside land along the Blue
Ribbon Network should respect resource considerations and natural forces
in order to ensure that future development and uses are sustainable and safe.

Biodiversity and natural heritage

Policy 4C.3 The natural value of the Blue Ribbon Network
The Mayor will and boroughs should protect and enhance
the biodiversity of the Blue Ribbon Network by:
- resisting development that results in a net loss of biodiversity
- designing new waterside developments in ways that increase
  habitat value
- allowing development into the water space only where it serves
  a water-dependent purpose or is a truly exceptional case which
  adds to London's world city status
- taking opportunities to open culverts, naturalise river channels
- protecting the value of the foreshore of the River Thames.
  Wider biodiversity issues are covered by Policy 3D.14.

4.144   The Blue Ribbon Network comprises semi-natural and man-made water
        systems. It is a resource for London and its use must ensure the future
        protection and enhancement of the network. The Blue Ribbon Network
        is also subject to natural forces such as tides, erosion and floods. It is a
        dynamic system and its use and development should respect these forces.

4.145   The Blue Ribbon Network serves as a valuable series of habitats for
        wildlife. Many parts of it are semi-natural systems and in such a heavily
        urbanised area, they often offer a sense of nature that has been lost
        across much of London. The biodiversity of the Blue Ribbon Network
        has generally improved over the past few decades from a position where
        many rivers and canals contained little life. However, the natural value
        is still under threat from sources of pollution and insensitive development
        and management.

4.146   Almost all of London's waterways have been physically altered from
        their natural state and this has usually led to a reduction in their habitat
        value. Development into the waterways, also known as encroachment,
        has a negative impact on biodiversity. This plan promotes the continued
        ecological recovery of the Blue Ribbon Network.

4.147   There are exceptional cases where development that is unsympathetic
        to biodiversity can be allowed, such as piers or wharves that enable river
        transport. In such cases development should be designed to minimise,
        and wherever possible mitigate, its impact on biodiversity.

4.148   Enclosed water bodies have fared differently. While many natural ponds
        have been lost, there is evidence to show that there are large numbers
        of ponds in Londoners' back gardens and that these make a valuable
        contribution to biodiversity[1].

4.149   Large water bodies have been created as reservoirs to supply water,
        as docks, as lakes following mineral extraction or as ornamental features.
        These also make a positive contribution to biodiversity and opportunities
        to improve their biodiversity value through better management or sensitive
        planting should be taken. Several water bodies are designated as Sites
        of Special Scientific Interest (SSSIs).

4.150   The Water Framework Directive (WFD) 2000/60/EC requires the UK
        to aim to achieve "good" status for all inland and coastal water bodies
        by the end of 2015. This is likely to present some major challenges given
        the current condition of some of the rivers within London. The WFD seeks
        to integrate the management of water with land use planning, biodiversity,
        flood risk management, tourism, leisure, recreation, health and agriculture
        through River Basin Management Plans (RBMPs). The Environment Agency
        is leading on the preparation of these RBMPs in England and Wales.

4.151   The Environment Agency has identified the Thames to be a single River
        Basin Management Plan area and London falls wholly within it. The Mayor
        and London Councils are both represented on the Thames River Basin
        Liaison Panel and are helping to shape the RBMP. Future reviews
        of the London Plan and DPDs will need to consider the RBMP.

> *Policy 4C.4 Natural landscape*
> The Mayor will and boroughs should recognise the Blue Ribbon Network
> as contributing to the open space network of London. Where appropriate
> natural landscapes should be protected and enhanced. As part of Open
> Space Strategies, boroughs should identify potential opportunities
> alongside waterways for the creation and enhancement of open spaces.

4.152   Rivers, canals and other open water spaces can contribute by their very
        nature to a feeling of openness. It is not appropriate to protect all water
        spaces in the same way as open spaces on land. Open spaces adjacent
        to the river network can also provide areas for flood mitigation measures.
        The Mayor recognises that London's 'natural' landscapes are, in fact,
        mostly semi-natural.

Policy 4C.5 Impounding of rivers
The Mayor will and boroughs should resist proposals for the impounding or partial impounding of any rivers unless they are clearly in the wider interest of London. Proposals that include the removal of such impounding structures should generally be welcomed.

4.153 Impounding of rivers (that is, creating dams or barrages) disrupts natural systems and usually results in a significant maintenance burden in order to manage the flood risks and silt build-up that can occur.

The Blue Ribbon Network in an exemplary sustainable world city

4.154 Growth in the use and development of the Blue Ribbon Network is constrained by the capacity of a semi-natural system and existing human heritage. There must be enough space for vital services and facilities and for mixed use development wherever possible, to allow all Londoners the opportunity to use, enjoy, work and live on or near water spaces.

4.155 The Blue Ribbon Network is an important part of London's economy and experience in terms, for example, of cargo-handling, port activities, transport and tourism.

4 Sustainable growth priorities

Policy 4C.6 Sustainable growth priorities for the Blue Ribbon Network
The uses of the Blue Ribbon Network and land alongside it should be prioritised in favour of those uses that specifically require a waterside location. These uses include water transport, leisure, recreation, wharves and flood defences. For sites that are not suitable or not needed for these priority uses, developments should capitalise on the water as an asset and enhance the Blue Ribbon Network in order to improve the quality of life for Londoners as a whole, as well as for the users of the development.

4.156 Waterside locations will continue to be important for regeneration and economic growth in London. Many of the waterside areas with developable land are in the Opportunity Areas or Areas for Intensification defined in Chapter 5. The Mayor will work with boroughs and other development partners to ensure that development of these locations includes a mix of opportunities to use, enjoy and improve the Blue Ribbon Network.

4.157 The following locations, which are identified as Opportunity Areas or Areas for Intensification (see Chapter 5) include or adjoin parts of the Blue Ribbon Network.

Opportunity Areas	Relevant Water Spaces
Kings Cross	Regents Canal
Paddington	Grand Union Canal/Paddington Basin
Upper Lee Valley	Lee Navigation, River Lee & tributaries
Cricklewood/Brent Cross	River Brent
Colindale	Silk Stream
Isle of Dogs	Docks, River Thames, Safeguarded Wharves
Lower Lea Valley	Lee Navigation, Bow Back Rivers, River Lee, Bow Creek, Safeguarded Wharves
Royal Docks	Docks, River Thames, Bow Creek, Barking Creek, Safeguarded Wharves
London Riverside	River Thames, Barking Creek, Gores Brook, Beam River, Rainham Creek, Safeguarded Wharves
Ilford	River Roding
London Bridge/Bankside	River Thames
Deptford Creek/Greenwich Riverside	River Thames, Deptford Creek, Safeguarded Wharves
Lewisham-Catford-New Cross	River Ravensbourne, River Quaggy
Greenwich Peninsula, Charlton Riverside West	River Thames, Safeguarded Wharves
Woolwich, Thamesmead, Charlton Riverside East	River Thames, Safeguarded Wharves
Bexley Riverside	River Thames, Safeguarded Wharves
Waterloo	River Thames
Vauxhall/Nine Elms/Battersea	River Thames, Safeguarded Wharves
Heathrow	Grand Union Canal, River Crane, Yeading Brook
Park Royal/Willesden Junction	Grand Union Canal
Wembley	Wealdstone Brook
Areas for Intensification	
Haringey Heartlands/Wood Green	Moselle Brook
Canada Water/Surrey Quays	Docks, River Thames
Kidbrooke	River Quaggy
South Wimbledon/Colliers Wood	River Wandle

source   GLA

Using the Blue Ribbon Network to support sustainable growth

4.158   Government initiatives to encourage the sustainable distribution of goods and services have led to renewed interest in using the waterway network to move goods and people. This can contribute to reducing congestion and minimising the environmental effects of heavy goods movements.

4.159 The planning of facilities to support sustainable growth in water transport, tourism, leisure, sport, support facilities and safety provision and to redress deficiencies, should be undertaken through the Thames Policy Area appraisals (see Policy 4C.18) and through the DPD process.

> *Policy 4C.7 Passenger and tourism uses on the Blue Ribbon Network*
> The Mayor will and boroughs should protect existing facilities for passenger and tourist traffic on the Blue Ribbon Network. Development of new facilities that increase use of the Blue Ribbon Network for passenger and tourist traffic should be encouraged, especially in areas of deficiency. Proposals for Opportunity Areas and Areas for Intensification should provide such facilities, where they are appropriate and contribute towards improving the connections between different transport services.

4.160 Increasing use of the Blue Ribbon Network for passenger and tourist transport requires cruise liner facilities, new piers and on the canals dedicated stopping facilities (mooring sites/places/posts and interchange points). These facilities can be co-located on piers and waterside sites. Where possible, new services should be integrated with other transport services and routes by well-designed inter-change points and signage. New facilities should not affect safe navigation nor have an adverse impact on important waterway biodiversity.

> *Policy 4C.8 Freight uses on the Blue Ribbon Network*
> The Mayor will and boroughs should support new development and facilities that increase the use of the Blue Ribbon Network to transport freight and general goods, especially in areas of deficiency. New development close to navigable waterways should seek to maximise water transport for bulk materials, particularly during demolition and construction phases.

4.161 Increasing the use of the Blue Ribbon Network for freight transport is a widely supported objective as this is a more sustainable method of transport and can help to reduce congestion and the impact of goods vehicles on London's roads. The Thames has many wharf facilities and there are a small number of discreet opportunities on the canal network. The use of water transport for freight is also encouraged in Policy 3C.25 and Chapter 3B.

> *Policy 4C.9 Safeguarded wharves on the Blue Ribbon Network*
> The Mayor will and boroughs should protect safeguarded wharves for cargo-handling uses, such as inter-port or transhipment movements and freight-related purposes and the transport of waste. The Mayor will, and boroughs should, encourage appropriate temporary uses of vacant

safeguarded wharves. Temporary uses should only be allowed where they do not preclude the wharf being re-used for cargo-handling uses. Development next to or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance. The redevelopment of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo handling. (The criteria for assessing the viability of wharves are set out in paragraph 4.163).

4.162   In 2004/5 the Mayor reviewed the appropriate number, location and size of sites along the Thames to be safeguarded for freight-handling[2]. This was carried out in consultation with boroughs, the Port of London Authority, landowners and other interests. The safeguarding of wharves on the BRN will continue to be reviewed periodically in the future.

4.163   The redevelopment of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo handling uses. The only exceptional circumstance to this would be for a strategic proposal of essential benefit for London, which cannot be planned for or delivered on any other site in Greater London. The viability of a wharf is dependant on:
   · the wharf's size, shape, orientation, navigational access, road access, rail access (where possible), planning history, environmental impact and surrounding land use context
   · the geographical location of the wharf, in terms of proximity and connections to existing and potential market areas
   · the existing and potential contribution that the wharf can make towards reducing road-based freight movements
   · existing and potential relationships between the wharf and other cargo-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
   · in the case of non-operational sites, the likely timescale within which a viable cargo-handling operation can be attracted to the site, having regard to the short-term land-use policy, and long-term trade forecasts.

4.164   If a wharf is no longer viable, redevelopment proposals must incorporate water-based passenger transport, leisure and recreation facilities and water transport support facilities first, before non-river-related uses that do not require a riverside location.

4.165   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 cargo-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 as set out in Policy 4C.6.

4.166   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 5. The challenge is to minimise 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 the latest available technology, equipment and business practices. New development next to or opposite wharves should utilise the layout, use and environmental credentials of buildings to design away these potential conflicts. Boroughs should ensure that appropriate highway access to wharves for commercial vehicles is maintained when considering proposals for development of neighbouring sites.

5   Enjoying the Blue Ribbon Network

> *Policy 4C.10 Increasing sport and leisure use on the Blue Ribbon Network*
> The Mayor will, and boroughs should, protect existing facilities for sport and leisure on the Blue Ribbon Network. Other than in locations where there would be conflict with nature conservation interests, new development and facilities that increase the use of the Blue Ribbon Network for sport and leisure use should be encouraged, especially in areas of deficiency. Proposals for Opportunity Areas and Areas for Intensification should provide these facilities and improve access to different sport and leisure activities.

4.167   The Blue Ribbon Network should not continue to be developed as a private resource or backdrop, which only privileged people can afford to be near to or enjoy. It provides many different opportunities for enjoyment, some actively involving the water and others simply benefitting from the calm and reflective feeling of being near water. Both active and passive activities can contribute towards improving the health of Londoners.

4.168   Londoners can experience a great variety of watersport opportunities within a relatively short distance of their home or work. Policy 3D.6 relates to sports facilities in general.

Policy 4C.11 Increasing access alongside and to the Blue Ribbon Network
The Mayor will and boroughs should protect and improve existing access
points to, alongside and over the Blue Ribbon Network. New sections
to extend existing or create new walking and cycling routes alongside
the Blue Ribbon Network as well as new access points should be provided
as part of development proposals for Opportunity Areas, especially
in areas of deficiency.

4.169   The Thames Path initiative continues to expand as gaps in the walking
network are filled in as part of redevelopment schemes. Opportunities
should be examined to extend the Thames Path to London's eastern
boundary. New sections of the network should be designed to be easily
accessible and understood by all Londoners. Canals tend to have a path
on one side only. In some busy areas it may be appropriate to have
a towpath on both sides, but in most cases the existing access structure
should be respected. New walkways should link to the surrounding
walking network, be dedicated for public use and include appropriate
signage and interpretation material.

4.170   Many parts of riverside footpaths and canal towpaths are suitable for cycling.
Measures are sometimes needed to reduce potentially dangerous conflicts
between cyclists and others.

4.171   The Mayor supports the work of a number of organisations and partnerships
that work to clean up the Blue Ribbon Network and provide education,
awareness and promotion of various parts of it. Parts of the Blue Ribbon
Network are used as an educational resource both formally through
organised events and school visits and informally through individual
exploration. Opportunities to extend safely these experiences should
be welcomed particularly as part of major development proposals.

Support facilities for using and enjoying the Blue Ribbon Network

Policy 4C.12 Support facilities and activities in the Blue Ribbon Network
The Mayor will, and boroughs, should protect waterway support facilities,
infrastructure and activities. New support facilities, infrastructure and
activities that support use and enjoyment of the Blue Ribbon Network
should be encouraged, especially in areas of deficiency and as part of
development in Opportunity Areas. The criteria set out below should
be used to assess proposals for the redevelopment of existing facilities
and sites for other uses.

4.172 Support activities and facilities are vital to delivering greater use and enjoyment. These include boat building, servicing and repair activities, mooring sites and posts, boathouses and boatyards, slipways and other landing or stopping places. Support facilities and infrastructure should be identified and protected through DPDs and the Thames Policy Area appraisals. Proposals to remove or redevelop these for non-supporting uses should be refused unless it can be proven that:

- the site or facility is surplus to current or anticipated future requirements, and
- appropriate methods have been used to market the premises for support facilities uses prior to proposals for redevelopment and that no realistic offer has been received, or
- alternative facilities are to be provided at a newly established or improved facility capable of serving the same market sector.

4.173 If a site is found to be surplus to current or anticipated requirements, redevelopment proposals must incorporate other water-dependent uses first, including water-based passenger and freight transport and other water-based sport and leisure facilities, before non-river-related uses that do not require a riverside location.

4.174 The challenge to minimise conflict between the new and the old land uses must be met both through modifications and safeguards built into new and established developments. New support facilities and infrastructure should not affect safe navigation on the waterways or adversely impact on important waterway biodiversity.

4.175 The Mayor has commissioned research on the provision of boatyard facilities[3] and may consider the need for recommending the safeguarding of facilities or other measures to ensure that this industry continues to operate at an appropriate level within London.

Policy 4C.13 Moorings facilities on the Blue Ribbon Network
The Mayor will, and boroughs should, protect and improve existing mooring facilities on the Blue Ribbon Network. New mooring facilities should generally be in basins or docks but may be appropriate in areas of deficiency or as an aid to regeneration, where the impact on navigation, biodiversity and character is not harmful.

4.176 Waterside moorings for visitors and residents are a key support facility currently in short supply. Moorings can add to the activity, diversity and safety of the canals and parts of the river network. New moorings should be designed to minimise their impact on waterway navigation and biodiversity and be managed in a way that respects the character of the waterway and the needs of waterway users. New residential

and long-stay visitor moorings should have land-based support facilities, including power, water, sewage and rubbish disposal, secure storage and washing facilities.

4.177   Proposals to use moorings for other uses should only be permitted where they can be shown to be of wider benefit to the Blue Ribbon Network such as an education resource. The Blue Ribbon Network should not be used as an extension of the developable land in London nor should parts of it be a continuous line of moored craft.

6   Design and Safety

Chapter 4B contains the policies relating to design issues although there are the following particular issues in relation to development beside and within the Blue Ribbon Network.

Policy 4C.14 Structures over and into the Blue Ribbon Network
The Mayor will, and boroughs should, protect the unique character and openness of the Blue Ribbon Network. Proposals for new structures should be accompanied by a risk assessment detailing the extent of their impact on navigation, hydrology and biodiversity, and mitigation measures proposed to address the adverse impacts identified. Proposals for structures over or into the water space for uses that do not specifically require a waterside location should be resisted.

4.178   Structures across and into rivers and canals are vital for effective communications and service provision. Bridges are also monuments and tourist attractions. New structures should be restricted to structures that support activities that specifically require a waterside location or help Londoners to appreciate the Blue Ribbon Network. Where structures are needed they should minimise their navigational, hydrological and biodiversity impacts.

Policy 4C.15 Safety on and near to the Blue Ribbon Network
The Mayor will work with boroughs, the Port of London Authority, the Environment Agency, British Waterways and others, to ensure that existing safety provision on the Blue Ribbon Network is protected and regularly maintained. New safety provision should be provided as part of proposals for Opportunity Areas and in areas of deficiency. Proposals for major developments along the Blue Ribbon Network must be accompanied by a safety and risk assessment.

4.179   Safety on and near to the Blue Ribbon Network should be a key priority for all organisations involved in the management and stewardship of the water space. The principles of water safety should be observed in existing and new developments and in the safety procedures of all those using the Blue Ribbon Network.

7 London's water spaces
The Thames and tidal tributaries

> *Policy 4C.16 Importance of the Thames*
> The Mayor will and boroughs should recognise that the Thames plays an essential role in maintaining London as an exemplary, sustainable world city and should promote greater use of the river for transport and water based leisure uses.

4.180 The Thames itself changes a great deal in its size and character as it flows through London. The Blue Ribbon Network Principles value this diversity and the twice-daily changes brought by the tidal nature of the river.

4.181 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.

4.182 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.

> *Policy 4C.17 Thames Policy Area*
> Relevant boroughs, in reviewing their DPDs, must designate a Thames Policy Area. Boroughs should identify the detailed boundaries based on the indicative maps in Annex 5. This should be done in consultation with neighbouring authorities, including those across the river. In defining the boundaries, boroughs should have regard to 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 and 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 of 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.

Policy 4C.18 Appraisals of the Thames Policy Area

In order to deliver policy and actions within the Thames Policy Area, relevant boroughs should prepare detailed appraisals of their stretches of the river and its environs. Boroughs are encouraged to carry out this work in collaboration with other boroughs, the Mayor and relevant stakeholders. These appraisals would be expected to consider:
- the local character of the river
- public and freight transport nodes (both land- and water-based, 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.

The appraisal should also identify areas of deficiency and the actions needed to address these deficiencies. These relate to 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.

4.183   Boroughs, in collaboration with the Mayor and other relevant stakeholders, should carry out appraisals of the river and its environs. The Thames Strategies, Hampton–Kew and Kew–Chelsea, fulfil this role but will need updating to take into account the London Plan. The Thames Strategy East is being developed in line with this plan. These appraisals should be used as guidance for DPDs, AAPs and development control decisions. They also include specific implementation projects for local authorities, the LTGDC, other public agencies or 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. The strategies should be kept under regular review.

4.184 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. These may be dovetailed with the need to allow a margin of land for future flood defences.

Policy 4C.19 Green industries along the Thames
The Mayor will, and boroughs should, generally welcome the use of waterside sites, especially those within Strategic Industrial Locations, for green industries, where the majority of materials transhipment is by water.

4.185 The need for increased rates of recycling and re-use of waste will require locations to be found for green industries. Locations along the Thames and tidal tributaries will offer the additional advantages of being able to move materials by sustainable means (see Chapters 3B, 3C and 4A).

Canals and river navigations

4.186 London's network of canals includes the Grand Union Canal, Regents Canal, Limehouse Cut, Hertford Union Canal and the River Lee Navigation as well as numerous basins and canal arms. Together they make up over 90km of waterway running through fifteen boroughs. Canals are different from rivers, brooks and streams in that they are essentially man-made structures that usually have relatively little flow of water.

Policy 4C.20 Development adjacent to canals
The Mayor will, and relevant boroughs should, require developments adjacent to canals to respect the particular character of the canal. Wherever possible, new developments close to canals should seek to maximise water transport for bulk materials, particularly during demolition and construction phases. While recognising the navigation functions, opportunities should be taken to improve the biodiversity of canals.

4.187 Canals within London have a rich and vibrant history, are an asset to London and contribute to its world city role. They are also important to the quality and diversity of the local communities along the canals. Parts of the system have been improved and other parts are still to be improved. Any opportunities to increase their transport use should be encouraged. They are also significant assets for recreation,

heritage and biodiversity. The increased role of recreation and any decrease in transport use offer more opportunity to increase biodiversity.

4.188   British Waterways has developed the concepts of character assessments and water space strategies. Boroughs may find these tools useful to carry out throughout the length of their canal or for other types of development.

> *Policy 4C.21 New canals and canal restoration*
> The Mayor will, and relevant boroughs should, seek opportunities for the creation of new canals and canal basins and the restoration of the network including former canal links and basins, as part of major development proposals and regeneration projects. The Mayor will particularly seek the restoration of the Bow Back Rivers system.

4.189   Activity on canals adds to their vibrancy and attraction and the presence of boats can aid the feeling of security. However these aspects also need to be balanced against creating a cluttered canal environment and the need to preserve open and tranquil areas. New and reinstated canals should be designed to be navigable and connect to the wider navigation network.

Rivers, brooks and streams

> *Policy 4C.22 Rivers, brooks and streams*
> The Mayor will, and boroughs should, in discharging their development control and other duties, ensure that rivers, brooks and streams of all sizes are protected, improved and respected as part of the Blue Ribbon Network and as valuable entities in themselves. In particular, measures should be taken to improve the habitat and amenity value of such waterways.

4.190   The quality of the water in many of London's larger and more prominent rivers and canals is often dependent upon the quality of what flows into them from the tributary streams. Unfortunately many of London's rivers have been modified from their natural state and suffer pollution from many sources, including sewage from wrongly connected sewers. These factors clearly reduce their amenity and biodiversity value. This, in turn, can lead to pressure to culvert or divert such small streams, an approach which deals with the symptoms rather than the causes of these problems. The Mayor will work with others to investigate what courses of action are available to reduce the problem of wrongly connected sewers across London.

Docks

Policy 4C.23 Docks

The Mayor will, and boroughs should, protect and promote the vitality, attractiveness and historical interest of London's remaining dock areas by:
- preventing their partial or complete in-filling
- promoting their use for mooring visiting cruise ships and other vessels
- encouraging the sensitive use of natural landscaping and materials in and around dock areas
- promoting their use for water recreation
- promoting their use for transport

4.191   London's docks were once the heart of the city's international trade. Building into the dock areas, thereby losing part of the water space goes against the thrust of the Mayor's policy and should be opposed.

4.192   The docks offer a greater degree of flexibility with regard to the mooring of vessels and the design of dockside buildings because they do not have to accommodate flowing water or natural habitats. There are few remaining historic buildings and they do not usually form part of strategic or local footpath or towpath links.

4.193   The presence of vessels in dock areas can add to the interest and vibrancy of the area and facilities for cruise ships add to the role of London as an international tourist destination. This should generally be encouraged, especially where such vessels can be shown to aid regeneration aims.

4.194   Many dock areas have very little natural landscaping in and around them. While this is clearly a reflection of their previous use, the sensitive addition of natural indigenous plants would improve the appearance of the built environment, as well as having benefits for biodiversity.

London's lost rivers

4.195   Historically the central part of London had a number of rivers, which were tributaries to the Thames. Many of these had important historical connections, for example the Rivers Fleet, Tyburn and Effra. They are not part of the Blue Ribbon Network.

4.196   Attempts to re-establish lost rivers are likely to be extremely expensive. Therefore the Mayor's approach is to welcome in principle any such proposal but not to require the reinstatement in the same way that culverted parts of the Blue Ribbon Network should be opened. There may be merit in projects that mark the historic route of such rivers at street level as an educational or tourist facility.

Links outside London

Policy 4C.24 Links outside London
The Mayor will work with key organisations, regional government bodies, local authorities and others on strategic issues of planning and managing the Blue Ribbon Network. The Mayor recognises that solutions to some challenges may lie outside the London boundary and that choices within London may affect other areas.

4.197　Policies for the Blue Ribbon Network in London should be closely related to those for neighbouring regions, taking account of their differing needs. London derives much of its drinking water from sources outside its boundary and is reliant on receiving good quality water from areas upstream of the Thames and other river catchments. The opportunities for transport links are greatest in the Thames Estuary although there are also possibilities for the River Lea, the Grand Union Canal and the upstream Thames. The Mayor is keen to work on a partnership basis with neighbouring regions to investigate how policies can be co-ordinated.

References

1   Froglife London Garden Pond Project
2   Mayor of London. London Plan Implementation Report,
    Safeguarded Wharves on the River Thames. GLA, 2005
3   Mayor of London. Assessment of Boatyard facilities on the River Thames, GLA 2007

5 the sub-regions, central activities zone and government growth areas

5.1   Chapters 1, 2, 3 and 4 set out the key spatial, thematic and cross-cutting policies of the London Plan. Chapter 6 deals with its implementation. The Mayor considers that there is an essential bridge between the two – that is the role of the sub-regions.

5.2   Boroughs already look wider than their own boundaries, plan with their neighbours and work with the many institutions now operating at a sub-regional level. The Mayor wishes to build on this and considers a flexible concept of sub-regions to be the best way to develop the strategic policies in the London Plan and to provide the focus for implementation. Chapter 2A defines the sub-regions – see Policy 2A.3 and Map 5A.1. For convenience, the Key Diagram (Chapter 2) shows the sub-regional boundaries together with the diagrammatic boundaries of CAZ (Map 5G.1) and the nationally defined growth areas (Policy 1.3); these are the major geographic elements that overlap the sub-regions.

map 5A.1 London's sub-regions in context

source   GLA

5.3   As with any boundaries, some issues and institutions do not fit exactly within them[1]. The sub-regions used in this plan have boundaries that should be regarded as permeable. The reality of London is that it forms an integrated whole and the success of any one part of London depends on the success of other parts. The first part of this chapter outlines the overall policy approach to the sub-regions and later parts outline the spatial frameworks for London's five sub-regions, aiming to make the longer term development within each of them more coherent. Between them these five sub-regions cover the predominantly suburban areas of London; policies for them are contained in each section and information on their implementation will be set out in Sub-Regional Implementation Frameworks (SRIFs), paying attention to relevant differences between inner and outer London. The chapter also provides the basis for Supplementary Planning Guidance on an integrated framework to address the unique combination of issues facing the area where all the sub-regions intersect – the Central Activities Zone (Policy 2A.4). It concludes with policies directed at the distinct needs of the Thames Gateway and the London-Stansted-Cambridge-Peterborough growth areas.

5A overall approach to sub-regional development

Policy 5A.1 Sub-Regional Implementation Frameworks
The Mayor will, in partnership with other stakeholders in each of the five sub-regions of London – North, North East, South East, South West and West – co-ordinate the delivery of this plan's policies and proposals at a sub-regional level. The Mayor will publish Sub-Regional Implementation Frameworks to guide the implementation of the policies set out in this plan. The Mayor will integrate those Frameworks with the sub-regional dimensions to implementation of the Mayor's Economic Development and Transport Strategies. On the same basis, he will also publish Supplementary Planning Guidance on implementation of his policies which bear on CAZ.

Boroughs should use the Implementation Points from these Frameworks and Guidance to inform their DPDs and in development control decisions.

In each sub-region, the Mayor will work with sub-regional partners to seek to accommodate the growth set out in Table 5A.1 and to manage growth and change so that it locates in the places and takes the forms that will raise the overall quality of life and environment, address climate change, health and inequalities issues, revitalise areas of deprivation, promote sustainable development and exploit links with surrounding areas.

5.4   The Mayor has published Sub-Regional Development Frameworks (SRDFs) for each of the London Plan (2004) sub-regions, following extensive discussions with stakeholders. They have shown that there should be sufficient land in each sub-region to accommodate the anticipated rates of development. However, the demand from housing and education and from the need for greater self-sufficiency in waste will be very considerable. Any substantial development will need to address the housing, employment, transport, environmental, climate change, health and education impacts and this will be facilitated by co-operation between the relevant agencies. The SRDFs/SRIFs also explore means of achieving more intensive use of land. They include more specific guidance on the Opportunity and Regeneration Areas and Areas for Intensification.

5.5   Experience of the SRDF process confirms in principle the value of sub-regional policy and investment coordination. It also shows that the next round of SRDFs should have a stronger emphasis on policy implementation. To reflect this they will now be called Sub Regional Implementation Frameworks and be more focused on policy implementation, taking into account distinctive, strategically important, local circumstances including differences between inner and outer London; they should only signpost rather than duplicate matters detailed in other plans and strategies; and they should integrate the actions and proposals of strategic

infrastructure providers, especially those put forward historically by the LDA and TfL, in their respective Sub-Regional Economic Development Implementation Frameworks and sub-regional network plans. Work on SRIFs will continue to inform future London Plan reviews. They will not be a statutory component of the London Plan but an informal consideration in development control decisions and the preparation of LDDs and of the spatial dimensions of other plans and strategies.

5.6 The Mayor wishes to build upon valuable work carried out by boroughs and others at the sub-regional level and will work closely with sub-regional partnerships. The Mayor will discuss with sub-regional partners both the draft of each SRIF and a timetable for its preparation and the transitional arrangements between the 2004 sub-regions and those in this plan including the CAZ SPG. The frameworks for the sub-regions, CAZ SPG and its Opportunity Areas will complement and where necessary signpost each other, avoiding duplication of guidance.

5.7 The discussions will include relevant authorities and agencies in the rest of the South-East, including the Regional Assemblies and Development Agencies for the South East and East of England, the Inter-Regional Forum and neighbouring districts and counties, as well as community involvement. This wider partnership is needed to co-ordinate the London Plan with related Regional Spatial Strategies and economic strategies so that account is taken of inter-regional linkages and the potential benefits of complementary, sustainable corridor-based development across the London boundary (see also Chapters 1 and 2A).

5.8 Each sub-region contains three main kinds of area:

5.9 First, a part of the CAZ lies within each sub-region, including many of the main functions of government, tourism, culture, education, entertainment and professional activity, as well as the retail centre of the West End. These functions are discussed more fully in 5G. They provide a destination for work, leisure and services for many residents in the sub-regions, who can benefit from the relatively strong radial routes into the CAZ by rail, underground and road.

5.10 Second, there is an 'inner' band that stretches out from the CAZ fringe. As well as prosperous areas, this band includes substantial Areas for Regeneration, often characterised by low employment, high rates of deprivation and relatively poor access to jobs. It tends to exhibit relatively high densities and levels of public housing. It has particularly strong concentrations of minority ethnic communities.

5.11 The third area occupies the outer part of the sub-regions and is characterised by lower densities in predominantly residential areas. Although incomes are generally relatively high in these areas, they do contain significant pockets of deprivation. Some parts of this outer area are suffering from decline in the industrial sector and some town centres are suffering from weak demand for office and other employment. There is a need and potential for more sustainable use of land, transport and other resources.

5.12 There are particularly strong inter-connections between these different parts of the sub-region, supported by relatively good radial transport. The core strategy should be to improve access to jobs both locally and in the CAZ.

Population growth

5.13 Provisional projections based on the Government's latest population estimates and migration trends indicate that London's population could grow by up to 1,140,000 between 2006 and 2026 (see paragraphs 1.35 – 1.41 and Table 5A.1). Capacity for an extra 30,500 homes per annum has so far been identified to meet the resultant housing need (see paragraphs 3.7 – 3.8). The sub-regional distribution of population growth, weighted for future housing provision, is set out in Table 5A.1. The housing figures are minimum provision figures and should be exceeded wherever possible.

table 5A.1 **Indicative sub-regional population, households and employment growth, 2006 – 2026**

Sub region	Population[2]			Households[3]			Minimum Annual Housing[4] Target 2007/8 – 2016/17[3]	Employment[5]		
	2006 '000	2026 '000	Annual growth '000	2006 '000	2026 '000	Annual Growth '000		2006 '000	2026 '000	Annual Growth '000
North	1,650 – 1,680	1,840 – 1,950	10 – 14	720 – 730	840 – 890	6 – 8	6,650	1,490	1,790	15
North East	1,350 – 1,370	1,620 – 1,710	14 – 17	550	710 – 760	8 – 10	10,045	910	1,200	15
South East	1,270 – 1,290	1,410 – 1,490	7 – 10	550	640 – 680	5 – 6	5,445	540	650	6
South West	1,600 – 1,620	1,690 – 1,780	4 – 8	690 – 700	770 – 820	4 – 7	4,315	730	800	3
West	1,600 – 1,620	1,700 – 1,790	5 – 8	650 – 660	730 – 770	4 – 5	4,045	920	1,060	7
London	7,470 – 7,570	8,260 – 8,710	39 – 57	3,150 – 3,200	3,700 – 3,920	27 – 36	30,500	4,590	5,500	46

source   GLA

5.14   One of the most significant demographic changes within the overall level
         of growth in population relates to changes in black and minority ethnic
         communities. Map 5A.2 shows the change in concentrations of these
         communities between 1991 and 2001. Growth has been particularly
         concentrated in a ring around the centre, with lowest levels of growth
         on the eastern boundary of London. Further detail is given in each
         sub-region below and in the SRDFs/SRIFs.

map 5A.2   **Change in proportion of black and ethnic minority populations
            1991 – 2001**
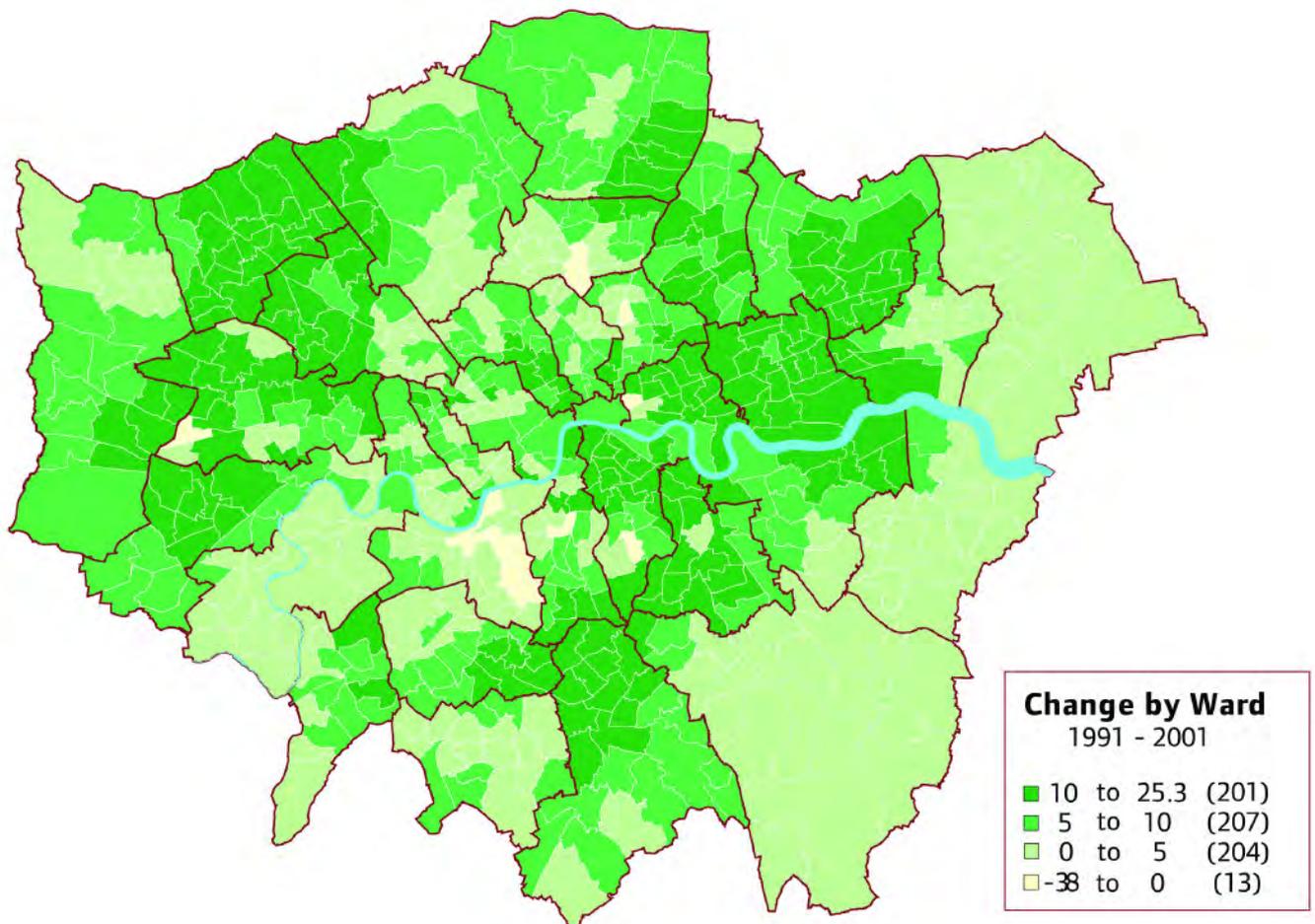
source   GLA

Economic growth

5.15	The London wide projected growth of 912,000 jobs across London (2006 – 2026), has been distributed across the sub-regions taking into account local development capacity and accessibility as well as historic economic structural trends[6]. The resulting sub-regional distribution is shown in Table 5A.1. These projections, although the result of robust analysis, are only indicative. The SRIFs and the ongoing process of 'plan, monitor and manage' will keep employment trends under review.

5.16	The employment figures for individual Opportunity and Intensification Areas set out below are indicative of potential capacity. They are not targets. Together with the infrastructure requirements needed to support them, and in particular any need for additional transport capacity, they will be kept under review as part of the 'plan, monitor and manage' approach used in this plan.

5.17	The need to address climate change, promote sustainable development, increase equality and improve the quality of life, including safety and security, exists in all sub-regions. Policies relating to sustainable design and construction (Policy 4A.3), climate change and improved environmental infrastructure (4A), better access (3C), open space (3D), design (4B) and greater equity (3A) should be promoted in each sub-region.

London's five sub-regions

5.18	Each of the sub-regions, as set out below, overlaps with, and contains a part of, the Central Activities Zone (see Policies 5G.1 – 5G.5) and in three of the sub-regions (North, North East and South East) there is an overlap with the Government's growth areas (see part 5H). More data and detail on each sub-region will be given in the new SRIFs. This chapter concentrates on the key issues and policies in each sub-region.

5.19	Those key issues must be read in the context of all other policies in this plan and with reference to the Mayor's overarching responsibilities to address equality, health and sustainability across London.

5B North London

Definition and strategy

5.20 North London comprises the boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Westminster and has a population of nearly 1.7 million and provides almost 1.5 million jobs. It includes a substantial part of the Central Activities Zone. It is shown on Map 5B.1.

map 5B.1 North London sub-region
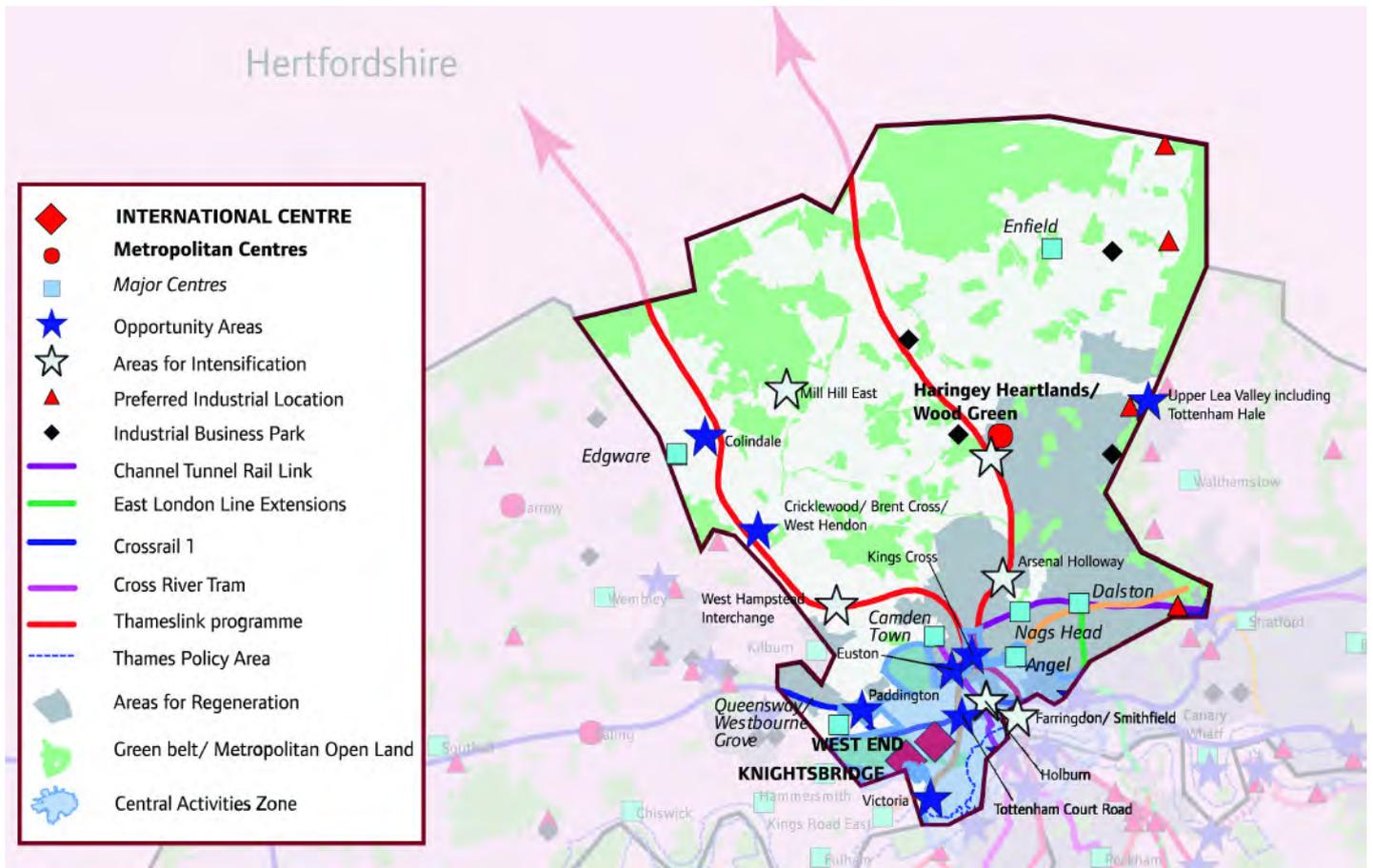
source   GLA

Policy 5B.1 The strategic priorities for North London

In the context of all policies in this plan, the specific strategic priorities for the North London sub-region will be to:

- take advantage of the sub-region's exceptional access to the CAZ and to other growth and development areas to sustain relatively high levels of economic and population growth, especially in the CAZ and inner parts of the sub-region
- promote the contribution of the sub-region to London's world city role including that of the West End as an international shopping and leisure destination
- optimise the development of Opportunity Areas and Areas for Intensification
- ensure that the substantial expansion of population expected in North London is accommodated in sustainable communities, taking into account their needs for social and community infrastructure and capacity building, access to employment and services, exemplary approaches to waste, energy and water use, management and provision
- enhance the attractiveness of town centres to consumers and manage the restructuring of town centres in need of change, especially in the outer parts of the sub-region
- address problems of social exclusion, with particular emphasis upon tackling barriers to work, better access to childcare and other support to allow residents to benefit from employment potential in the CAZ and Opportunity Areas and in nearby growth areas
- improve the quality of the environment with particular emphasis upon achieving more sustainable forms of development and movement in outer parts and improving the public realm in the CAZ and inner parts
- develop and support the Green Arc concept to improve the landscape quality and access to the open countryside in the urban fringe, working across local and regional boundaries
- improve public access for local communities to Lee Valley Regional Park
- ensure that the optimum social, economic and accessibility benefits are derived from improvements in public transport capacity, particularly from Crossrail 1 and 2, Thameslink Upgrade, the Cross River Tram, East London Line extension and rail, underground and bus capacity increases
- manage the reuse of surplus industrial land taking into account waste management requirements
- optimise the benefit for the sub-region of its proximity to Thames Gateway and to the Lea Valley, including the benefits from the Olympic and Paralympic Games
- deliver the London element of the Government's priority for the London-Stansted-Cambridge-Peterborough corridor for development,

regeneration and transport improvement, while recognising the links with other parts of the corridor
- work with the neighbouring regional and local authorities to develop a strategic approach to the management of locations with major growth potential broadly along the London-Luton-Bedford corridor

The Mayor will continue to work with sub-regional partnerships to develop a coherent Sub-Regional Implementation Framework for North London in which these priorities will be further developed (see Policy 5A.1).

5.21   North London stretches from the CAZ to the northern fringe of London and has an exceptionally varied set of strongly defined communities, with areas of both wealth and deprivation and of different age, environment, role, character and relative success. As can be seen from Map 5A.2, the growth in black and ethnic minority populations has been spread across much of the sub-region.

5.22   North London has strong links to other important growth and development areas, including Stratford and the Thames Gateway, which includes parts of Hackney; the London-Stansted-Cambridge-Peterborough corridor; the Western Wedge beginning at Paddington; the South Central Opportunity Areas in south London and the London-Luton-Bedford corridor.

5.23   The sub-region should accommodate high levels of additional housing, with over 65,000 more homes projected by 2016. In terms of employment growth, almost 300,000 more jobs are projected by 2026, especially in the Central Activities Zone and in the inner parts of the sub-region.

5.24   Economic performance in the sub-region has been varied in recent years with some very strong employment growth in the CAZ and its fringe, but with other areas of continuing deprivation and slow growing/declining employment, including parts of the Upper Lea Valley and industrial areas around the North Circular Road.

5.25   Strong retail growth is anticipated in the sub-region and will assist the future of many town centres, which can also benefit from strong tourism and leisure sector growth. There may need to be sensitive restructuring in some outer centres, which are especially vulnerable to structural changes in the office market. The release of surplus industrial land to other uses will need to be rigorously managed. SMEs are an important element in the sub-regional economy and their needs should be supported.

5.26   The sub-region's spatial structure is well suited to accommodate this growth. It contains the bulk of the CAZ in the south, with Opportunity Areas on its fringe at Kings Cross, Euston and Paddington. There are Opportunity Areas to the east in Lower and Upper Lea Valley including Tottenham Hale and to the west at Brent Cross/Cricklewood and Colindale. The Haringey Heartlands, including the Metropolitan centre of Wood Green, and Arsenal Holloway lie in the centre. Parts of all these main development areas are well served by public transport and detailed work is needed to match development levels with public transport capacity and accessibility. Road capacity is constrained particularly in those areas served by the North Circular. The sub-region also has a strong and well-distributed network of town centres.

Transport

5.27   The CAZ and inner parts of the sub-region and much of the outer part enjoy strong public transport, especially on radial routes. The Congestion Charge has succeeded in reducing congestion and traffic substantially and car usage in the inner part of North London has declined slightly, although there continues to be a growth in traffic in the outer areas.

5.28   The corridor and transport links along the London-Luton-Bedford corridor require strategic co-ordination, in particular to capture the development potential of Brent Cross, Cricklewood, Mill Hill and Colindale, which will deliver significant housing growth within this part of London.

5.29   There are especially strong links into the Thames Gateway and sub-regional strategies will help to co-ordinate development and public transport capacity including adjacent Opportunity Areas.

5.30   The regeneration of the Lea Valley, and associated development in the London-Stansted-Cambridge-Peterborough corridor, will require substantial enhancements to the rail network.

5.31   The proposed transport schemes that will serve North London are:
   - Crossrail 1 will provide the most important additional means of access to employment and other opportunities for North London residents and will support the high levels of employment and population growth in and beyond the CAZ
   - the Underground and National Rail systems are particularly strong elements in the North London transport infrastructure and growth in the sub-region will be supported by increases in heavy rail capacity and improvements to the Northern, Victoria and Piccadilly lines, the London Overground enhancements including the East London Line extension

- the sub-region will benefit from the completion of the Channel Tunnel Rail Link in terms of both international movement and the introduction of domestic services in 2009
- the Cross River Tram will serve Camden, Kings Cross, Euston and Holborn and provide relief to the Northern Line and stronger north-south connections, including links to South Central London Consideration is now being given to its potential also to serve parts of Islington
- the Thameslink Programme will provide an enhanced north-south access
- the West Anglia railway enhancements would enhance services on the Lee Valley line to Stansted and link Stratford to Stansted airport, and work is needed to progress this scheme during the plan period
- Crossrail 2 is yet to be fully planned, but could open up rail access to key regeneration areas in north-east London, through Hackney and potentially into the Lea Valley. It could provide new journey opportunities and relief to the Victoria Line corridor. This scheme is unlikely to be implemented until towards the end of the plan period but should remain a priority alongside the West Anglia Route Modernisation
- further improvements to orbital movements around the North Circular would benefit access and the economy in the sub-region
- improvements in local transport, including the planned increase in bus capacity across London, better cycling and walking facilities are also important for the development of the North London sub-region These should particularly strengthen connections to town centres and employment locations
- the bus network will continue to provide an extensive set of local and trunk links, both as the main mode and for interchange with other modes. The network will be developed in tandem with London's growth. It will be the main mode of public transport for many developments. It is focused on London's town centres and town centre policy should take account of this.

Opportunity Areas in North London

Policy 5B.2 Opportunity Areas in North London
The North London Opportunity Areas are shown in Table 5B.1. The Mayor will work with partners to draw up planning frameworks for these areas. These should inform DPDs and broader regeneration and community strategies and initiatives. Taking account of other policies, developments will be expected to maximise residential and non-residential densities and contain mixed use (see Chapter 3B and Chapter 4B). Given their scale, they are also likely to give rise to substantial planning obligations (see Policies 6A.4 and 6A.5). The general policy directions to be followed in the planning frameworks are indicated below.

table 5B.1 Opportunity Areas and Areas for Intensification in North London

	Area (Ha)	Indicative employment capacity[a] 2001 – 2026	Minimum homes[b] 2001 – 2026
Opportunity Areas			
King's Cross	53	25,000	2,250
Paddington	38	23,200	3,000
Euston	16	5,000	1,000
Tottenham Court Road	19	5,000	1,000
Victoria	52	8,000	1,000
Upper Lea Valley (including Tottenham Hale)*	3,133	15,000	7,000
Cricklewood/Brent Cross	323	20,000	10,000
Colindale	201	500	10,000
Areas for Intensification			
Arsenal/Holloway	38	1,500	2,000
Mill Hill East	48	500	3,500
Haringey Heartlands/Wood Green	50	1,500	1,700
West Hampstead Interchange	17	500	2,000
Holborn	13	2,000	200
Farringdon/Smithfield*	10	2,000	100
Total	**4,011**	**109,700**	**44,750**

a) This is the theoretical capacity of the area. In many areas the transport system would not currently support this level of development and contributions would be required from the development to support this level of growth.

b) This is a minimum target for the Area. In many areas the transport system would not currently support this level of development and contributions would be required from the development to support this level of growth.

*Also part North East sub-region

source   GLA

5.32   Three major Opportunity Areas are located along the Euston/Marylebone Road at Paddington, Euston and Kings Cross. There is a need to integrate these major development opportunities spatially with a coherent transport, open space and tall building strategy. A study has already been completed of the Euston Road exploring its potential as a spine linking the three areas.

5.33   King's Cross has the best public transport accessibility in London. This will improve further with the completion of the CTRL, Thameslink Upgrade and the Cross River Tram. Completion of the CTRL will release 20 hectares of underused land. Its central location and unique public transport accessibility offer particular scope for high-density business development, as well as housing. In such a highly urbanised quarter, environmental quality is crucial. The development should draw upon the historic features of the site to create a truly sustainable business and residential community, minimising reliance on car use and including appropriately located and designed tall buildings. The development framework should ensure integration of development of the main station and brownfield sites with that of the wider area, including the need for complementary renewal of the area to the south of the station to enhance one of London's key international gateways.

5.34   Paddington is a major national and commuter rail terminal, which has good links with Heathrow and London rail services. Crossrail 1 will extend links to the City and eastwards. The area has a distinct 'canal-side' character to build on. Existing developments have already begun to respond to the site's scope for high density, good quality, business and housing development. It is an area generally suitable for tall buildings. Future development should enhance environmental quality, support low car use and integrate with the surrounding neighbourhood.

5.35   Euston is a major national and commuter rail terminal with good links to the rest of CAZ. These will be enhanced by the Cross River Tram. Given its location and accessibility the station airspace and adjacent areas are underused and have considerable potential for intensification. There is scope to develop the relationship with the adjacent university quarter. Though viewing corridors impose some limitations on development, parts of the site may be appropriate for tall buildings subject to other policies in this plan.

5.36   Tottenham Court Road. Supported by substantially enhanced public transport accessibility associated with Crossrail 1, there is particular potential to enhance the attractions of the Tottenham Court Road/ Eastern Oxford Street Area and realise its development potential. A visionary, joint development framework will be required to achieve this,

emphasising its strategic role as well as recognising local concerns and providing the basis for integrated renewal across borough boundaries. This will be a key component of the wider West End Special Retail Policy Area. There are significant opportunities to improve the public realm of the area and provide for better connection between Covent Garden, Oxford Street and Bloomsbury.

5.37   Victoria is a major transport interchange, the busiest in London, which needs substantial upgrading and enhancement, and the public realm is in need of improvement. The station and nearby sites have significant capacity for intensification. This will require management to sustain its heritage features. With good design the area is suitable for tall buildings without compromising strategic or local viewing corridors. It offers scope for closer synergy with the Vauxhall/Nine Elms/Battersea Opportunity Area south of the river.

5.38   The Upper Lea Valley is a six-mile corridor extending north from the Lea Bridge Road through Tottenham Hale to the M25, focused around a regional park. Together with the Blackhorse Lane and Leyton 'industrial villages' in Waltham Forest, it comprises one of the largest clusters of manufacturing and technology-led industrial estates in London (with leisure and sports-based activities at Picketts Lock). It is also linked to the Lower Lea Valley Opportunity Area. Mixed-use development, especially intensification at tube and rail stations will revitalise parts of the area. There is also a need to retain sufficient industrial land for continuing industrial purposes including waste management away from key public transport hubs. The location, construction and design of new development and infrastructure should avoid significant and cumulative impacts on European biodiversity sites.

5.39   There are several development sites within the area, and the main requirement is for high quality renewal, including modernising estates and improving transport. Future plans for Innova Park need to allow for greater flexibility including residential, educational and other commercial uses such as hotels, which provide vital support infrastructure to the business community. The Lee Valley Regional Park Authority and water utilities should collaborate with relevant boroughs in relating industrial and housing renewal to the environmental assets of the Lee Valley Park and the green belt. The opening of the reservoirs to the public would enhance connections east to west across the valley and increase use of the Regional Park.

5.40   Tottenham Hale forms part of the Upper Lea Valley Opportunity Area and a draft Framework is being produced to guide its significant redevelopment opportunities. The area has good public transport

accessibility with mainline rail services to central London, Stansted Airport and the Upper Lea Valley, and Underground services. However, the local road network requires reorganisation to enable more efficient use of the land. Improvements to the capacity of the underground station, new bus infrastructure and services are needed to deliver higher density, mixed-use development.

5.41   The area would be revitalised through higher density development, particularly close to the station. A strong pedestrian connection is needed across the sites together with better links over the railway and canals between the station and the regional park. This location is considered suitable for appropriate tall buildings.

5.42   Cricklewood/Brent Cross. A Planning Framework has been completed and endorsed by the Mayor and Barnet Council. This area combines the former railway land to the north, and the industrial land to the east of Cricklewood Station, together with Brent Cross regional shopping centre across the A406 North Circular Road and its wider hinterland. The planning framework seeks the redevelopment of Brent Cross as a town centre complementing the roles of other centres nearby. This would entail an extended mix of town centre activities including housing. The planning framework makes provision for at least 5,000 additional homes together with local ancillary services and a rail station on the Cricklewood site. Any new development should be phased with improved public transport and accessibility across the area. The future use of the railway lands will be influenced by Policy 3C.4 – Land for Transport.

5.43   Colindale. This area comprises parts of the former RAF East Camp adjacent to the M1, which is currently being redeveloped for housing, the Hendon College site, the existing Grahame Park Estate, which is due to be comprehensively redeveloped, as well as Colindale Tube and the Hospital and library sites to the west of the tube. In total these represent an opportunity significantly to intensify residential development together with a range of leisure and other uses. Appropriate developer contributions will be needed to deliver public transport improvements to support the proposed intensification of residential use.

Areas for Intensification in North London

> *Policy 5B.3 Areas for Intensification in North London*
> The Areas for Intensification in the North London sub-region are shown
> in Table 5B.1. To help accommodate growth, boroughs, in consultation
> with the Mayor, should promote development opportunities through
> higher density redevelopment at key transport nodes of good accessibility
> and capacity and in town centres and seek to achieve higher levels of
> provision wherever possible, especially for housing.

5.44   Arsenal/Holloway. A major regeneration scheme is underway including
        the completion of the new stadium for Arsenal FC, a new waste recycling
        facility, around 3000 homes and associated community development.
        This should be complemented by measures to improve the A1 corridor,
        including Highbury Corner.

5.45   At Mill Hill East, opportunities for redevelopment exist around the
        Underground station, principally at the MOD Inglis Barracks, Mill Hill
        gas works, and council depot sites. Development would primarily comprise
        new housing at higher densities, with a mix of uses to provide local
        employment and servicing and Barnet Council are currently developing
        a framework to investigate site intensification. Other uses including
        further/higher education may also be appropriate.

5.46   Haringey Heartlands/Wood Green benefits from a planning framework
        designed to coordinate the range of development opportunities on
        the railway and industrial lands to the south-west of Wood Green town
        centre. These sites include the Clarendon Road gas works, adjacent
        Coburg Road industrial area and Hornsey waterworks. There is significant
        scope for enhancement of these areas, building on the area's industrial
        heritage. Site assembly and provision of better links with the town centre
        will be key to a comprehensive development. The provision of sustainable
        high-density mixed-use development for housing, leisure, retail,
        employment and open space should be included in any redevelopment
        plans. Opportunities should be taken to redevelop parts of Wood Green
        town centre for high-density, mixed-use schemes.

5.47   At West Hampstead there is a significant transport interchange and great
        potential to improve the links between rail, underground and bus as well
        as achieving the intensification of use of the land, potentially including
        development over the railways. From 2007, TfL became responsible
        for letting the London Overground concession, previously known as the
        Silverlink Metro service, which is helping to promote these aspirations.

5.48 Holborn Intensification Area and the wider midtown office quarter should benefit from improved public transport accessibility and capacity through mixed-use redevelopment at higher densities. This area has the potential also to benefit from the nearby Tottenham Court Road Opportunity Area.

5.49 Farringdon/Smithfield could provide additional development capacity depending on operational rail requirements and the degree of station renewal and improvements to transport and interchange capacity. Development should be set in the context of the review of London's wholesale markets and will be maximised through use of airspace. It should be integrated with surrounding areas, although there will be some local environmental constraints.

Areas for Regeneration in North London

5.50 The general policy for Areas for Regeneration is set out in Policy 2A.7. While some parts of North London are extremely affluent, there are significant concentrations of deprivation. There is an arc of severe social and economic disadvantage running through the inner part of the sub-region where many residents lack the skills to access nearby CAZ jobs. Some of London's 20 per cent most-deprived wards extend up the Lea Valley into North London and include eastern Haringey (particularly Tottenham), south-east Enfield (Edmonton) and parts of Hackney. The relationship of these areas to the defined Opportunity Areas of the Upper Lea Valley, Tottenham Hale and Stratford is important as well as links with development opportunities within and beyond the sub-region, particularly those associated with Stansted Airport. In planning for these areas, boroughs should identify links that will enable their residents to benefit from the growth in nearby Opportunity and Intensification Areas and the CAZ.

5.51 A combination of new transport links to these areas, employment and training programmes, the removal of barriers to work and capacity-building initiatives should ensure that development opportunities benefit and assist in regenerating local communities.

5.52 There is a general need to co-ordinate spatial, social and economic policies and actions. In particular the area's residents need to be equipped with the skills, access and support facilities that will allow them to benefit from job opportunities, both locally and within the wider London labour market.

Town centres in North London

5.53   The general policies for town centres are set out in Policy 2A.8 and
        Chapter 3D. The North sub-region will face the greatest growth in
        consumer expenditure, creating demand for 0.3 to 0.45 million sq m
        more comparison goods floorspace to 2016. Though more than half
        of this will be focused on CAZ, especially the West End, much should
        be accommodated in its dense network of town centres taking into
        account guidance in the SRDF/SRIF. However some centres, especially
        in outer areas, are likely to be challenged by other changes, particularly
        in the office market and may need sensitive restructuring. Strategically
        designated town centres in the sub-region (shown on Map 5B.1) should
        be considered as opportunities for more intensive development and
        boroughs should consider how their roles could be consolidated or
        enhanced to meet retail and other consumer needs and to increase
        capacity for mixed-use development including housing. It is intended
        that Brent Cross regional shopping centre will evolve into an integrated
        town centre with a mix of uses including housing. In addition, Wood
        Green, Enfield, Edgware, Dalston and other centres have the potential
        to provide sustainable access to higher quality goods and services.

Strategic Industrial Locations in North London

5.54   North London contains nearly 14% of London's industrial land and eight
        SILs. In developing criteria to manage any release of surplus sites outside
        the SIL framework, boroughs should take account of the need to maximise
        housing provision, especially affordable housing. In managing the stock
        of industrial land, account should be taken of the need to make provision
        for transport land and land for waste management facilities in line with the
        principle of self-sufficiency and taking account of some of CAZ's needs.

5.55   Boroughs in the inner part of the sub-region should ensure that adequate
        provision is made for firms which serve the central area economy, need
        ready access to it but cannot afford a CAZ location. Such provision may
        be close to but not necessarily within the CAZ's fringe.

5C North East London

Definition and strategy

5.56 The North East London sub-region is shown on Map 5C.1 and comprises the City, Tower Hamlets, Newham, Waltham Forest, Redbridge, Havering and Barking & Dagenham. It has a population of 1.4 million and provides 900,000 jobs.

map 5C.1 North East London sub-region
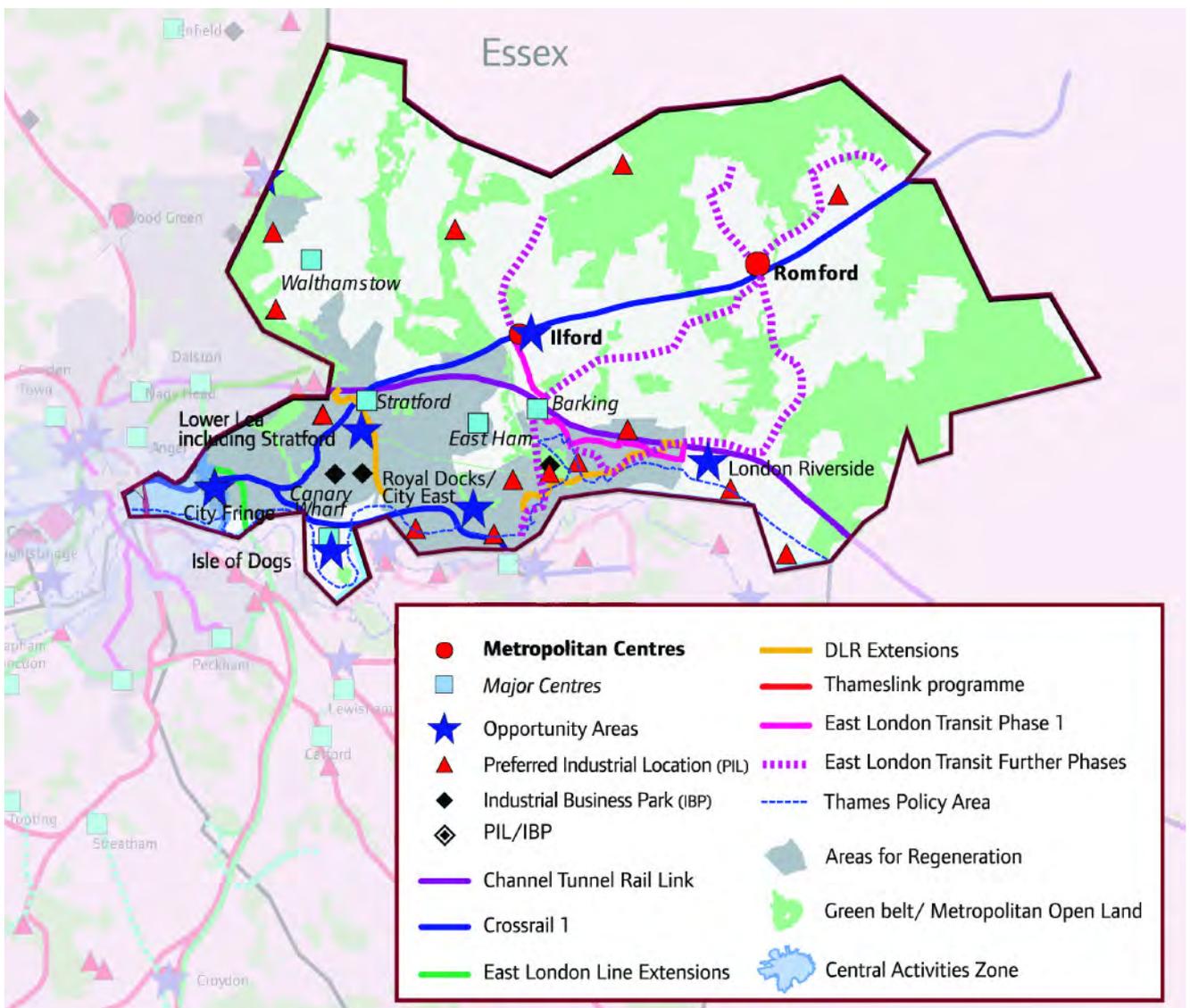
source   GLA

Policy 5C.1 The strategic priorities for North East London

In the context of all policies in this plan, the strategic priorities
for the North East London sub-region will be to:

- deliver the London element of the Government's priority for the Thames
  Gateway for development, regeneration and transport improvement,
  recognising the links with other parts of the Thames Gateway and the
  London-Stansted-Cambridge-Peterborough growth area
- take advantage of the sub-region's exceptional access to the CAZ and
  to other growth and development areas to sustain relatively high levels
  of economic and population growth
- promote the contribution of the sub-region to London's world city role,
  especially in relation to the City and the Isle of Dogs, plan for the 2012
  Olympic and Paralympic Games and enable the necessary development
  for a successful sustainable Olympics (Policy 5C.2)
- optimise the development of Opportunity Areas as set out in Policy 5C.3
- enhance the attractiveness of town centres and manage their restructuring
  where necessary, including the comprehensive development of Stratford
  as a new commercial, retail and residential area of London, making the
  most of its European links and its pivotal role connecting the growth areas
- ensure that the substantial expansion of population expected in North
  East London is accommodated in sustainable communities, taking into
  account their needs for social and community infrastructure and capacity
  building, access to employment and services, exemplary approaches
  to waste, energy and water use, management and provision
- ensure improvements to the open space and Blue Ribbon Networks,
  in particular the Thames and network of waterways in the Lower
  Lea/Stratford area and the Green Arc and Green Grid concepts.
  Special attention should be paid to long-term flood risk
- improve public access for local communities to Lee Valley Regional Park
- plan for and secure the necessary financial resources to deliver planned
  transport infrastructure for the sub-region including local schemes
  that improve public transport, walking and cycling connections to town
  centres and employment locations. Particular priorities for the sub-region
  are CTRL, Crossrail 1, East London Line extension, DLR extensions
  and enhancements, improved bus services, the East London Transit,
  new river crossings and, in the longer term, Crossrail 2
- manage the strategically significant surplus stock of industrial land
  in line with guidance in the Sub-Regional Implementation Framework
  and Industrial Capacity SPG taking into account the need to accommodate
  additional waste management facilities including those required
  to address the needs of CAZ
- improve and extend strategic logistics provision, particularly inter-modal
  facilities, towards the east of the sub-region

> · recognise that development in the sub-region will continue
>   as a priority well beyond the plan period as major infrastructure
>   improvements stimulate development and environmental improvements.
>
> The Mayor will continue work with sub-regional partnerships to develop
> a coherent Sub-Regional Implementation Framework for North East London
> in which these priorities will be developed further (see Policy 5A.1).

5.57   North East and South East London, and especially the Thames Gateway area,
        are the Mayor's priority for development, regeneration and infrastructure
        improvement. North East London has many of the capital's largest
        development sites and a large number of areas suffering multiple deprivation.
        It should accommodate a minimum 102,000 additional homes to 2016 and
        over 250,000 additional jobs are projected for the sub-region up to 2026.
        Development in this sub-region should continue well beyond the plan
        period as the impacts of major new transport infrastructure, such as
        Crossrail 1, and of programmes of land assembly stimulate development
        and environmental improvement.

5.58   The sub-region will be in the vanguard of the nationally important change
        and regeneration planned for east London as a whole. It includes the London
        end of the nationally recognised London-Stansted-Cambridge-Peterborough
        growth area as well as part of the Thames Gateway and of CAZ.

5.59   The changing spatial and transport structure of the sub-region will be
        a key factor in accommodating this growth. Much of the forecast growth
        in jobs should be accommodated in the CAZ (which will remain the major
        source of employment growth) and its Opportunity Areas, together
        with the financial and business services hub at Canary Wharf and
        London's European gateway of Stratford. These should be planned
        in a complementary way.

5.60   A substantial proportion of London's Opportunity Areas are in North
        East London. This plan seeks to integrate their development through
        linked frameworks. These include parts of the large areas suffering
        from deprivation which lie within North East London. Some of these,
        as can be seen from Map 5A.2 overlap with areas within which there has
        been a growth in black and ethnic minority communities. Developments
        should provide appropriate levels of access, skills and support necessary
        for these areas to benefit as fully as possible from the development
        that will take place close by.

5.61   Much of the North East London sub-region demands major improvements
        in the quality of services and the environment. A concerted effort from all
        the agencies involved is needed to raise the standards of education, health
        services, public facilities and training opportunities. The Thames Gateway
        requires a huge environmental upgrade and improvement in image.

5.62   Development in North East London must take account of flood risk
        (see Chapter 4A). Concentration of the development on Opportunity
        Areas and Areas for Intensification within North East London substantially
        reduces the requirement for extra flood defences, since such large scale
        areas are already generally protected. In partnership with the Environment
        Agency, development should be planned to meet the required standard
        of flood defence.

5.63   The purpose of the East London Green Grid is to create a network of
        high quality and multi-functional open spaces to support sustainable
        communities. The network is made up of open spaces, the links between
        them and the wider public realm. The Mayor will work with partners to
        produce Supplementary Planning Guidance to provide further information
        on the Green Grid Framework. This will provide the context for open
        space enhancement in east London, identifying how boroughs and other
        stakeholders should shape their policies and actions to deliver the network.

5.64   North East London should become one of London's major gateways
        to mainland Europe, building particularly on the Stratford International
        railway station, but also on access to the City and Stansted airports, the
        Channel Tunnel and the Port of London. Economic development should
        be geared for the long-term opportunities these present. The quality
        of housing and the environment in North East London in areas accessible
        to CAZ and the north of the Isle of Dogs Opportunity Area should be
        improved to encourage greater access to employment from the east. This
        would help to make more efficient use of existing transport infrastructure.

Transport

5.65 North East London has seen significant recent additions to public transport capacity, including the extension of the DLR network to City Airport and North Woolwich. In addition, Phase 1 of the East London Line extension is due for completion in 2010.

5.66 To support the development opportunities necessary to underpin London's role in the global economy and to support local regeneration initiatives, North East London needs further significant improvements in transport accessibility. Transport for London is working with other agencies to develop an area transport strategy for Thames Gateway.

5.67 The proposed transport schemes that will serve North East London are (see also Chapter 3C):
- Crossrail 1, with two proposed corridors from Whitechapel – one to the Isle of Dogs, the Royal Docks and out to Abbey Wood and a second leg to Stratford, scheduled for phased completion by 2017
- Crossrail 2, which would significantly improve public transport access to the inner part of the sub-region and into central London. The earliest completion date is towards the end of the plan period
- phase II of the CTRL will deliver enhanced international accessibility to Stratford and also increase the capacity for commuting from outside London into the sub-region and central London
- expanded capacity on the DLR, with Phase 1 (three-car trains from Bank to Lewisham) scheduled to be completed in 2010, and the planned Woolwich Extension to be introduced in 2009. Two further extensions are planned to Stratford International and Dagenham Dock, of which the Stratford International branch is expected to be complete by 2010
- the East London Line northward extension to Dalston, scheduled for completion by 2010, and Highbury and Islington, scheduled for completion in 2011, will provide services to the inner part of the sub-region
- underground train service capacity improvements on the Central, District, Victoria and Jubilee lines will be implemented in the sub-region
- the East London Transit, serving town centres and development sites north of the river
- three new river crossings, to provide vital links between economic activity and residential areas north and south of the river; improve regional and local movements by road and rail and stimulate regeneration without encouraging long distance commuting by road (see Policy 3C.15)

- improvements to orbital movements around the North circular would benefit access and the economy in the sub-region
- the bus network will continue to provide an extensive set of local and trunk links, both as the main mode and for interchange with other modes. The network will be developed in tandem with London's growth. It will be the main mode of public transport for many developments. It is focused on London's town centres and town centre policy should take account of this.

5.68   The Isle of Dogs and Stratford will be key beneficiaries of the substantial planned increases in transport capacity and accessibility and will therefore be able to sustain significantly increased development levels.

2012 Olympic and Paralympic Games

Policy 5C.2 Olympic and Paralympic Games
The Mayor will and partners should:
- work to develop and implement viable legacy uses for the new permanent facilities in the 2012 Olympic and Paralympic Park. This will include ensuring that the facilities meet London's elite and recreational sport needs; that they are accessible and affordable for all Londoners; and that their legacy uses are fully reflected in their design and construction
- take the opportunities presented by the 2012 Olympic and Paralympic Games to increase participation in sport and physical activity among all sections of London's population, and ensure that community access is secured to legacy facilities following the Games (see Chapter 3D)
- ensure that housing development in the Olympic Park after 2012 (including in the converted Olympic Village) is consistent with housing policies in the London Plan, meets identified housing needs, and gains maximum benefit from its association with the Games
- work to promote and secure sustainable development and procurement policies for the 2012 Olympic and Paralympic Games delivery bodies and other key organisations, covering all phases of the Games including: preparation and construction; the Games themselves; and the legacy development
- work to maximise the employment, skills and volunteering benefits for Londoners arising from the Games and Games-related business. Retained employment areas will be revitalised and new mixed use areas created across the Lower Lea Valley integrated with homes, recreational and community facilities
- work to ensure that all Londoners have access to the opportunities arising from the 2012 Olympic and Paralympic Games and the legacy development promote better health and, in particular reflecting the

fact that a) the Games will be centred in one of the most diverse, and most deprived, parts of London and b) the 2012 Paralympic Games represent a unique opportunity to promote the needs and potential contribution of disabled people and disabled sport
- ensure that the portfolio of land acquired and remediated by the LDA for the Olympic development is used after the 2012 Olympic and Paralympic Games to help meet the strategic needs of the Lower Lea Valley and wider Thames Gateway in accordance with policies elsewhere in the London Plan
- maximise opportunities arising from the 2012 Olympic and Paralympic Games to promote London's status and image as a leading world city to an international audience
- ensure that 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. The Mayor will promote the use of public transport and encourage the movement of freight and waste resources by rail, canal and river
- ensure that the 2012 Olympic and Paralympic Games preparation, staging and legacy contribute to the delivery of the Mayor's environmental strategies and objectives in particular in respect of waterways and greenspace, air quality, and in respect of climate change, water, energy and waste.

5.69   The Mayor's overall objective for the 2012 Olympic and Paralympic Games is set out in Chapter 1 and the specific legacy of sporting facilities in Chapter 3D.

5.70   The London 2012 Olympic and Paralympic Games present a unique opportunity to secure and accelerate the delivery of many elements of the Mayor's strategies. The Games will leave a physical legacy that includes new permanent sports facilities, new housing and many hectares of new green space. The legacy Olympic Park development should be designed and built in a way that guarantees its economic, social, health and environmental sustainability for the generations after 2012. It should also form an integral and integrated part of the regenerated wider Lower Lea Valley to meet the needs of the area's current and future communities. The unique status and recognition arising from association with the Games should be used to effect a permanent, positive transformation for one of London's most neglected areas. The Legacy Masterplan Framework should reflect London Plan policy and also be coordinated with the Lower Lea Valley Opportunity Area Planning Framework.

5.71   The Mayor is a member of the Olympic Board, which co-ordinates the
        work of the bodies responsible for delivering the Games: 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 that will underpin the
        Games' preparation and staging, including those for design, procurement
        and sustainable development.

5.72   He will be a leading partner in using the Games to realise the wide
        range of potential benefits for London: physical, economic and social
        regeneration in east London; the promotion of sport and physical activity
        among Londoners; and the promotion of London to domestic and
        international audiences. The historic diversity of East London will be
        reflected and celebrated in all of this work.

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

Opportunity Areas in North East London

Policy 5C.3 Opportunity Areas in North East London
The North East London Opportunity Areas are shown in Table 5C.1.
The Mayor will work with partners to draw up planning frameworks
for these areas. These should inform preparation of DPDs and broader
regeneration and community strategies and initiatives. Taking account
of other policies, developments will be expected to maximise residential and
non-residential densities and to contain mixed uses (see Chapter 3B and
Chapter 4B). Given their scale, they are also likely to give rise to substantial
planning obligations (see Policies 6A.4 and 6A.5). The general policy
directions to be followed in the planning frameworks are indicated below.

table 5C.1 Opportunity Areas in North East London

	Area (Ha)	Indicative employment capacity[a] 2001 – 2026	Minimum homes[b] 2001 – 2026
Opportunity Areas			
Isle of Dogs	363	110,000	10,000
City Fringe (Bishopsgate/South Shoreditch)	489	80,000	5,000
Lower Lea Valley including Stratford*	1,446	50,000	32,000
Royal Docks	636	5,500	14,000
London Riverside	2,847	14,000	20,000
Ilford	55	200	6,000
Total	**5,836**	**259,700**	**87,000**

a) This is the theoretical capacity of the area. In many areas the transport system would not currently support this level of development and contributions would be required from the development to support this level of growth.

b) This is a minimum target for the Area. In many areas the transport system would not currently support this level of development and contributions would be required from the development to support this level of growth.

* Also part of the North sub-region

5.74   Isle of Dogs. The Mayor is working with London Borough of Tower Hamlets to ensure that its Area Action Plan supports strategic as well as local objectives and provides an Opportunity Area Framework for the whole of the Isle of Dogs peninsula. Within this area, Canary Wharf is already known globally as a prime focus for banking headquarters, as well as for media, financial and business services. The number of jobs in the area has risen from 19,000 in the early 1990s to almost 90,000 in 2005, mostly in financial and business services. Although not physically part of CAZ, many of the future activities on the Isle of Dogs are interdependent with central London. Development densities and mixed use policy should reflect this and the planning framework should consolidate and expand this role. Proposed transport investment will allow it to accommodate at least 150,000 jobs by 2016, and 200,000 by 2026, focused on the area with particularly good and improving public transport accessibility and capacity in and around Canary Wharf. This requires both partnership working to bring forward adequate land and a significant enhancement to transport capacity. Development in this area should complement the international offer of the Central Activities Zone and support a globally competitive business cluster (see also Policy 5G.3).

5.75   The Isle of Dogs planning framework should also make provision for at
       least 10,000 additional dwellings. Conversion of surplus business capacity
       south of Canary Wharf could add to this, helping to meet London's
       strategic housing need and support a wider mix of services for residents,
       workers and nearby communities. Complemented by a wider range of civic,
       leisure and other town centre facilities, the new retail provision in Canary
       Wharf has the potential to develop into a Major centre serving a significant
       catchment area. The currently car oriented retail provision in Crossharbour
       has potential for less car dependent, more sustainable development
       providing a wider range of uses appropriate for a District centre.

5.76   City fringe. The arc from Shoreditch round the eastern fringes of the City
       to Wapping contains a number of accessible, relatively central sites with
       significant development capacity. The area includes Bishopsgate/South
       Shoreditch and Whitechapel/Aldgate. Because of its proximity to the City,
       the area provides particular scope to support London's critical mass of
       financial and business services in ways that can contribute to the Mayor's
       sustainability objectives and underpin clustering of other economic activity,
       such as creative industries. As part of the general encouragement of growth
       towards the east of London minor extensions of the CAZ are proposed
       (see Policies 2A.4 and 5G.2) to realise development capacity and to exploit
       good public transport accessibility around Old Street station, the East
       London Line extension and Crossrail 1 around Aldgate and Bishopsgate.
       This is a complex area and the development process will be managed
       sensitively through the City Fringe Development Framework, coordinating
       action across four boroughs.

5.77   The City Fringe contains some of London's most deprived inner city
       communities as well as affluent new quarters and London's largest
       Bangladeshi neighbourhood. Interspersed with these are affordable
       business premises, some serving the local communities, others meeting
       the needs of national and international business and others which have
       developed into important commercial and cultural attractions in their
       own right, such as Spitalfields, Shoreditch and Brick Lane.

5.78   Stratford and the Lower Lea. Based on a dynamic planning framework
       being prepared by a range of partners including the Mayor, the relevant
       boroughs, the Olympic Delivery Agency and the London Thames Gateway
       Development Corporation (LTGDC), this Opportunity Area will accommodate
       some of the most important strategic regeneration initiatives for London
       and an urban renewal challenge of global significance. It will include:
       · the 2012 Olympic and Paralympic site and its legacy
       · the development of a new Metropolitan centre focused on Stratford
          town centre and railway lands, and
       · a rich mix of industry, housing and open space in the Lower Lea Valley.

5.79 Together these form the axis linking two nationally important growth corridors: the London-Stansted-Cambridge-Peterborough corridor to the north and the Thames Gateway to the east.

5.80 The main Olympic Park for the 2012 Olympic and Paralympic games is in the northern part of the valley and will radically 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.

5.81 The Lower Lea Valley (LLV) Planning Framework proposes a significant new residential community in the valley – potential capacity to deliver between 30,000 and 40,000 new homes has been identified – including the development of a new Metropolitan retail, leisure and business centre focused on Stratford town centre, with at least 4,500 new homes to suit a range of requirements. Close integration of new development on the rail lands and rejuvenation of the existing town centre, including physical links, is crucial.

5.82 Realising the potential of the unique landscape of the LLV is a central part of the vision for the future of the area – the four miles of waterways crisscrossing the valley will be revitalised, and in many places incorporated into the new park network which will extend the Lea Valley Park right to the Thames. This new linear park will function as a key element of the 2012 Olympic and Paralympic masterplan.

5.83 The geography of industrial land proposed in the emerging planning framework seeks to ensure the carefully managed release of appropriate sites for mixed-use development, and to ensure the retention of key industrial land, particularly in the Strategic Industrial Locations (SILs). Overall, the emerging planning framework has identified the potential for up to 50,000 new jobs to be generated; including over 30,000 predominantly office based jobs at Stratford City. This is in addition to the 7,000 temporary jobs that can be expected from construction of the 2012 Olympic and Paralympic Games facilities.

5.84 Royal Docks. The proximity of the Royal Docks to key development hubs at Canary Wharf and in the Lower Lea coupled with improving accessibility and substantial development potential make this a major Opportunity Area. The vision for the area anticipates substantial intensification and concentration of development to become a model of high-density, well-connected and mixed development. Crossrail 1 will open up significantly higher opportunities for growth in jobs and new homes and transform the perception of the area around the proposed station at Custom House.

5.85   The planning framework will address the perceived fragmentation of the
area which is reinforced by existing road and rail severances. These act
as barriers to local movement, creating a hostile environment, weakening
effective links between new and existing communities and compromising
development aspirations.

5.86   The Mayor will work with the LTGDC, LB Newham and other partners
to develop a planning framework which will provide a clear overarching
spatial vision for the area including future land uses, a network of the
local centres to accommodate social/community infrastructure and public
transport hubs, and a strategy to improve and coordinate local movement
and landscape infrastructure.

5.87   London Riverside. Focused on the original Barking Reach and London
Riverside Opportunity Areas and the Beckton Intensification Area,
the revised London Riverside planning and regeneration frameworks will
provide the basis for an integrated approach to regeneration of nearly
3,000 ha. These include existing and in some places deprived neighbourhoods
and large industrial areas, as well as under used or derelict sites and a
nature conservation project of national significance. The Mayor will work
with the three boroughs, the LTGDC and other partners to prepare the
frameworks and to realise the potential of the area in ways which will
benefit local communities and London as a whole. This will include the
potential release of some surplus industrial land for other uses.

5.88   There are extensive development opportunities at Dagenham Dock, South
Hornchurch and Rainham. However, the area has suffered from economic
decline, a degraded environment, and poor accessibility. Recent developments
have begun to reverse these trends with, for example, completion of the
new A13, development of the Centre of Engineering and Manufacturing
Excellence (CEME), and the establishment of a large RSPB nature reserve.
Good trunk road access, and existing warehousing clusters in this part
of the Opportunity Area create potential for the provision of strategically
important logistics facilities, including inter-modal freight transfer.

5.89   The framework should plan for compact, mixed urban communities
at South Dagenham, along the A1306 East, and in Rainham. The core
employment areas have the potential to be developed as a leading centre
for innovation and high-tech manufacturing, for industries that serve
London, and for the growth sector of environmental technology.
The adjacent Rainham Marshes and riverside open space should be planned
to provide a regionally important environmental and leisure asset for East
London. Improved public transport will be needed, building on plans for a
DLR extension and East London Transit schemes to serve London Riverside,

exploring the potential for improved services and additional stations along the current rail corridor, and extended bus services. Early phases of development can build around the already good public transport links at Barking town centre.

5.90 Further west Barking Reach is a 210 hectare area of vacant land adjoining the Thames. It is London's single largest housing development opportunity, with capacity for as many as 10,000 new homes if transport and development constraints can be addressed. The planning framework should focus on creating not just a high quality environment and a full range of community facilities, but a whole new urban area with a distinct character of its own, changing the image of the area as a place to live. It should include a new local centre with high-density, mixed-used development comprising leisure and other services, together with urban residential densities in the surrounding areas. Improvements to public transport such as an extension to the DLR and implementation of the East London Transit will be necessary to support this level of development as well as a grade separated junction between Renwick Road and the A13 which will allow north-south bus services to be introduced. The planning framework should also contain proposals to deal with contamination, to provide new access roads and utilities, to deal with unsightly overhead power cables and to provide new public open spaces.

5.91 At the western extremity of London Riverside area, the original Beckton intensification area contains up to 80 hectares of land available for development, in a potentially attractive location on the riverside and with good road access. However, there is currently insufficient road capacity to serve further major development. A planning framework for this area should guide the realisation of long-term opportunities for higher density development, taking advantage of riverside locations. This should be co-ordinated in line with greater public transport accessibility for example from the East London Transit scheme. There is particular scope to improve public transport access at Gallions Reach and to encourage a wider range of uses so that it can evolve into a balanced town centre. Public transport access to retail and leisure facilities elsewhere in the area should also be enhanced.

5.92 Ilford is both an Opportunity Area and a 'Metropolitan' town centre (as defined in Annex 1) serving outer east London. The opportunity exists to provide at least 6,000 additional homes on development sites in and around the town centre, taking into account operational transport requirements. In addition, Ilford town centre should develop a new leisure-oriented role to serve the wider area. Longer term development will be assisted by improved transport links, particularly Crossrail 1 and the East London Transit.

Areas for Regeneration in North East London

5.93 The general policy for Areas for Regeneration is set out in Policy 2A.7. The North East London sub-region contains a significant part of London's largest concentration of deprivation, much of it in and around the Opportunity Areas. Many of the most deprived wards in London are concentrated in large areas of Tower Hamlets and Newham with smaller areas in Barking and Dagenham and Havering (see Map 2A.2). In planning for these areas, boroughs should identify links that will enable their residents to benefit from the growth in nearby Opportunity Areas and in the Central Activities Zone, and from the Olympics and Paralympics legacy. A combination of new transport links to these areas, training programmes, and capacity-building initiatives should ensure that development opportunities benefit and assist in regenerating local communities.

5.94 There is a general need throughout the sub-region to co-ordinate spatial, social, health and economic policies and action. In particular, its residents need to be equipped with the skills, access and support facilities that will allow them to benefit from job opportunities, including in their own sub-region.

Town centres in North East London

5.95 The general policies for town centres are set out in Policy 2A.8 and Chapter 3D. Growth in leisure and retail demand across the sub-region could lead to the need for an extra 78,000 to 140,000 sq m of comparison goods floorspace to 2016. Provision for this should be made in strategically designated town centres (shown on Map 5C.1), taking into account guidance in the SRDF/SRIF. These town centres provide opportunities for more intensive development and boroughs should consider how their roles could be consolidated or enhanced to meet office, retail and other consumer needs and to increase capacity for mixed-use development including housing. It is anticipated that Stratford will develop into a 'Metropolitan' centre. Ilford, as an existing 'Metropolitan' centre, has particular opportunities for complementary mixed residential, leisure and other specialist development. The potential of centres like Barking and Romford to provide accessible and more sustainable alternative attractions to regional shopping centres outside London and to increase housing and viable employment capacity should be explored.

Strategic Industrial Locations in North East London

5.96 The North East London sub-region contains over a quarter of London's industrial land and 16 of its SILs. There is significant surplus industrial capacity within the sub-region which is in the process of release and re-designation as informed by the SRIF. The need for industrial relocation, especially that associated with the Olympics, the emergence of new
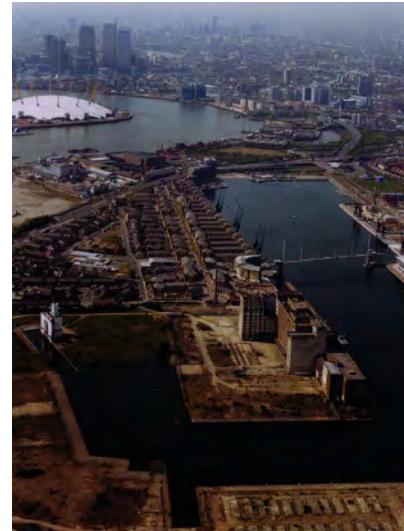
industrial type activities, such as those associated with waste management and logistics (including inter-modal transfer), and the complementary nature of policies for industry and wharves, will be key considerations in this sub-region. Logistics provision, including port capacity, must be coordinated with authorities beyond London. In addition, substantial areas do not meet modern industrial requirements. Access, environmental and other factors also constrain their redevelopment. Partnership action, including the LDA in many cases, will be necessary to address these in accordance with Policy 3B.4. The revised Sub-Regional Implementation Framework, informed by Supplementary Planning Guidance, will have an important role in this management process, coordinating strategic and local actions to implement London Plan policy.

5D South East London

Definition and strategy

5.97 The South East London sub-region covers five boroughs: Southwark, Lewisham, Greenwich, Bexley and Bromley and is home to nearly 1.3 million people and provides over 500,000 jobs. It includes part of a national priority regeneration corridor, the Thames Gateway and part of the Central Activities Zone. It is shown on Map 5D.1.

map 5D.1 South East London sub-region
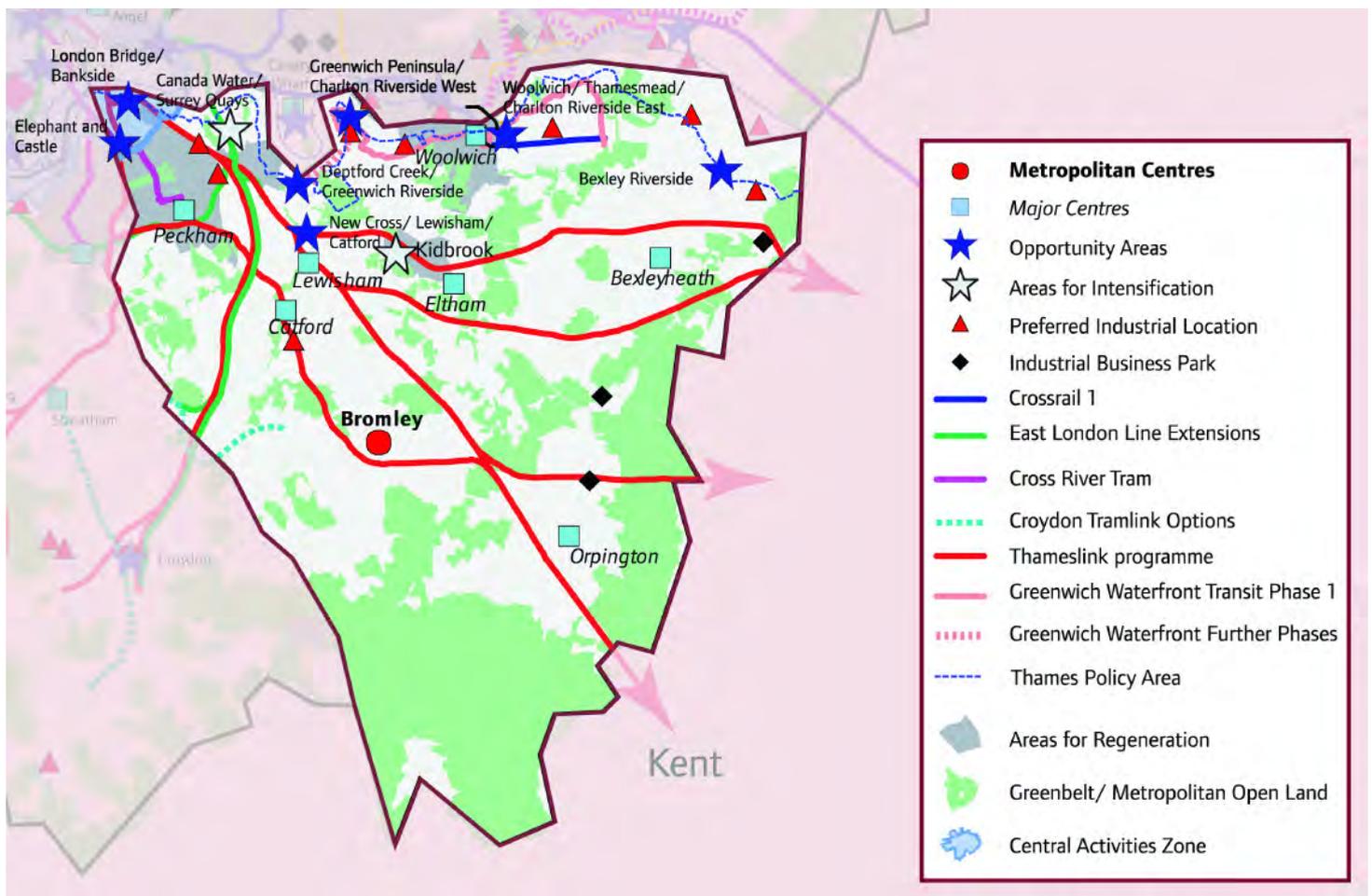
source   GLA

Policy 5D.1 The strategic priorities for South East London

In the context of all policies in this plan, the specific strategic priorities for the South East London sub-region will be to:

- deliver the Government's priority for the Thames Gateway for development, regeneration and transport improvement, while recognising the links with other parts of the Thames Gateway and the rest of the capital
- promote the sub-region's contribution to London's world city role, especially in relation to the Central Activities Zone including the London South Central Opportunity Areas and strengthen linkages between CAZ and the rest of the sub-region
- optimise the development of Opportunity Areas and Areas for Intensification as set out in Policies 5D.2 and 5D.3
- ensure that town centre capacity is available to accommodate increased demand for retail, leisure, community and business services associated with a substantial increase in population and to consolidate the strategic office offer in appropriate centres
- ensure that new housing provision is complemented by adequate social and other infrastructure and is integrated into the broader life of the sub-region taking into account their needs for social and community infrastructure and capacity building, access to employment and services, exemplary approaches to waste, energy and water use, management and provision
- address problems of social exclusion, with particular emphasis upon tackling barriers to work, better access to childcare and other support to allow residents to benefit from employment potential in the CAZ and Opportunity Areas and in nearby growth areas
- enhance, develop and integrate the heritage and visitor facilities along the river between Creekside and Woolwich as a world-class leisure destination
- in relevant areas ensure that the effects of climate change and, in particular, potential tidal flood risk are assessed authoritatively and that effective measures are incorporated in the location, design and construction of development to address it
- develop and extend the Green Arc and Green Grid concepts, linking them closely with the creation of exemplary sustainable communities in the Thames Gateway
- manage the release of surplus industrial land taking into account the need to accommodate additional waste management facilities including those required to address the needs of CAZ
- improve and extend strategic logistics provision, particularly inter-modal facilities, towards the east of the sub-region
- plan for and secure the necessary financial resources to deliver planned transport infrastructure for the sub-region including strategic priorities: Crossrail 1, the East London Line extension, DLR extensions,

> Thameslink Programme, improved bus services, Greenwich Waterfront
> Transit scheme, new river crossings, including the Thames Gateway
> bridge and the Cross River Tram
> · recognise that development in the sub-region will continue
>   as a priority well beyond the plan period as major infrastructure
>   improvements stimulate development and environmental improvements.
>
> The Mayor will continue to work with sub-regional partnerships to develop
> a coherent Sub-Regional Implementation Framework for South East London
> in which these priorities will be further developed (see Policy 5A.1).

5.98 North East and South East London, and especially the Thames Gateway,
are the Mayor's priority area for development, regeneration and
infrastructure improvement. South East London will make a major
contribution to achieving strategic objectives for London as a whole,
with capacity for a minimum 55,000 additional homes to 2016 and over
100,000 jobs are projected for the sub-region up to 2026. Development
in this sub-region should continue well beyond the plan period as the
impacts of major new transport infrastructure and of programmes of land
assembly stimulate a virtuous circle of development and environmental
improvement.

5.99 Though there will be a concentration of growth in CAZ, a significant
expansion in employment in the sub-region is expected to occur beyond
CAZ, especially towards the end of the plan period. Action is required
now to support this trend, building on the attractions of the town centres
and Opportunity Areas of South East London. Several of the sub-region's
Opportunity Areas are close together along the river and form a zone of
change that needs co-ordinated planning. Chapter 3B indicates that in
common with many other parts of London beyond CAZ, structural forces
are likely to lead to a reduction in demand from traditional large scale,
private sector office occupiers. The SRDFs/SRIFs suggest appropriate
courses of action for individual centres to address this trend. The increasing
residential population, together with the development of new visitor
attractions will also generate demand for local retail, leisure and business
services and help drive town centre renewal.

5.100 There are large areas suffering from deprivation located close to these
Opportunity Areas and in many cases they overlap with the areas in which
there has been a growth in black and ethnic minority communities.
Developments should provide appropriate levels of access, skills and
support necessary for these areas to benefit as fully as possible from
the development that will take place close by.

5.101   The creative industries associated with Creekside, the world heritage site at Greenwich, leisure capacity at Greenwich Peninsula, which is suitable for a regional casino (Chapter 3D) and the Woolwich Arsenal provide particular scope for promotion and development as one of London's prime leisure and culture related destinations.

5.102   Though parts of South East London are highly attractive and have good levels of service provision, many areas need major improvement in the quality of services and the environment. A concerted effort from all the agencies involved is needed to raise the standards of education, health services, public facilities and training opportunities. The Thames Gateway as a whole requires a huge environmental upgrade and improvement in image.

5.103   The purpose of the East London Green Grid is to create a network of high quality and multi-functional open spaces to support sustainable communities. The network is made up of open spaces, the links between them and the wider public realm. The Mayor with partners has produced Supplementary Planning Guidance to provide further information on the Green Grid Framework. This sets the context for open space enhancement in South East London, identifying how boroughs and other stakeholders should shape their policies and actions to deliver the network.

5.104   Development in South East London must take account of flood risk (see Chapter 4C). Concentration of the development on Opportunity Areas and Areas for Intensification within South East London substantially reduces the requirement for extra flood defences, since such large scale areas are already generally protected. In partnership with the Environment Agency, development should be planned to meet the required standard of flood defence.

Transport

5.105   To support the development opportunities necessary to underpin London's role in the global economy and to support local regeneration initiatives, South East London needs further significant improvements in transport accessibility. Transport for London is working with other agencies to develop an area transport strategy for Thames Gateway. The proposed transport schemes affecting South East London are (see also Chapter 3C):
- Crossrail 1, with two proposed corridors from Whitechapel, one of which, to the Isle of Dogs, the Royal Docks and out to Abbey Wood passes through the eastern part of the South East Sub-Region. The proposed route along the south bank of the Thames will provide scope for higher density developments in the town centres and Opportunity Areas there.

- expanded capacity on the DLR, with three-car trains from Bank to Lewisham planned for introduction in 2009. The Woolwich extension will open in 2010
- the East London Line southward extension, scheduled for completion by 2010, will provide services to the inner part of the sub-region
- phase 1 of the Greenwich Waterfront Transit is proposed to run between North Greenwich and Abbey Wood
- underground train service capacity improvements on the Jubilee and Northern lines will be implemented in the sub-region by 2009 and 2012, respectively
- Cross River Tram which will serve the westernmost parts of the sub-region
- further improvements to orbital movements would improve access and the economy in the sub-region
- three new river crossing schemes, to provide vital links between economic activity and residential areas north and south of the river; to improve regional and local movements by road and rail and stimulate regeneration without encouraging long distance commuting by road (see Policy 3C.15)
- the bus network will continue to provide an extensive set of local and trunk links, both as the main mode and for interchange with other modes. The network will be developed in tandem with London's growth. It will be the main mode of public transport for many developments. It is focused on London's town centres and town centre policy should take account of this.

Opportunity Areas in South East London

Policy 5D.2 Opportunity Areas in South East London
The South East London Opportunity Areas are shown in Table 5D.1. The Mayor will work with partners to draw up planning frameworks for these areas. These should inform the preparation of DPDs and broader regeneration and community strategies and initiatives. Taking account of other policies, developments will be expected to maximise residential and non-residential densities and to contain mixed uses (see Chapter 3B and Chapter 4B). Given their scale, they are also likely to give rise to substantial planning obligations (see Policies 6A.4 and 6A.5). The general policy directions to be followed in the planning frameworks are indicated below.

**table 5D.1 Opportunity Areas and Areas for Intensification
in South East London**

	Area (Ha)	Indicative employment capacity[a] 2001 – 2026	Minimum homes[b] 2001 – 2026
Opportunity Areas			
London Bridge/Bankside	155	30,000	2,500
Elephant & Castle	87	4,200	6,000
Deptford Creek/ Greenwich Riverside	165	4,000	8,000
Lewisham-Catford-New Cross	815	3,500	6,000
Greenwich Peninsula & Charlton Riverside West	355	7,500	15,000
Woolwich, Thamesmead & Charlton Riverside East	1,457	9,000	15,000
Bexley Riverside	1,386	4,900	4,000
Areas for Intensification			
Canada Water/Surrey Quays	47	2,000	2,000
Kidbrooke	103	400	2,400
Total	**4,570**	**65,500**	**60,900**

a) This is the theoretical capacity of the area. In many areas the transport system would not currently support this level of development and contributions would be required from the development to support this level of growth.

b) This is a minimum target for the Area. In many areas the transport system would not currently support this level of development and contributions would be required from the development to support this level of growth.

5.106 London South Central. South East London covers part of London South Central, a framework which integrates action across three boroughs and the adjoining sub region, and which includes of the following Opportunity Areas: London Bridge/Bankside; Elephant and Castle; Waterloo; and Vauxhall/Nine Elms/Battersea.

5.107 London South Central should experience general intensification of development, together with significant environmental and accessibility improvements over time, as its potential is realised. These improvements are necessary to redress the perception of the area's relative isolation from the rest of central London. Sensitive intensification across a number of relatively small sites is needed. In the balance of uses, planning frameworks should reflect the entertainment and cultural roles played by areas along the South Bank. Secure and enhanced pedestrian access to the riverside should be a further priority. This area contains many of London's existing and proposed tall buildings which will help re-define its role within CAZ, subject to the wider policies of this plan on design quality.

5.108   London Bridge/Bankside. The riverside between London Bridge station and Tower Bridge is already accommodating a significant increase in office stock. Redevelopment and intensification of London Bridge station and its environs are proposed within the draft London Bridge framework together with improved public transport and interchange facilities and better pedestrian integration with the surrounding area. Parts of this area may accommodate tall landmark mixed-use developments.

5.109   The riverside and its hinterland between Blackfriars Bridge and Tower Bridge can accommodate significant increases in both office and residential stock. Hotel development within this area could contribute significantly to delivering tourism objectives. There are also opportunities for expansion of the area's cultural and medical activities. Proposals for open space networks and transport and community infrastructure should be coordinated with those in the Waterloo Opportunity Area and across borough boundaries.

5.110   Elephant and Castle. A planning framework has been prepared for the area around the Elephant and Castle. This draws on its good public transport accessibility, relatively affordable land and more closely integrates it with the Central Activities Zone. The framework promotes the area as a suitable location to meet some of central London's longer-term needs for extra office space, as an area generally suitable for tall buildings and a framework of connected public open spaces. The framework seeks a significant increase in housing and retail provision and its integration with a more efficient transport interchange. Environmental and traffic management improvements and resolution of rail related issues are crucial to the successful redevelopment of this southern gateway to central London.

5.111   Deptford Creek/Greenwich Riverside. The waterside and heritage character of parts of this area coupled with new creative activities and recent public transport improvements give it considerable regeneration potential. This will be further enhanced through proposed additional Thames river crossings (see 3C.15). Regeneration would benefit major concentrations of deprived communities across three boroughs. The planning framework should build on these assets and historic regeneration investment to sustain the rejuvenation of the area. It should address large-scale regeneration opportunities, including parts of Convoys Wharf, as well as harnessing potential for a cultural quarter, for smaller scale leisure and tourism-related provision and additional housing. Road congestion, for example on the A2 and A200, is a particular issue in this area and the framework also needs to address this.

5.112   New Cross, Lewisham and Catford. There is considerable scope for further intensification in central Lewisham. This is associated with the relatively good public transport accessibility and redevelopment capacity in Catford, New Cross and in particular Lewisham town centre, where strategically important regeneration is already underway.

5.113   Greenwich Peninsula/Charlton Riverside West. The peninsula has the land capacity for substantial amounts of development which could contribute to the wider regeneration of the Thames Gateway. The main focus of development should be at the north of the peninsula around the Dome and the Jubilee Line station. Here, a dramatic new urban quarter will be created through high-density development with minimal parking provision, using innovative architecture to reinforce a high quality environment.

5.114   The Greenwich Peninsula can play two important strategic roles. Firstly, the development of the Dome as a leisure attraction of international significance and the suitability of the area for a regional casino. Secondly, as a major contributor to meeting London's need for additional housing. Taking this into account, the planning framework should include plans for more than 15,000 new homes over a 10 to 15 year period. Some commercial development to provide a sustainable community and support London's overall economic growth should be accommodated on the peninsula. This should be focused on the Jubilee Line station and should be phased to recognise the existing public transport constraints.

5.115   Drawing on improvements to public transport including the Greenwich Waterfront Transit, the wider Opportunity Area including Charlton Riverside West has considerable potential for redevelopment to enhance the local environment, provide more effective land use and better employment prospects. In preparing the planning framework partners should consider linkages with Charlton Riverside East and Woolwich and explore the scope for further housing, for example at Greenwich Hospital, and encourage the renewal of industrial areas.

5.116   Woolwich/Thamesmead/Charlton Riverside East. This area focuses on the original Thamesmead Opportunity Area and Woolwich town centre and Royal Arsenal Intensification Area. It has been extended to improve links with the communities to the south, especially those which experience deprivation, and to coordinate increases in local development capacity and the need for environmental improvements.

5.117   A large potential development area with an attractive riverside setting lies to the west of Thamesmead centre and the central lake. The development of this area represents a strategic housing opportunity that should

provide new community and recreation facilities together with improved open space and Metropolitan Open Land. Development should be phased to accommodate the Thames Gateway river crossing approach road which will open up access to employment opportunities north of the river. The residential environment and capacity of Thamesmead should also be enhanced through estate renewal. The proposed Greenwich Waterfront Transit will link the area effectively into the public transport system providing fast, direct links between Thamesmead, Woolwich and Greenwich. The planning framework should also take account of the scope to improve and expand employment capacity in the White Hart Triangle and other industrial sites, including logistics provision.

5.118   Implementation of the masterplan for the Royal Arsenal, a 40 hectare development opportunity on the riverside, will raise the profile of Woolwich and encourage the wider regeneration of the town centre. Significant resources have already been invested in site clearance, new infrastructure, and upgrading the listed Arsenal buildings; a mixture of uses should be accommodated on the rest of the site, including a cluster of creative industries. The A206 presents a barrier to movement between the site and the town centre. Attractive links between the two areas are required to ensure that the town centre benefits from visitors to the Arsenal. The extension of the DLR to Woolwich and the Greenwich Waterfront Transit will improve the accessibility of the area. The wider Opportunity Area including Charlton Riverside East has development potential associated with improved public transport accessibility. This should be co-ordinated with plans for the Greenwich Peninsula and Charlton Riverside West.

5.119   Bexley Riverside (Belvedere/Erith/Slade Green/Crayford) contains clusters of specialised industrial uses, including waste related operations, manufacture of building products and warehousing as well as residential neighbourhoods requiring environmental improvement and two town centres with scope for intensification and renewal. With good transport access and linkages with Europe, there is particular scope to make a strategically important contribution to meeting London's logistics requirements including the need for inter-modal freight transfer facilities.

5.120   Some industrial type activities tend to make the area unattractive, although recent development has achieved high standards of design. The large sites and location away from sensitive uses enable industrial uses to operate with maximum flexibility. There is substantial potential for employment generating development through several large, vacant sites. Improved infrastructure and landscaping would make the area more attractive, as would the renewal of older plant. Management of this land

needs to take account of the continuing needs of industrial type activities such as waste and logistics and the scope to promote wind turbines as well as the potential to release surplus land to other priority uses, especially housing.

5.121   Improvements in accessibility through Crossrail 1 and the Thames Gateway Bridge will support regeneration and intensification. In appropriate locations within the wider Opportunity Area there is scope for residential renewal and, in Erith, improvements to the town centre environment and retail and leisure offer.

Areas for Intensification in South East London

Policy 5D.3 Areas for Intensification in South East London
The Areas for Intensification in the sub-region are shown in Table 5D.1. To help accommodate growth, the Mayor will work with boroughs to promote development opportunities through higher density redevelopment at key transport nodes of good accessibility and capacity, and in town centres and seek to achieve higher levels of provision wherever possible, especially for housing.

5.122   Canada Water/Surrey Quays. This Intensification Area focuses on a transport interchange and district shopping centre with significant potential for development on infill sites and intensification of existing commercial sites including the existing shopping centre. A local area framework has been produced. The transport issues in the area, including road congestion, need to be addressed through a multi-modal study which takes into account development proposals in Lewisham and Greenwich.

5.123   The Kidbrooke Area centres on Kidbrooke rail station and will include the Ferrier housing estates together with adjoining recreation facilities. A masterplan for the redevelopment of the area is being prepared, with the aim of creating a sustainable mixed-use neighbourhood incorporating at least 2,400 additional new homes. The development should focus on integrating the station, which will have improved links to north Greenwich, with the surrounding area and improving links within the area across existing roads and rail lines.

Areas for Regeneration in South East London

5.124   The general policy for Areas for Regeneration is set out in Policy 2A.7. The South East London sub-region contains some of the most deprived wards in London concentrated in parts of Southwark, Lewisham and Greenwich. In planning for these areas, boroughs should identify links that will enable their residents to benefit from the growth in nearby

Opportunity Areas and in the Central Activities Zone. A combination of new transport links to these areas, training programmes, and capacity-building initiatives should ensure that development opportunities benefit and assist in regenerating local communities.

5.125   There is a general need throughout the sub-region to co-ordinate spatial, social and economic policies and action. In particular, its residents need to be equipped with the skills, access and support facilities that will allow them to benefit from job opportunities in the London labour market.

Town centres in South East London

5.126   There is expected to be a requirement for 100,000 to 150,000 sq m extra comparison goods floorspace across the sub-region in the fifteen years to 2016. The general policy for town centres and their role in accommodating this growth is set out in Policy 2A.8 and Chapter 3D, and account should be taken in the SRDF/SRIF. These outline the broad scale of retail and leisure related needs which strategically designated centres should seek to accommodate, integrated with action to address office market related issues. Growth in residentially based services is expected to be a significant driver of town centre change within South East London. Taking into account existing commitments like the Elephant & Castle, significant extra provision is expected to be required in Bromley and Bexleyheath, providing an opportunity to compete more effectively with car based out of centre retail locations beyond the London boundary. New retail provision will also support existing initiatives to regenerate centres like Lewisham, Woolwich and Peckham. Consideration should be given to developing the specialist functions of smaller centres like Deptford, Greenwich and Blackheath.

Strategic Industrial Locations in South East London

5.127   The South East London sub-region contains over 15% of London's industrial land and eleven of its SILs. Though industrial capacity is constrained in the inner parts of the sub-region, the industrial sector as a whole across South East London is still likely to contract. In line with Policy 2A.10 and Chapter 3B, stock should be managed to use it most effectively and to ensure the release of surplus capacity to more productive uses, especially housing. The Industrial Capacity SPG will include benchmarks to monitor this taking into account waste management requirements. SRDFs/SRIFs provide guidance on more local implementation of policy in light of local circumstances and demand assessments.

5.128   New types of industrial demand are emerging, such as those associated with the 'green' sector. Policy for wharves and industry must complement one another. The eastern parts of the sub-region should make a significant

contribution towards meeting London's growing demand for specialist logistics capacity, including strategic inter-modal freight transfer provision. A coordinated approach across the city region is required to address all of London's logistics needs, including port capacity.

5.129 Parts of the sub-region's industrial stock do not meet modern industrial requirements. Access, environmental and other factors also constrain their redevelopment. Partnership action, including the LDA in many cases, will be necessary to address these.

5E South West London

Definition and strategy

5.130　The South West London sub-region comprises the boroughs of Croydon, Lambeth, Merton, Sutton, Kingston, Richmond and Wandsworth. It has a population of 1.6 million and provides 730,000 jobs. It is shown on Map 5E.1.

map 5E.1　South West London sub-region

Legend:
- ● **Metropolitan Centres**
- ▪ *Major Centres*
- ★ Opportunity Areas
- ☆ Areas for Intensification
- ▲ Preferred Industrial Location
- ◆ Industrial Business Park
- ── East London Line Extensions
- ── Cross River Tram
- ····· Croydon Tramlink Options
- ── Thameslink programme
- ---- Thames Policy Area
- Areas for Regeneration
- Green belt/ Metropolitan Open Land
- Central Activities Zone
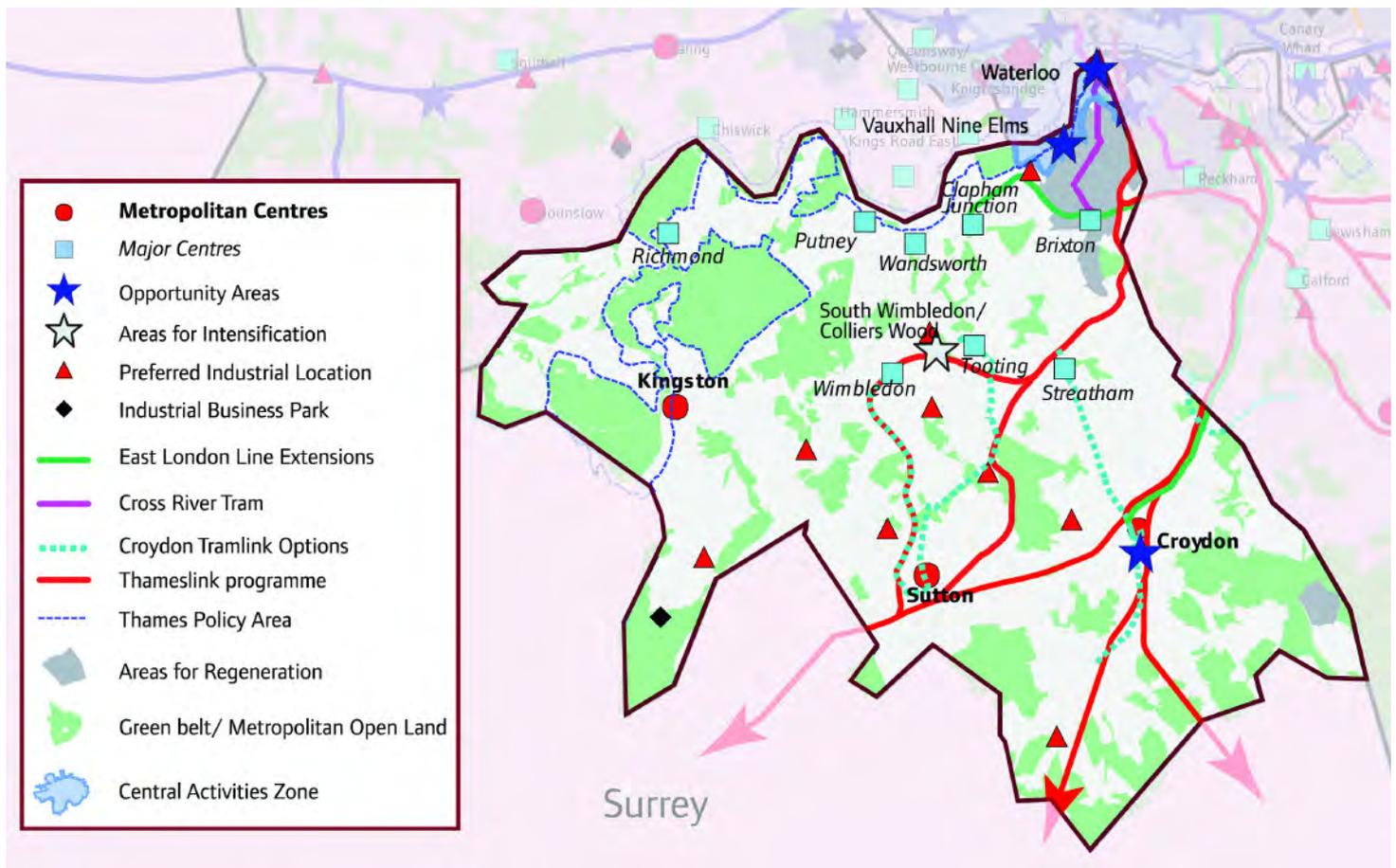
source　GLA

Policy 5E.1:The strategic priorities for South West London
In the context of all policies in this plan, the specific strategic priorities of the South West London sub-region will be to:
- strengthen economic linkages throughout the sub-region to the CAZ, especially in terms of the supply chain, and take maximum advantage of the Strategic Opportunity Areas on the southern fringe of the CAZ

- promote the sub-region's contribution to London's world city role, especially in relation to the Central Activities Zone including the London South Central Opportunity Areas and strengthen linkages between CAZ and the rest of the sub-region
- optimise the development of Opportunity Areas and Areas for Intensification as set out in Policies 5E.2 and 5E.3
- further exploit the strength of the Metropolitan town centres and encourage sensitive restructuring of some town centres to reflect changes in the office market and the need for a range of economic activities and housing
- ensure that new housing provision is complemented by adequate social and other infrastructure and is integrated into the broader life of the sub-region taking into account their needs for social and community infrastructure and capacity building, access to employment and services, exemplary approaches to waste, energy and water use, management and provision
- manage the reuse of surplus industrial land taking into account waste management requirements
- consolidate the attractiveness of South West London by addressing areas in need of regeneration and by improving the quality of the public realm
- create a new regional park that integrates and contributes to the regeneration of the Wandle Valley Development Corridor
- develop and support the Green Arc concept to improve the landscape quality and access to the open countryside in the urban fringe, working across local and regional boundaries
- promote improvements in the national rail network, which is of particular importance in South West London, and the benefits to the sub-region of Crossrail 1, Thameslink Programme, Cross River Tram, Tramlink extensions and the East London Line extension and improvements to the Northern, District and Victoria lines
- improve orbital movement by public transport, including Croydon Tramlink extensions, and improve access to Heathrow
- ensure the sub-region is an attractive business location
- support the strategic co-ordination of the development corridor from Croydon to Gatwick and collaborate with SEERA, SEEDA and local authorities in the corridor.

The Mayor will continue to work with sub-regional partnerships to develop a coherent Sub-Regional Implementation Framework for South West London in which these priorities will be further developed (see Policy 5A.1).

5.131   South West London has been characterised by strong residential development in recent years. The sub-region should accommodate 43,000 additional homes by 2016 and is projected to provide 70,000 more jobs by 2026.

5.132   The South West London sub-region has a wide range of environments. It includes part of the Central Activities Zone along the south bank of the Thames and an important part of the 'South Central' group of Strategic Opportunity Areas on its fringe, at Waterloo, and at Vauxhall/Nine Elms/ Battersea. The South Bank is a major Strategic Cultural Area.

5.133   The north of the sub-region benefits from its proximity to the CAZ and there are important local economies in retail, leisure and logistics. Population growth will itself stimulate local jobs. Much of the north eastern part of the sub-region contains Areas for Regeneration stretching from Waterloo to Brixton. Here, there is a need to improve access for local residents to job opportunities in the London labour market by tackling barriers to work such as childcare.

5.134   The inner residential areas will experience significant population growth, which should help to provide the resources needed for a substantial improvement in the public realm and in residential environments. It contains a set of Major town centres, including Brixton, Streatham, Tooting, Putney, Wandsworth and Clapham Junction, that can gain from significant growth in retail demand and put in place environmental improvements, increases in housing and a wider range of activities. These inner and middle areas contain a substantial and diverse set of ethnic minority communities (see Map 5A.2) whose particular needs and potential should be supported.

5.135   To the south of these areas, South West London is a relatively prosperous sub-region, noted for its high environmental quality, with a strategic office location in Croydon town centre, three strong Metropolitan centres in Croydon, Kingston and Sutton and the economic benefits of proximity to Gatwick Airport. Many businesses, particularly in the Wandle Valley, are in a supply-chain relationship with the central London economy. There are also important local economies in services such as retail, leisure and logistics and in new industrial sectors.

5.136   Outer South West London's development opportunities are mostly small scale, compared with other London sub-regions, and are concentrated in the town centres. The Wandle Valley corridor offers major and diverse regeneration potential, including the Area for Intensification in Colliers Wood/South Wimbledon. Some parts of Outer South West London,

such as Richmond town centre, have good economic prospects, but the changes in the office market discussed in Chapters 2 and 3B will have particular impacts on many town centres and require some sensitive restructuring. Nevertheless, South West London can make a considerable contribution to accommodating further economic development, particularly where transport infrastructure improvements are proposed and notably in the SME sector, which is strong in the sub-region. The continued decline in manufacturing employment will need to be managed to secure appropriate release of land for other priority uses, recognising that much of this decline will be offset by growth in warehousing and waste management facilities.

5.137　There are important links with the areas to the south of the London boundary and especially to Gatwick airport and its surrounds. The Mayor will work with SEERA, SEEDA and others to co-ordinate strategy. There are also important links to the east and west, where improved public transport connections to Heathrow will be beneficial for places to the west of South West London.

Transport

5.138　Existing transport capacity and planned transport investment will enable the South West London sub-region to accommodate the anticipated level of economic growth. Local transport improvements will help to improve local access, especially to town centres and employment locations and to encourage demand for further economic investment. The proposed transport schemes that will serve South West London are:
- Thameslink Programme, which will significantly reduce journey times to central London and benefit Wimbledon, Croydon, Sutton and Mitcham
- Crossrail 1, which will increase accessibility via interchanges in central London
- the southern extension of the East London Line, which will see services running through to West Croydon, Crystal Palace and Clapham Junction, providing improved orbital access
- the Cross River Tram, which will improve connections with the CAZ and North London
- potential extensions to Croydon Tramlink could be developed where there is demand from existing and new developments
- heavy rail services are especially important in South West London, which will benefit from improvements in capacity
- planned enhancements of London Underground will increase Northern, District and Victoria line capacity between 2012 and 2018
- further improvements to orbital movements would improve access and benefit the economy in the sub-region
- the bus network will continue to provide an extensive set of local and trunk links, both as the main mode and for interchange with other modes.

The network will be developed in tandem with London's growth.
It will be the main mode of public transport for many developments.
It is focused on London's town centres and town centre policy should
take account of this.

5.139   In the longer term, Wimbledon would benefit from being the southern
focus of Crossrail 2. This would improve accessibility significantly
and enhance the prospects for more intensive development.

Opportunity Areas in South West London

Policy 5E.2 Opportunity Areas in South West London
The South West London Opportunity Areas and Area for Intensification
are shown in Table 5E.1. The Mayor will work with partners to draw up
planning frameworks for these areas. These should inform the preparation
of DPDs and broader regeneration and community strategies and initiatives.
Taking account of other policies, developments will be expected to
maximise residential and non-residential densities and to contain mixed
uses (see Chapter 3B and Chapter 4B). Given their scale, they are also
likely to give rise to substantial planning obligations (see Policies 6A.4
and 6A.5). The general policy directions to be followed in the planning
frameworks are indicated below.

table 5E.1 Opportunity Areas and Area for Intensification in South West London

	Area (Ha)	**Indicative employment capacity**[a] **2001 – 2026**	**Minimum homes**[b] **2001 – 2026**
Opportunity Areas			
Waterloo	109	15,000	1,500
Vauxhall/Nine Elms/Battersea	195	8,000	3,500
Croydon	78	5,500	2,700
Area for Intensification			
South Wimbledon/Colliers Wood	120	2,000	1,300
Total	**502**	**30,500**	**9,000**

a) This is the theoretical capacity of the area. In many areas the transport system would
not currently support this level of development and contributions would be required
from the development to support this level of growth.

b) This is a minimum target for the Area. In many areas the transport system would
not currently support this level of development and contributions would be required
from the development to support this level of growth.

5.140   Waterloo. A planning framework has been prepared for this area.
It integrates opportunities for commercial, residential and cultural
intensification associated with a major rail terminal, the improved
access offered by the Jubilee Line and proposed Cross River Tram
and the riverside Strategic Cultural Area. It seeks to extend the area's
entertainment offer and capacity to support local regeneration and wider
strategic objectives, carefully managed to take account of local residential
and other needs. This area should build on its strengths as a world-class
cultural facility seeking to consolidate theatre, music, gallery space and
cinema in one location. Particular attention should be paid to removing
barriers to pedestrian movement, establishing links with the rest of central
London and creating a more attractive and safe environment. Tall buildings
should cluster on and around the station. The withdrawal of Eurostar
services from Waterloo will allow for an expansion of suburban services
and possibly for more flexible redevelopment opportunities.

5.141   Vauxhall/Nine Elms/Battersea. At Vauxhall, good public transport coupled
with strong traffic management, easier pedestrian movement, major
environmental improvement and scope for intensification should increase
housing and commercial capacity. Development further west should be
related to existing and improved public transport capacity and be supported
by effective pedestrian linkages. Important leisure and housing provision
is anticipated at Battersea. A wider appraisal of London's wholesale
markets has informed the potential for comprehensive renewal and
intensification of this area. All development should help improve the
degraded environment and strengthen links with the rest of central
London. Subject to the other policies of this plan, good quality tall
buildings in appropriate parts of the area will help reduce its perceived
isolation, clearly signposting its transformation as an Opportunity Area.

5.142   To achieve these objectives the historic Strategic Employment Location
designation covering much of the area should be reviewed. Though there
is evidence of demand, which in other parts of London would justify retention
of industrial type uses, in this CAZ Opportunity Area retention of such an
extensive area in low density, low value uses conflicts with wider strategic
objectives for CAZ. The SIL should be rationalised through management
of existing industrial type uses, retaining capacity for those which are of
particular importance to CAZ and capable of operating more intensively,
such as wholesale market and waste management provision. This will
enable development of other, higher density, higher value uses to
realise fully the potential of the area including greater employment
opportunities.

5.143   Croydon town centre is already recognised as London's largest 'Metropolitan' centre (as defined in Annex 1) and one of the capital's two strategic office centres outside central London. Because of the scale of the opportunities it offers, the strategic challenges which it faces and the need for integrated action it is also recognised as an Opportunity Area. The planning framework should seek to consolidate its strengths as a strategic office location through mixed-use re-development and enhance its business environment. An integrated approach needs to be taken to a number of sites, which even individually are of strategic importance – those covering the station, Fairfield Halls, Croydon College, Park Place and the Whitgift extension.

5.144   The framework should build on the council's strategy to re-brand the offer of Croydon to meet modern commercial needs, developing its ability to provide a major opportunity with excellent access to central London but at considerably less cost. This will require realism in the balance to be struck between new office development and encouraging the conversion of redundant buildings to other uses. A rejuvenation of the mix and vitality of supporting uses and enhancement of the environment will help support redevelopment. The planning framework should explore the scope for encouraging more tall buildings in Croydon. Traffic congestion is a particular issue in and around the town centre and has implications for bus and tram running. The planning framework needs to be tested using up to date traffic modelling and should include a car parking strategy.

Area for Intensification in South West London

Policy 5E.3 Area for Intensification in South West London
The Area for Intensification in the sub-region is shown in Table 5E.1. To help accommodate growth, the Mayor will work with boroughs to promote development opportunities through higher density redevelopment at key transport nodes of good accessibility and capacity, and in town centres and seek to achieve higher levels of provision wherever possible, especially for housing.

Wandle Valley corridor and the Area for Intensification

5.145   The strategic importance of the Wandle Valley is highlighted in the Key Diagram. It is characterised by a discontinuous range of older industrial areas and relatively small industrial sites. There is potential to improve the quality of the environment through the creation of a regional park as an integrated part of the wider regeneration of the valley. A new regional park has the potential to provide improved access to a linked network of open space, including parkland, wildlife areas, riverside walks and facilities for children and young people, increasing the quality of the environment

and contributing to the identity of the valley as a place to live, work and visit (see policy 3D.11). Taken as a whole it represents a strategic opportunity for the whole sub-region and a co-ordinated approach to its future should form a key part of the Sub-Regional Implementation Framework. Traditional manufacturing remains important but newer activities are emerging including some related to the media and aviation. Improved sub-regional and local transport links could help to rejuvenate the Wandle Valley. The opportunities that this could provide would be accessible to deprived inner London communities as well as residents elsewhere within the sub-region.

5.146 The Colliers Wood/South Wimbledon area is particularly important within the Wandle Valley. It contains four major opportunities for intensification and brownfield redevelopment – Wandle Valley Sewage Works, Wimbledon football club and dog track sites, Durnsford Road industrial estate and Colliers Wood itself. The Opportunity Area Planning Framework for this area should explore how improvements in public transport could enhance local accessibility to these relatively remote locations. Linkages with communities in areas for regeneration should be considered. Site assembly and decontamination are also important. In preparing the Sub-Regional Implementation Framework, partners should explore potential for intensification around Mitcham/ Willow Lane – an area covering up to 60 hectares, which would offer considerable redevelopment potential, if public transport could be improved.

Areas for Regeneration in South West London

5.147 The general policies for Areas for Regeneration are set out in Policy 2A.7.

5.148 In the more central parts of the sub-region there is very substantial deprivation, including extensive Areas for Regeneration. Addressing the needs of these communities will be a very high priority for the sub-region. Parts of northern Croydon and Merton show particular problems and some large social housing estates (such as St Helier and Roundshaw in Sutton, New Addington in Croydon) feature in estate renewal programmes. A combination of new transport links to these areas, employment and training programmes, and capacity-building initiatives is needed to ensure that development within and beyond the sub-region benefits and assists in regenerating local communities.

5.149 There is a general need throughout the sub-region to co-ordinate spatial, social and economic policies and action. In particular, its residents need to be equipped with the skills, access and support facilities that will allow them to benefit from job opportunities generated by the London economy and that of the wider city region.

Town centres in South West London

5.150   Significant growth in consumer expenditure could lead to demand for
170,00 to 260,000 sq m more comparison goods floorspace to 2016,
which should be accommodated in the town centres of South West
London. The general policy for town centres is set out in Policy 2A.8
and Chapter 3D. A strategy for the network of town centres in the
sub-region will be refined in the SRDFs/SRIFs. All designated town
centres in the sub-region (shown on Map 5E.1) should be considered
as opportunities for more intensive development and boroughs should
consider how their roles could be consolidated or enhanced to meet
retail and other consumer needs and to increase capacity for mixed-use
development including housing. The Major centres in inner South West
London can benefit from the substantial growth in population and
consumer demand. Brixton, Clapham Junction, Putney, Streatham,
Tooting and Wandsworth have good accessibility and will all benefit
from diversification of uses and environmental improvements. The unique
importance of Croydon as a strategic office location, Opportunity Area
and Metropolitan centre is highlighted together with the roles of Kingston
and Sutton as 'Metropolitan' centres and of Wimbledon and Richmond
as 'Major' centres serving large suburban populations. Co-ordination
of their development with that of centres outside London so that they
can serve their catchments more sustainably will be important.

Strategic Industrial Locations in South West London

5.151   The sub-region contains 14% of London's industrial land including
ten SILs, as well as numerous smaller sites, some of local significance.
They should be managed in line with Policy 2A.10 and Chapter 3B.
The Sub-Regional Implementation Framework should support the definition
of SILs in DPDs. It should take into account the need to make provision
for waste management facilities in line with the principle of self-sufficiency
and to meet some of central London's needs, while releasing surplus land
to other priority uses.

5F West London

Definition and strategy

5.152   The West London sub-region comprises the seven boroughs of Hammersmith & Fulham, Brent, Ealing, Harrow, Hillingdon, Hounslow and Kensington and Chelsea. It has a population of 1.6 million and provides over 900,000 jobs. It is shown on Map 5F.1.

map 5F.1   West London sub-region

●	**Metropolitan Centres**
■	*Major Centres*
★	Opportunity Areas
☆	Areas for Intensification
▲	Preferred Industrial Location (PIL)
◆	Industrial Business Park (IBP)
◈	PIL/IBP
▬	Crossrail 1
----	Thames Policy Area
	Areas for Regeneration
	Green belt/Metropolitan Open Land
	Central Activities Zone
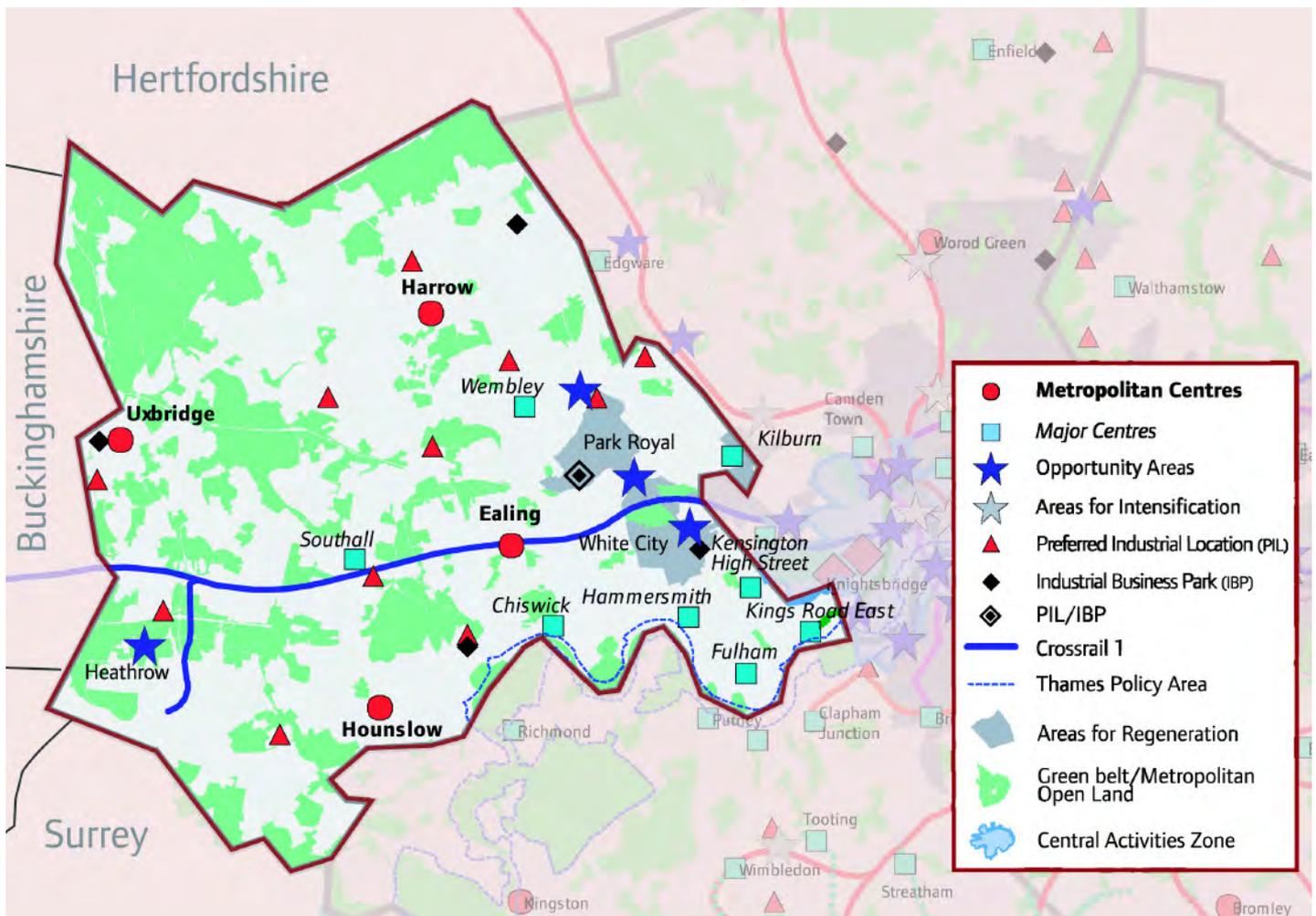
source   GLA

Policy 5F.1 The strategic priorities for West London
In the context of all policies in this plan, the strategic priorities
for the West London sub-region will be to:
· strengthen economic linkages throughout the sub-region to the CAZ,
  especially in terms of the supply chain, and take maximum advantage
  of the critical links and dynamism of the corridor of economic activity
  stretching from CAZ to Heathrow
· promote the sub-region's contribution to London's world city role,
  especially in relation to the Central Activities Zone including the offers
  of Knightsbridge and the Kensington museums complex as
  international shopping and leisure destinations
· address the urbanisation, surface access and environmental
  implications of the Terminal 5 development at Heathrow in the light
  of airport policy (see Chapter 3C) and integrate these with other
  objectives for the sub-region
· optimise the development of Opportunity Areas as set out in Policy
  5F.2, including the realization of the potential of Wembley as a
  nationally and internationally significant sports, leisure and business
  location, co-ordinated with town centre regeneration and new housing
· enhance the attractiveness of town centres and manage their
  restructuring where necessary
· ensure that the expansion of population expected in West London is
  accommodated in sustainable communities, taking into account their
  needs for social and community infrastructure and capacity building,
  and capturing significant benefits from the economic generators within
  the sub-region for residents
· improve the quality of the environment, particularly improving air
  quality and minimizing noise in and around Heathrow, and strengthening
  the provision of open space
· develop and support the Green Arc concept to improve the landscape
  quality and access to the open countryside in the urban fringe,
  working across local and regional boundaries
· manage the re-use of surplus industrial land taking into account
  the need to accommodate additional waste management facilities
· plan for and secure the necessary financial resources to deliver
  transport priorities for the sub-region including Crossrail 1, improved
  bus services and more sustainable access to Heathrow Airport
· collaborate with neighbouring areas and especially to co-ordinate
  development in the Western Wedge with the South East regional
  agencies and with other stakeholders.

The Mayor will continue work with sub-regional partnerships to develop
a coherent Sub-Regional Implementation Framework for West London
in which these priorities will be further developed (see Policy 5A.1).

5.153 The sub-region lies on the strong east-west axis of London and acts as an international gateway through Heathrow Airport. Overall, West London is a thriving part of the city with a diverse economy including clusters of international businesses, an international retail centre at Knightsbridge, a growing knowledge economy and some significant concentrations of manufacturing and logistics. This role should continue, with new development aimed at exploiting West London's dynamism and potential and addressing the needs of some significant areas of deprivation, especially in inner parts such as North Kensington, Acton and Park Royal and those around Hayes and Feltham.

5.154 West London could accommodate over 40,000 additional homes by 2016 and is projected to provide about 140,000 extra jobs by 2026. Much of the employment growth should be located in the 'Western Wedge', the London part of which extends from Paddington through Park Royal and Wembley to Heathrow and its environs.

5.155 West London should derive greater benefit from the enormous growth potential around Heathrow airport and through its generally good access to the Central Activities Zone. There is a relatively limited amount of brownfield development land and therefore much of the planned growth should be realised through higher density development, exploiting locations with good existing or potential access by public transport.

5.156 The West London Economic Development Strategy considers the key drivers to be airport related activities, tourism, recreation and culture, food processing and creative industries as well as biotechnology, logistics and transportation. SMEs are also important and the accommodation of their needs is important.

5.157 The sub-region has a variety of strongly defined communities. It has high concentrations of ethnic minorities in some areas, for example Southall and North Kensington, and these communities have been growing across much of the sub-region (see Map 5A.2). There is a general need throughout the sub-region to sustain these communities and in particular to meet affordable housing targets and to co-ordinate spatial, social and economic policies and action. In particular its residents need to be equipped with the skills, access and support facilities that will allow them to benefit from job opportunities, generated by the London economy.

5.158 The wider area of West London and the Thames Valley has experienced high rates of economic growth during the past decade. Much of this, in particular the international business element of growth, has located beyond the London boundaries. The Sub-Regional Implementation Framework will help improve the economic performance in West London, and address its social and economic needs, including skills shortages. The Mayor is working in collaboration with SEERA, SEEDA and the LDA on a joint study to develop a strategy that will address these issues.

Transport

5.159 Existing transport capacity and planned additional transport investment should enable West London to accommodate the forecast level of growth. Improvements to local transport including buses, cycling and walking will be very important in facilitating local access especially in the earlier phases of the plan when major schemes have yet to come to fruition. The proposed transport schemes that will serve West London are:
- an improved London Overground (Willesden Junction to Clapham Junction) passenger service, and the building of two new stations to serve developments in the West London Line corridor (at Shepherd's Bush and Chelsea Harbour), which would improve an important part of the core orbital rail network
- the Crossrail 1 branch to the west is currently planned to run between Paddington, and Heathrow and would provide capacity increases into CAZ and east London and generally improve access for many locations in west London
- the enhancements to the London Underground will include major increases in capacity on the many lines that serve the sub-region (Bakerloo, Circle, Hammersmith & City, Central District, Jubilee, Metropolitan and Piccadilly lines)
- further improvements to orbital movements would enhance access and the economy in the sub-region
- the bus network will continue to provide an extensive set of local and trunk links, both as the main mode and for interchange with other modes. The network will be developed in tandem with London's growth. It will be the main mode of public transport for many developments. It is focused on London's town centres and town centre policy should take account of this.

5.160 National rail, Undergound and bus services are being extended to serve the new Terminal 5. Improved access to Heathrow by more sustainable modes would contribute to its development and also make a major contribution to more sustainable development and especially to improving air quality.

Opportunity Areas in West London

> *Policy 5F.2 Opportunity Areas in West London*
> The West London Opportunity Areas are shown in Table 5F.1. The Mayor will work with partners to draw up planning frameworks for these areas. These should inform DPDs and broader regeneration and community strategies and initiatives. Taking account of other policies, developments will be expected to maximise residential and non-residential densities and to contain mixed uses (see Chapter 3 B and Chapter 4B). Given their scale, they are also likely to give rise to substantial planning obligations (see Policies 6A.4 and 6A.5). The general policy directions to be followed in the planning frameworks are indicated below.

table 5F.1 Opportunity Areas in West London

	Area (Ha)	Indicative employment capacity[a] 2001 – 2026	Minimum homes[b] 2001 – 2026
Opportunity Areas			
Heathrow (including Hayes, West Drayton, Southall, Feltham, Bedfont Lakes and Hounslow)	821	11,000	10,750
Park Royal/Willesden Junction	698	11,000	500
Wembley	238	5,500	5,000
White City	45	11,000	1,200
Total	**1,802**	**38,500**	**17,450**

a) This is the theoretical capacity of the area. In many areas the transport system would not currently support this level of development and contributions would be required from the development to support this level of growth.

b) This is a minimum target for the Area. In many areas the transport system would not currently support this level of development and contributions would be required from the development to support this level of growth.

5.161   Heathrow and environs. Heathrow is the country's largest passenger and freight airport. Terminal 5 will sustain it as one of the main economic drivers in West London. Directly and indirectly, the airport exerts a significant influence on surrounding local economies throughout the 'Western Wedge' and outside London.

5.162   There is a need for an overall Opportunity Area Planning Framework which should establish the scale of opportunities and mix of development and seek to harness more of the benefits of wider cross-boundary growth for Londoners. While this would focus on relevant parts of Ealing, Hillingdon and Hounslow it would require contributions from a range

of other partners including authorities west of London. Some authorities are already preparing relevant DPDs which should be coordinated through the West London Sub-Regional Implementation Framework. Objectives should include securing local and sub-regionally important public transport improvements, reducing pressures for car use and parking, facilitating commercial site assembly, consolidation, protection and enhancement of provision for industrial type uses, especially logistics, decontamination and intensification of use, bringing forward further housing capacity and town centre renewal.

5.163 The Mayor's policy on airports and its relationship with government policy is set out in Chapter 3C. The planning framework should also seek better access to the area's opportunities for local excluded communities, build on current strengths, such as Southall's ethnic identity and links with the Indian sub-continent, and enhance and protect the environment. The LDA and Heathrow Area Alliance should play central roles in developing and implementing the framework. The framework will cover strategically important development and environmental capacity in an area extending from Southall to the London border and south from the Uxbridge Strategic Industrial Locations to Bedfont and Feltham. It should continue to focus on sites:
- to the north of the airport, Hayes, Stockley Business Park, West Drayton and Southall
- to the south of the airport, Feltham, Bedfont Business Park and Hounslow town centre.

5.164 Park Royal. This Opportunity Area is closely associated with the longer term development potential at Willesden Junction and the railway lands, old industrial and vacant land south to Old Oak Common previously identified as an Intensification Area. Work on the planning framework dealing with the whole of this area has now commenced. It will build on its importance as one of London's key industrial locations, especially its potential to meet modern logistics and waste management requirements. It should also address the need for site assembly and decontamination and improvements to local access and the environment. It will 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. It will also consider whether there is some scope for mixed-use intensification in locations outside the SIL with good public transport accessibility.

5.165 Wembley represents a nationally important Opportunity Area for leisure related development and is suitable for a regional casino. A planning framework has been prepared jointly by the Mayor and London Borough of Brent, which recognises its historic sporting and leisure associations

and integrates the proposed new world-class stadium and other facilities, including the Arena and Conference Centre, with new leisure-related development. It takes account of the key role of public transport in sustaining such generators of heavy demand for mass movement, including upgrading the three stations (Central, Stadium and Park) and improving links between them and the strategic leisure facilities. This will contribute to the regeneration of Wembley as a town centre and to meeting sub-regional housing needs with new homes expected to be substantially greater than the minimum in Table 5F.1.

5.166   White City. Construction of strategically significant new retail provision on part of the Opportunity Area is already well advanced. The Mayor and LB Hammersmith & Fulham agree that there could be considerable benefit in defining the area more widely than is suggested by the existing planning framework and that there should be scope significantly to exceed the minimum housing target. The masterplan for only part of the area estimated capacity for 3,500 more homes together with what may be optimistic provision for employment. It would be premature to define targets for a revised Opportunity Area at this stage but it is expected that the number of homes would increase substantially. The Mayor and the borough will work to assess the realistic capacity and produce a revised planning framework. This may entail revision to strategic industrial designations providing it does not compromise capacity to meet future demand for industrial type activities including waste management facilities. It should encourage strategically significant, public transport based business and residential development. It should be co-ordinated strategically to support the viability of other west and central London centres and not lead to more intensive use of already planned parking provision.

Areas for Regeneration in West London

5.167   The general policy for Areas for Regeneration is set out in Policy 2A.7. Despite being a relatively affluent sub-region, there are significant areas of acute deprivation within the West London sub-region, concentrated around Kilburn, Wembley, White City, Hayes/Southall, Acton and Park Royal and parts of North Kensington. A combination of new transport links to these areas, employment and training programmes, and capacity-building initiatives is needed to ensure that development within and beyond the sub-region benefits and assists in regenerating local communities. In planning for these areas, boroughs should identify links that will enable their residents to benefit from the growth in nearby Opportunity Areas and in the CAZ.

Town centres in West London

5.168   West London is expected to experience significant growth in consumer expenditure which could generate demand for 145,000 to 227,000 sq m extra comparison goods floorspace to 2016. This should be accommodated in town centres in line with Policy 2A.8 and Chapter 3D. Strategically designated town centres in the sub-region (shown on Map 5F.1) should be considered as opportunities for more intensive development and boroughs should consider how their roles could be consolidated or enhanced to meet retail and other consumer needs and to increase capacity for mixed-use development including housing. The SRDF/SRIF provides guidance on developing a wider role for Uxbridge as a Metropolitan centre, on better integrating Ealing Broadway/West Ealing and Shepherd's Bush/White City and regenerating Wembley. Redevelopment associated with Hounslow's Western International Market should not compromise capacity for expansion of the wholesaling function in the longer term.

5.169   Ealing would benefit from the substantial growth in capacity gained through Crossrail 1. Opportunities for intensification at other town centres in West London, including Harrow and Hounslow, should be exploited.

Strategic Industrial Locations in West London

5.170   West London contains a large share of London's industrial capacity (27%) including sixteen SILs. There is a risk that valuable industrial sites may be lost through pressures from competing uses; sites with real long-term potential in industrial use, especially logistics, should be protected. Their management in line with Policy 2A.10 and Chapter 3D needs to balance the retention of land for continuing industrial purposes such as provision for waste management in line with the principle of self-sufficiency and taking account of some of central London's needs and re-designation to other priority uses e.g. housing. Logistics provision must be coordinated with authorities beyond London.

5G The Central Activities Zone

5.171   The Central Activities Zone (CAZ) contains a unique cluster of vitally important activities including central government offices, headquarters and embassies, the largest concentration of London's financial and business services sector and the offices of trade, professional bodies, institutions, associations, communications, publishing, advertising and the media. Other key uses and activities, such as those associated with retail, tourism, culture and entertainment, are also concentrated in CAZ, together with London's two 'International' shopping centres (as defined in Annex 1), centred on the West End and Knightsbridge. Though the CAZ is small in geographical and population terms, it contains nearly 30% of all London's jobs and is projected to accommodate 36% of London's employment growth to 2026.

5.172   The CAZ is thus an extraordinarily diverse, dynamic and innovative area. This plan seeks to ensure that these qualities are built upon and enhanced, while being sensitive to the unique environment and the needs of its 280,000 residents. The Mayor's objectives for CAZ are to ensure adequate capacity to sustain future growth, to harness the opportunities that this offers for Londoners and the country as a whole and to secure and enhance its unique environment and attractions. Within this context CAZ policy also provides for the protection and enhancement of local uses.

5.173   The CAZ is also the focus of London's wider linkages with the rest of the South-East, as well as the wider UK and the world. Sustaining its role as the core location for international business and finance and as a national transport node is crucial for the wider South-East and for the country.

Definition and strategy

> *Policy 5G.1 The indicative CAZ boundary*
> The indicative boundary is shown on Map 5G.1. It should be refined through joint working on the Sub-Regional Implementation Frameworks and the CAZ Supplementary Planning Guidance for definition in the boroughs' DPDs. Any future changes that may be needed should be developed in association with the Mayor.

5.174   The Zone straddles all five London sub-regions. Policy 2A.4 commits the Mayor to working with partners to prepare Supplementary Planning Guidance (SPG) for the Zone. Based on this plan, it will provide a coherent, integrated approach to the unique issues facing the heart of London. The boundaries shown on Map 5G.1 are only indicative, and are to be refined by the CAZ SPG and reflected in SRIFs for definition in DPDs. The development frameworks for London South Central, the City Fringe and CAZ Opportunity Areas will provide guidance on coordinating and

implementing policy in these particularly complex and sensitive areas which lie across the CAZ boundary. The details are included in the relevant sub-regions earlier in Chapter 5.

map 5G.1 Central Activities Zone
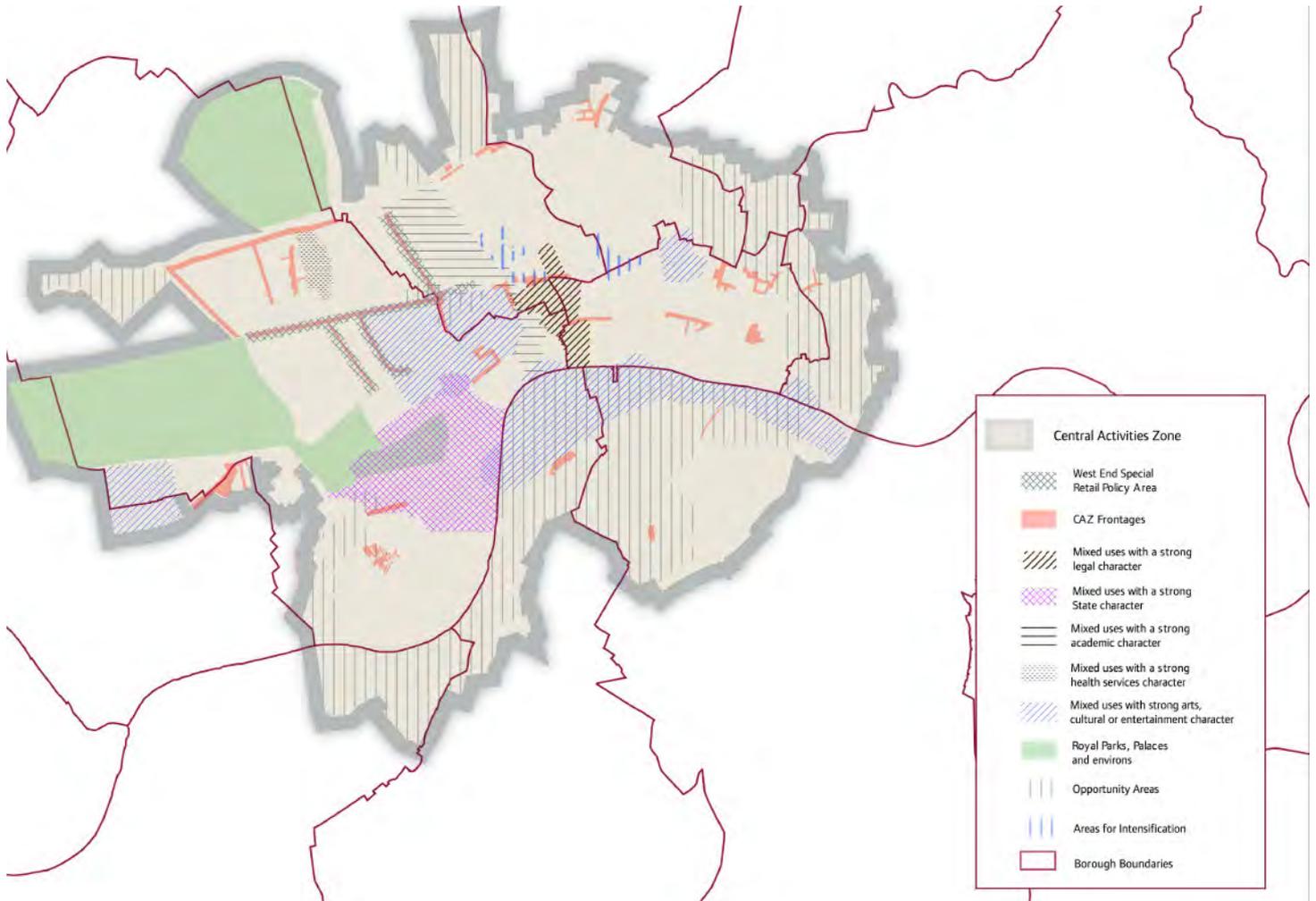
source   GLA

Policy 5G.2 Strategic priorities for the Central Activities Zone
The Mayor will and boroughs and other relevant partners should:
- recognise that CAZ and the northern part of the Isle of Dogs Opportunity Area are the heart of London's world city offer and promote and coordinate their development so that together they provide a competitive, integrated and varied global business location
- enhance the operating environment supporting the different clusters within CAZ shown on Map 5G.1, developing and where necessary re-positioning their offers
- identify and bring forward capacity through redevelopment within appropriate quarters of the CAZ, through development and redevelopment in Opportunity and Intensification Areas, and via carefully managed and limited extensions to the Zone as shown on Map 5G.1
- sustain and enhance the offer of the country's premier retail destinations in Knightsbridge and the West End and develop and implement the West End Special Retail Policy Area framework
- enhance and manage the role of CAZ as the country's premier visitor destination and its most important concentration of night time activities in Soho/Covent Garden and other strategic clusters in and around the Zone
- develop and implement the frameworks for the City Fringe, London South Central and other CAZ Opportunity Areas (see the sections on the relevant sub-regions) within and across the CAZ boundary to realise their opportunities for local communities and businesses as well as London as a whole
- 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
- co-ordinate management of nearby industrial capacity in all sub regions to meet the distinct needs of CAZ.

5.175   Growth within the Zone will be driven by expansion of London's functions as a global and national centre and some of those functions associated with its regional and metropolitan roles. There are 1.37 million jobs in CAZ. A combination of market trends, accessibility and development capacity suggest employment could grow by 305,000 between 2006 and 2026 with capacity for a further 110,000 in Canary Wharf. Over 60% are expected to be office based, principally in the globally important business services sector, but almost 40% are projected to be in a range of other services such as the retail and leisure sectors.

5.176   This scale of growth should not undermine the attributes which make CAZ such an attractive location for key business and other activities and that should be accommodated in ways which will ensure that London

develops as an exemplary sustainable world city. This will require carefully tailored policies – not just in this plan but in complementary strategies, including transport strategies.

Policy 5G.3 Central Activities: Offices
The Mayor will and boroughs and other relevant agencies should:
- recognise that CAZ is the country's most important strategic office location and ensure adequate capacity to meet future demand with supporting policies to enhance it as a globally attractive business location
- in appropriate locations within the western part of CAZ, work with stakeholders in the office market to identify and bring forward office capacity, and, without compromising the local environment, seek solutions to the constraints on office provision imposed by extensive heritage designations including the role of high quality design in complementing these
- within CAZ and the north of the Isle of Dogs Opportunity Area, wherever increases in office floorspace are proposed they should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.

5.177   The projected increase in office-based employment within CAZ could generate demand for nearly 3 million sq m more office floorspace. Though there are some constraints in the west of the Zone there is adequate capacity[7] to meet this in the short term in the area as a whole. However, this plan must ensure that capacity is not constrained for the longer term and that it can respond to the variety of needs of business within the Zone.

5.178   To address the important relationship between housing and office development, Policy 3B.3 outlines the general approach to mixed-use development, highlighting the need for a tailored approach in the unique circumstances of CAZ. Local flexibility in implementing mixed use policy in the complex CAZ land market is needed. In relevant parts of the CAZ it might be complemented by the concept of housing 'swaps' or 'credits' between appropriate sites within or beyond the CAZ. As a general principle, mixed use development in CAZ and the north of the Isle of Dogs Opportunity Area will be required on-site or nearby within these areas to create mixed-use neighbourhoods. Exceptions to this will 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 Canary Wharf, or where greater housing provision, especially of affordable family housing, can be secured beyond this area. In such circumstances, off-site provision of housing elsewhere will be required as part of a planning agreement.

5.179   The approach to mixed-use development in the West End Special Retail Policy Area is set out in paragraph 5.181.

> *Policy 5G.4 Central Activities: Retailing*
> The Mayor will and boroughs and other relevant agencies should:
> - promote the strengthening, development and management of the West End as a retail centre of international, national and London-wide importance and adopt approaches to development there that will support this strategic objective.
> - identify, enhance and expand retail capacity to meet strategic and local need, (Policy 2A.8, 3D.1, 3D.2) to focus this on the Central Area Frontages shown on Map 5G.1.
> - work together to prepare a planning framework for the West End Special Retail Policy Area.

5.180   Driven largely by its workers and visitors, comparison goods expenditure in CAZ is projected[8] almost to double between 2001 and 2016, accounting for 30% of London's overall growth. This growth could generate demand for 200,000 – 285,000 sq m more comparison goods floorspace. A substantial proportion of this growth is likely to focus on the International shopping centres in Knightsbridge (20%) and, to an even greater extent, the West End (62%). Nevertheless, a significant amount of demand will need to be accommodated elsewhere in CAZ. The most appropriate locations are the other CAZ Frontages shown on Map 5G.1. Redevelopment and enhancement of these will complement the other uses and services associated with the Frontages, enhance consumer access and choice, build on existing retail strengths, and maintain the competitive advantage and specialist offers of the Zone as a whole.

5.181   The West End Special Retail Policy Area (focused on the frontages along Oxford, Bond and Regent streets, Tottenham Court Road and part of new Oxford Street) is by far the largest retail area in London and the UK. It plays a key role in the capital's economy, in terms both of retail sales and employment. It is also a key part of London's tourism and visitor offer, and in the international promotion of the city.

5.182   The West End's unique status is built upon the quality and breadth of the retail offer there – it has a variety of shops including large, flagship and department stores selling a range of goods that are not found in other centres. Its success depends on this distinctive retail offer being supported, reinforced and extended. Achieving this requires the flexibility to enable a greater number of large and/or distinctive shops. While the emphasis in the area is likely to be on retail, there will also be a need for complementary

uses including hotels and restaurants. Particular attention will need to be given to the area's urban realm, environment, congestion, public transport provision and traffic management.

5.183 Strategic and local mixed use policies need to be applied in the WESRPA with flexibility to ensure commercial activity and growth are not inhibited and the overall policy objectives for the area are realised. Planning benefits such as contributions to funding transport and/or public realm improvements should be considered within the area as priorities.

Central Activities: Visitor, Leisure and Cultural Provision

5.184 Policies 3B.9 and 3D.7 highlight the particular importance of CAZ as the country's prime visitor destination, and the need to enhance the quality of its visitor offer. They also suggest ways in which its high visitor numbers can be managed. An International Convention Centre would most suitably be located within or around CAZ. The Mayor's CAZ SPG, Tourism Vision and Action Plan[9] and the Tourism Development Framework[10] for Central London will provide further guidance.

5.185 Paragraph 3.279 illustrates the concentration of Strategic Cultural Areas in CAZ. Policy 3D.4 stresses the need to enhance both the quality of these and their settings. Continued improvement in the cultural offer of both the South Bank through complementary mixed use redevelopment, and the enhancement of the Kensington Museum complex (see Map 5G.1) are especially important.

5.186 Paragraph 3.282 underscores the importance of Soho – Covent Garden as the country's most important concentration of night time activities, and the strategic importance of other clusters in or adjacent to CAZ. Policy 3D.4 and Best Practice Guidance[11] indicate how the night time economy in these important locations should be supported and managed.

Other Central Activities

5.187 Diagram 5G.1 identifies a number of mixed use quarters with important clusters of specialised 'central activities': legal, health, academic, state and 'special uses'. These specialised functions should be supported. Redevelopment should be supportive of their varied needs, for example, by ensuring that provision is made for complementary and ancillary activities. Account should also be taken of the needs of individual, important facilities in and around CAZ such as medical institutions at London Bridge and Euston, which will enhance the status of CAZ.

> *Policy 5G.5 Predominantly Local Activities in the Central Activities Zone*
> The Mayor will and boroughs and other relevant agencies should:
> - support measures which improve the environment for local residents and also achieve the wider objectives for the Zone, notably its role as a premier global business location
> - maximise provision of new housing within the Zone in ways which will not compromise achievement of wider objectives
> - 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.

5.188   Housing provision in CAZ is relatively limited but very varied. In the context of the CAZ SPG local planning policies should identify and seek to protect the distinct amenities of CAZ's predominantly residential neighbourhoods, encouraging residential intensification which enhances their character but also permitting other appropriate uses where these are compatible with residential amenity. Elsewhere in CAZ housing provision should not compromise the Zone's viability as a global business centre. This will require sensitive mixed use policies to reconcile the environmental impacts of relevant uses.

5.189   Chapter 4A provides guidance on how noise issues may be resolved and the Mayor has published Best Practice Guidance on those associated specifically with the night time economy[12].

Environment

5.190   The iconic environment of CAZ is the result of change and evolution. High quality new development has and must continue to contribute to this as well as its renowned heritage features. Many parts of the CAZ environment are of international importance and make a key contribution to London's tourism and cultural offer (see Chapter 3D) as well as giving a strong national and more local sense of identity. The quality of new development should be worthy of one of the world's premier urban environments. Particular emphasis should be placed on investment in and management of the public realm including safety and security and improving the unique contributions of the Royal Parks and smaller open spaces and squares. Policy on the urban environment is given in Chapter 4.B and guidance on its more local implementation is given in the CAZ SPG.

5.191   Scarce development capacity, high public transport accessibility and opportunities for environmental enhancement make parts of CAZ particularly suitable for good quality tall buildings, subject to policies in Chapter 4B and SPG on the View Management Framework[13]. Locations suitable for such buildings include parts of the city and many of the CAZ Opportunity and Intensification Areas indicated elsewhere in this chapter of this plan.

5.192   To make the best use of land and existing infrastructure, developments should maximise density. Subject to other policies in this plan, in locations with high public transport accessibility and capacity, broad area densities approximating to plot ratios of at least 4.5:1 may be appropriate, for example, in Opportunity Areas. More local site densities could be considerably higher, especially in areas where tall buildings will be encouraged. The density of development and the intensity of activity in CAZ make measures to mitigate and adapt to the effects of climate change and reduce atmospheric pollution particularly important in the Zone (see Chapter 3A, 3C and SPG[14]).

Transport and Other Infrastructure

5.193   CAZ is the focus for London's transport network and at the hub of the national rail network. Excellent international transport links are also crucial to its success as a global business district. Improved public transport capacity is fundamental to accommodating growth within the sub-region. Chapter 3C and the Mayor's Transport Strategy set out proposals for major improvements to the existing Underground, rail and bus networks across the CAZ. Four major new schemes are proposed, which would provide additional capacity and accessibility to, from and within CAZ:

- Crossrail 1 (expected phased completion by 2017) has the Mayor's highest priority and will unite the Central Activities Zone, particularly the City, with the Isle of Dogs, to create a unified business core, and substantially to increase capacity to transport workers into these areas. Improved accessibility around its stations can also support significant increments to development capacity.
- Thameslink Programme (completion expected by 2015) will further expand the capacity of the existing cross-London link between Farringdon and London Bridge.
- Crossrail 2 (plans for which are yet to be fully developed, implementation will be determined by the programme for Crossrail 1) would relieve pressure on the Victoria and Northern lines.
- Cross River Tram (completion expected post 2016) would also provide additional capacity and relieve congestion on the Underground.
- the bus network will continue to provide an extensive set of local and trunk links, both as the main mode of travel and for interchange with other modes. The network will be developed in tandem with London's growth.

5.194   Walking is one of the main ways of getting around CAZ. Improvements in the pedestrian environment are essential both to facilitate movement and to enhance the attractiveness of the Zone. Imaginative proposals have already been produced[15] and the Mayor will work with partners to progress such initiatives. Cycling, taxis and water based transport are

also particularly important in CAZ. Guidance on provision for them is set out in the Mayor's Transport Strategy.

5.195   Effective utility infrastructure is essential to sustain the uniquely high and growing levels of activity in CAZ. Chapter 4C and SRDFs/SRIFs provide further guidance on water, sewerage and power provision. Efficient and up-to-date telecommunications infrastructure is fundamental to the continued business competitiveness of CAZ. Its management and development must as far as possible be integrated with other utility infrastructure and respect the Zone's unique environment.

5.196   Intensification of use within the CAZ could be enhanced by consideration of the complete supply chain for the goods and services required. Use of consolidation centres could reduce the impacts of freight traffic and also increase availability of the goods and services through just-in-time deliveries.

5H Growth areas

5.197   Government has identified two Growth Areas of national importance that include parts of London. They are Thames Gateway and the London-Stansted-Cambridge-Peterborough Growth Area. Policy 1.3 commits the Mayor to working with partners to develop the linkages and capacity of the two Growth Areas.

5.198   The Thames Gateway Growth Area includes parts of the North East and South East sub-regions (see Map 5A.1 and policies in Chapters 5C and 5D). It is the Mayor's priority for development, regeneration and infrastructure improvement.

5.199   The London-Stansted-Cambridge-Peterborough Growth Area includes parts of the North and North East sub-regions (see Map 5A.1 and policies in Chapters 5B and 5C).

Policy 5H.1 The Growth Areas
In working with partners on strategies for the Growth Areas the Mayor will seek to ensure that the strategies are compatible with and develop the policies in the London Plan (particularly those policies relating to population and economic growth and those for the relevant sub-regions) and the action points set out in the relevant SRIFs.

Through that process the Mayor will seek to ensure:
- that appropriate resources, particularly for transport (including ports and, logistics) and other infrastructure (health, education open space and other services) are made available to secure the optimum development of the Growth Areas as a whole and those parts which lie within London
- that 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 supply targets, affordable housing targets, energy and sustainability targets and standards such as those for parking
- that integrated policies are developed for the mitigation of climate change and the adaptation of shared infrastructure, such as those emerging through the SRDFs/SRIFs to address flood risk in the Thames Gateway
- that 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
- that integration is achieved with other strategies to ensure that appropriate skills training is available and other barriers to work are overcome

- that common monitoring data are collected, reviewed and assessed on a regular basis and that reviews of the London Plan and the Regional Spatial Strategies are co-ordinated as far as possible.

The Mayor remains committed to working with SEERA and EERA through the Inter-regional Forum.

5.200   The policy above both commits the Mayor to close working with neighbouring authorities and other partners in securing the optimum development of the Growth Areas, whilst ensuring that London's needs and interests are met in that process. As the country's economic gateway, and as the place where major growth is to be concentrated, the role of London within the Growth Areas must be supported.

5.201   The Mayor is working with a broad range of partners to develop and pursue a 'joined up' approach to the Thames Gateway as a whole. Where existing pan-Gateway delivery mechanisms are in place and working, these may continue to work across the Growth Area. A Mayor's Officer led Steering Group comprises the Thames Gateway London Partnership, the London SHA, Transport for London, the London Development Agency, London Thames Gateway Development Corporation, East London Learning and Skills Council, the Environment Agency and others. The Steering Group is working closely with the Department for Communities and Local Government and other regions through the Thames Gateway London Partnership to develop a new investment framework for Thames Gateway, which will set out key investment priorities in the growth area in line with the London Plan.

5.202   The Mayor is working closely with the LDA, GOL and relevant boroughs through the Strategic Alliance to investigate the potential for further growth and investment priorities in the London part of the London-Stansted-Cambridge-Peterborough growth area. The Mayor is committed to working more closely with EERA and EEDA further to develop his approach to this area.

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6 implementing the London Plan

6.1 This chapter outlines how the Mayor will translate his vision for London's future into reality. Achieving the vision will be challenging. The Mayor cannot implement the London Plan alone. He will work with Londoners and a range of stakeholders including the GLA group, boroughs, the government and statutory agencies, the private sector, the voluntary and community sectors and others to ensure that the objectives and policies in this plan are implemented.

6.2 The Mayor's implementation strategy is one of co-ordination of the policies, resources and decisions of the key stakeholders so that these are in line with this plan's policies, are mutually compatible and are as effective as possible. This chapter is in three parts. The first looks at delivering the vision, the second at monitoring and review and the third at long-term future strategic planning in London.

6.3 The Mayor must have regard to the resources available to implement this plan. This chapter looks at the relevant resources in all forms: people, institutions, funding, policy vehicles, information and natural resources. It shows how they will be used and co-ordinated to support the implementation of the plan.

6A delivering the vision

6.4 This part sets out:
- the plan's sphere of influence: where the plan will impact
- the main implementation processes: how and when it will take effect
- the main stakeholders involved in the implementation of the plan and their contributions: who will help to implement it
- the strategies that will contribute to implementation: what will be used to do it.

1 The plan's sphere of influence

6.5 The London Plan itself is a statutory document. It is the main vehicle for strategic decision-making on London's development. Figure 6.1 shows the main areas of spatial development that the plan will directly influence.

These are:
- development decisions: these include, for example, proposals to develop new housing or to regenerate town centres. Most of these decisions will be taken by the private sector and will have to be taken in the context of the plan's policies
- investment decisions with a spatial impact: these include, for example, decisions on funding of transport or utilities infrastructure or on major

land acquisitions. Both public and private sectors will make these decisions, which will be strongly influenced by the plan's policies
- other spatial policy vehicles: these will have to be formulated within the policies of the plan and may be at sub-regional level, such as Sub-Regional Implementation Frameworks, or at local level, such as DPDs, which must be in general conformity with the London Plan
- decisions that regulate proposals for development and especially development control, which is exercised by the boroughs, London Thames Gateway Development Corporation, Olympic Delivery Authority and, in specified cases, the Mayor. These decisions must reflect the policies of this plan.

6.6   In addition there are policies and decisions that will be influenced by (and will influence) the London Plan in a less direct way. These are:
- policies, investment and other decisions made at a higher level by, for example, the EU and Government
- policies, investments and other decisions made in other sectors such as health, education and housing, but with important spatial dimensions such as the location of schools and hospitals
- a multitude of individual decisions and behaviours about, for example, which form of transport to use or what form of waste disposal to select. Accumulatively, these will be of immense importance in achieving the plan's objectives.

6.7   This plan is realistic about the extent of its capacity to influence activities outside its main sphere of influence. Chapter 1 sets out some of the main forces driving change and the ways in which the Mayor will seek to work with and manage their spatial development impacts.

figure 6A.1 Main sphere of influence of the London Plan
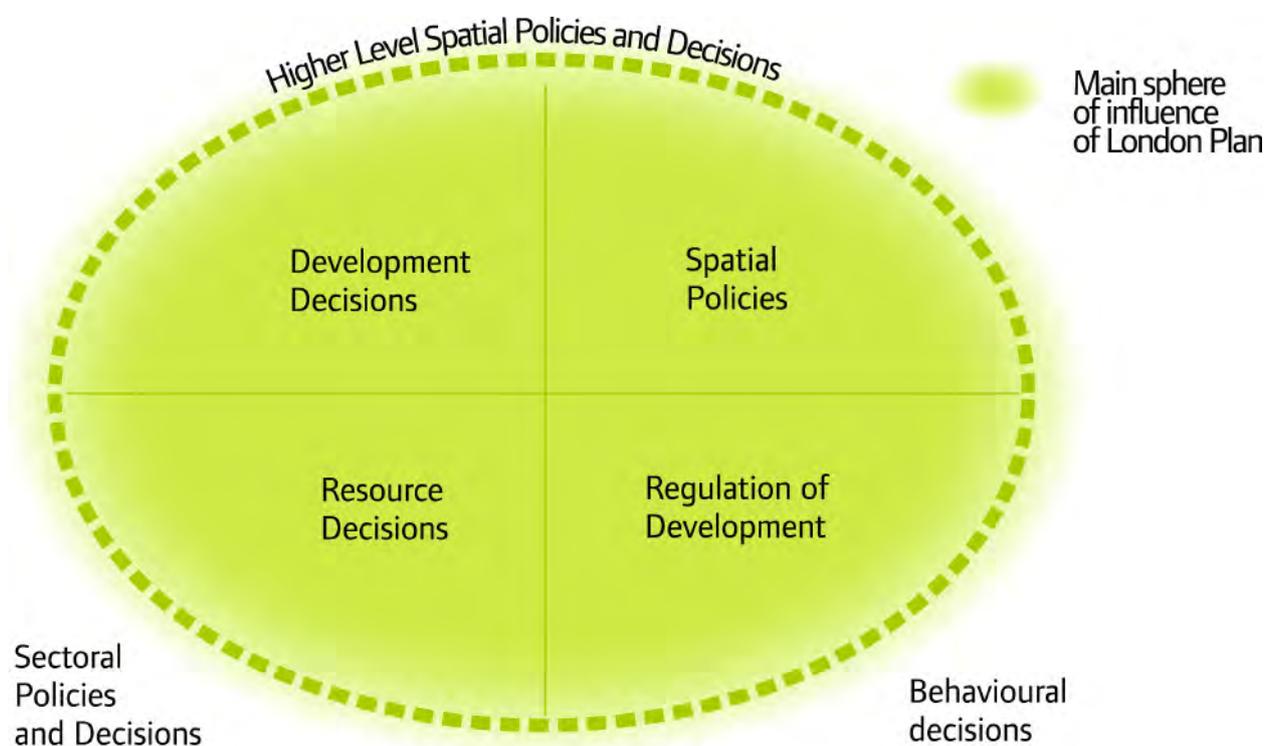
source   GLA

2   The main implementation processes

6.8   The Mayor's powers in the field of spatial development are substantial, but effective implementation will require the use of a range of implementation processes to ensure the most effective co-ordination of the contributions of the various stakeholders. There are six main processes:
   · the Mayor's powers and resources
   · working in partnership
   · promoting development
   · negotiation on development proposals
   · generation and use of resources
   · phasing and co-ordination of development.

   Policies for each of these processes are set out below. Annex 9 summarises some of the many important mechanisms available to support the implementation of this plan.

The Mayor's powers and resources

Policy 6A.1 The Mayor's own powers and resources
The Mayor will ensure that the policies and resources of the GLA group promote the implementation of this plan.

6.9 The Mayor controls major elements of the policy and resources needed for the implementation of the London Plan. These include the full range of statutory strategies and the budgets of the GLA group. The GLA group comprises the GLA, Transport for London, the London Development Agency, the Metropolitan Police Authority and the London Fire & Emergency Planning Authority. The group works together to achieve the Mayor's vision for London. This means strategic planning, transport, economic development and public safety decisions and expenditures can be made in an integrated way. The impact of this combination of powers and resources can be magnified by using them to create high levels of leverage from other sources of funding, especially from the private sector.

6.10 Transport for London (TfL) has key responsibilities for major roads and much of the public transport network.

6.11 The London Development Agency (LDA) has a vital role to play in economic development and regeneration.

6.12 The Metropolitan Police Authority (MPA) and London Fire & Emergency Planning Authority (LFEPA) have a critical role in delivery and can influence safety and security throughout London. Making London a safer city is a key objective for both these organisations.

6.13 The Mayor and other London partners have established a London Office in Brussels, which spearheads efforts to increase London's influence upon and benefits from the EU.

6.14 The Mayor has responsibility for a range of other strategies: these are identified later in this chapter and in other appropriate chapters of this plan. The London Plan provides the spatial framework for all these strategies and they will contribute to its implementation.

Working in partnership

> *Policy 6A.2 Working in partnership*
> The Mayor will work with strategic partners and where appropriate,
> initiate new partnerships, to secure the implementation of the policies
> in this plan.

6.15   Outside the GLA group, the principal London stakeholders are the London
boroughs, central government and public sector agencies, the private
sector, the voluntary and community sectors and individual Londoners.
The London Thames Gateway Development Corporation and the Olympic
Delivery Authority work in specific geographic areas in east London.
Their roles are set out in below. They will work most effectively together
through partnerships.

6.16   Key institutions must work together on a common agenda and use
their respective resources in ways that avoid conflict or duplication and
maximise joint working and pooling of resources. Important cross-cutting
partnerships include, among many others, the sub-regional partnerships
and Local Strategic Partnerships. Public and private sector partnerships
can offer an invaluable mechanism for both policy development and
funding. Some partnerships can provide impetus for the implementation
of specific programmes and may be valuable in some Opportunity Areas.
The engagement of the relevant communities will often be essential to
the success of partnership working. Annex 8 lists some of the partnerships
that will be key to the implementation of this plan.

Promoting development

> *Policy 6A.3 Promoting development*
> The Mayor will work with strategic partners, including those in the
> development industry, to ensure that comprehensive arrangements
> are in place for the implementation of this plan. In particular, he will:
> · promote locations for strategic development and seek to bring them
>   forward for development in line with this plan's policies, especially
>   those on transport capacity and phasing
> · assist in preparing planning frameworks or action plans for strategic
>   areas and where necessary, initiate management bodies to deliver them
> · work with boroughs, the LDA, and TfL to identify the appropriate use
>   of Compulsory Purchase Order (CPO) powers where this is necessary
>   to secure development
> · promote the use of Business Improvement Districts and other
>   mechanisms, such as Urban Regeneration Companies, to generate
>   revenue funding to provide community facilities and services
>   for deprived communities for the long term

- encourage public/private/community partnerships to manage these effectively
- through the London Climate Change Agency and the London Energy Partnership, facilitate the development of energy services companies to design, build, finance and operate decentralised energy approaches.

6.17 The Mayor's approach to delivery of the London Plan will be mainly proactive. The LDA and boroughs and other key stakeholders should form partnerships with the Mayor to promote development in key locations, town centres and Opportunity Areas. Where possible, these partnerships should work in an open book approach with the local communities and those who share the vision of creating lively, vital, economically active, well designed, sustainable, mixed-use neighbourhoods.

6.18 The private sector should be involved proactively and the Mayor recognises that a major implementation role of the public sector is to support the private investment that helps achieve the objectives of this plan. The task is firstly to support that investment through the supply of key services and infrastructure, secondly to steer appropriate types of investment into areas of need and opportunity and thirdly to use the investment itself to support the plan's priorities.

6.19 This plan includes a number of additional requirements for assessments to be made of the impacts of development proposals, several of which reflect government guidance or well-established practice. These are listed as Annex 7. The intention is not to over-burden developers, but rather to ensure that the impacts of development are understood and appropriately dealt with. If handled constructively, these should make the development process clearer and simpler by establishing an overall approach at an early stage in the development process.

6.20 The overall approach is to create long-term value through good design, a high quality public realm and environmental sustainability, and to retain a share in long-term growth in value for reinvestment in the community.

6.21 Mechanisms for the promotion of development include new Business Improvement Districts and Urban Regeneration Companies. In a city as large and complex as London, all these mechanisms have their place and the Mayor will work with partners to encourage their appropriate use in individual and local circumstances. Annex 9 sets out some available mechanisms.

Negotiation on development proposals

Policy 6A.4 Priorities in planning obligations
The Mayor will, and boroughs should, reflect the policies of this plan and include appropriate strategic as well as local needs in their policies for planning obligations (see Circular 05/05).

The Mayor wishes to develop with boroughs a voluntary system of pooling for the provision of facilities related to proposed developments. Affordable housing and public transport improvements should generally be given the highest importance with priority also given to tackling climate change, learning and skills and health facilities and services and childcare provisions. The Mayor when considering planning applications of potential strategic importance will take into account, among other issues, the content and existence of planning obligations.

Policy 6A.5 Planning obligations
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 (see Policy 6A.4) to the effect that:
· it will be a material consideration whether a development makes appropriate provision for, or contribution towards requirements that are made necessary by and are related to, the proposed development
· negotiations should seek a contribution towards the full cost of all such provision that is fairly and reasonably related in scale and in kind to the proposed development and its impact on the wider area
· boroughs should refer to planning obligations that will be sought in the relevant parts of the DPD (such as transport and housing policies).

6.22 Strategic priorities, such as increasing the supply of affordable housing and funding public transport, rely on a substantial contribution being made through the negotiation of planning obligations on a consistent basis throughout London.

6.23 Many developments have impacts beyond borough boundaries, such as those involving public transport improvements and new school and health facilities. The acute shortage of homes and the constraints on the public transport system means that all developments make an incremental impact upon the overall needs of the city. A strategic approach is needed in respect of the wider impacts of an application, in addition to the assessment of more local needs, in accordance with national guidance. The Mayor wants to reconcile strategic with more local impacts. There is also need for pooling of contributions in cases where partial contributions towards

a larger objective may be appropriate: for example towards secondary schools, open space provision or strategic public transport investment. At the Mayor's request TfL has signed a number of Section 106 agreements, which will provide significant transport improvements.

Generation and use of resources

Policy 6A.6 Generation and use of resources
The Mayor will work with partners from all sectors to generate and use resources to implement this plan in the most sustainable and effective way.

6.24   The Mayor has identified the overall scale of London's funding needs[1]. The Government's policy and funding decisions are pivotal for London to meet those needs in areas such as transport, housing, neighbourhood renewal, climate change and the environment and in supporting social services, health, safety, education and skills. London plays a pivotal and distinct role within the UK economy[2]. London needs a share of public expenditure over the period of the London Plan that properly reflects its needs and its role in the national economy.

6.25   The potential contribution from public sector agencies is spelt out below. The Mayor aims to steer the formidable investment and purchasing power of the private sector and consumers in line with his priorities, for example, into town centres and into east London. This plan has indications of the location, type and quantity of development anticipated. This provides the kind of clear investment framework that the private sector seeks. The Mayor expects that planning benefits will be generated from this huge increase in value both through the planning system granting development permissions and by the betterment gained from public expenditure (see also Policies 6A.7 and 6A.8). The Mayor will work with public sector funders, such as government departments and the LDA, to use their resources in ways that stimulate and support effective private sector investment in realising the policies in this plan.

6.26   The London Plan lays heavy emphasis on the sustainable use and re-use of natural resources, including land, water, hydrogen and other energy sources, and upon minimisation of waste of all forms (see Chapter 4A). Time is another resource rarely considered in planning documents. However, a compact city with improved accessibility and a mix of uses will be one in which people and businesses are able to make far better use of the finite resource of time. For example, the plan lays emphasis upon spatial development that seeks to reduce the need to travel.

Policy 6A.7 Increasing the capacity of London
The Mayor will work with all stakeholders to make best use of the huge potential capacities of Londoners, of communities, of other institutions and of professional skills. In particular, he will:
· work with partners to help equip Londoners with the skills they need to compete successfully for London's jobs
· develop a strategic approach to childcare provision
· support the development of local community strategies
· work with key institutions in London to ensure that their objectives and programmes are aligned to the policies of this plan
· continue to award annual prizes for planning achievement.

6.27   The full realisation of London's capacity, not least the capacity of its people, is key to the success of the London Plan. London's Learning and Skills Council and the higher education institutions in London have very substantial budgets. The Mayor and the LDA will work closely with these and other key bodies to address labour supply issues in support of this plan's objectives. In particular, the Mayor is determined to create new opportunities for Londoners, many of whom are excluded from the labour market because they lack the necessary skills or other constraints to achieve secure access to high quality, well paid jobs (see Chapters 3A and 3B).

6.28   London's communities need the capacity to have a greater say in the future of their areas and to benefit from full participation in community life (see Chapter 3A). The Mayor will support the development of Community Strategies to this end and would welcome a neighbourhood response to the strategic goals of this plan. The Mayor's Annual Monitoring Report (see Policy 6B.2) seeks to reflect local community responses to the implementation of this London Plan.

6.29   The Mayor supports the Government's desire to increase the capacity of the planning system.

6.30   The Mayor is looking for excellence in the delivery of this plan. He wants to see the fullest co-ordination of the work of professional sectors so that the spatial integration strategy at the heart of the plan is fulfilled. The Mayor, in association with other partners including London First and the RTPI, has instituted the highly successful award of annual prizes for planning achievement with categories that include best community initiative and best professional practice.
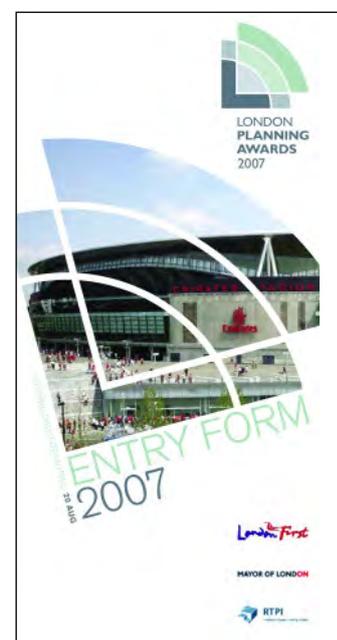
Phasing and co-ordination of development

Policy 6A.8 Phasing of development and transport provision
The Mayor will keep the supply of land, premises and transport under regular review to ensure that development proceeds in a well-phased and co-ordinated fashion. Boroughs should seek to manage development so that it is phased around the broad indicative targets in Table 6A.1.

6.31   The implementation of this plan requires phasing to achieve a consistent supply of infrastructure, land, premises and labour throughout the plan period. Bunching of development would put a strain on infrastructure and could create unhelpful competition for resources such as transport links. Periods of lag in supply will push up prices and dent confidence and momentum.

6.32   There should be a regular and sufficient supply of land and premises. The research undertaken for this plan and the discussions on the Sub-Regional Development Frameworks suggests that, as a broad rule, there is sufficient land to accommodate projected growth. The biggest demand will come from housing, waste facilities and schools. This will be offset by the controlled reduction in industrial land, higher intensity of development and the regular redevelopment that produces available development land. Some Opportunity Areas, especially within and around the CAZ, are already being developed to help meet the targets set out in this plan. Several of these are located at major rail termini, which already have high levels of accessibility, although capacity also needs to be considered. Others, especially some of the Opportunity Areas in the Thames Gateway, will require land assembly, transport and/or other infrastructure before they are available for development. The Mayor will work closely with the LDA, boroughs, private sector and other bodies, such as the Thames Gateway Strategic Partnership, to secure the phased supply of key sites. Development in east London and in the Thames Gateway area is the highest priority, but its scale and complexity are such that it will be phased throughout the period of this plan and beyond. Chapter 5 provides policy directions for each of the main areas of development. These have been carried forward in the Sub-Regional Development Frameworks, and will be reviewed through the Sub-Regional Implementation Frameworks.

6.33   Table 6A.1 shows an indicative outline of how growth in jobs and homes should be phased over the next two five-year periods of this plan. An indication of growth for the following 10 years to 2026 is also shown.

table 6A.1 Indicative average annual phasing of growth in jobs and homes

Sub Region	Phasing of Development (jobs/homes)		
	Period 2007 – 2011 Ave each year	Period 2012 – 2016 Ave each year	Period 2017 – 2026 Ave each year[3]
North	14,000 jobs	13,000 jobs	15,700 jobs
	6,650 homes	6,650 homes	3,600 – 5,880 homes
North East	16,400 jobs	16,000 jobs	13,100 jobs
	10,045 homes	10,045 homes	3,850 – 6,430 homes
South East	4,600 jobs	5,400 jobs	6,500 jobs
	5,445 homes	5,445 homes	2,700 – 4,120 homes
South West	2,200 jobs	3,000 jobs	4,100 jobs
	4,315 homes	4,315 homes	2,370 – 3,660 homes
West	6,800 jobs	8,400 jobs	6,700 jobs
	4,045 homes	4,045 homes	1,410 – 3,280 homes
Years in each period	5 years	5 years	10 years
LONDON TOTAL	**44,000 jobs 30,500 homes**	**45,800 jobs 30,500 homes**	**46,100 jobs 13,930 – 23,370 homes**

source   GLA
note   Column and rows may not total exactly because of rounding

6.34   The Housing Capacity Study provides an indication of the phasing of development up to 2016. Not surprisingly, there is more housing capacity identified in the earlier phases. There will be an increasing reliance on windfall sites in the later phases, which is a normal and realistic approach in a long-range plan. The Housing Capacity Study will be updated to inform an early review of this plan (see Chapter 3A).

6.35   Many developments will depend in part upon the provision of suitable public transport or in some cases road infrastructure.

6.36   TfL has secured £10 billion in a five year investment programme to 2009/2010[4]. This programme supports the development of new projects and investment in London's existing transport assets. The key objectives of the programme are to ensure current service levels are supported, to achieve a state of good repair, to address the backlog of maintenance or asset replacement, to meet demand growth on the existing network, to accommodate London's growth by focusing on regeneration and to enhance the quality of service. This includes improvements to the Underground, rail extension and capacity increases, new transit schemes and road improvements, better buses, improvements to interchanges, supporting national rail, investment in local areas and sustainable travel, supporting the 2012 Olympics and Paralympics and funding the development of other schemes. Details of the key proposals can be found in Table 3C.1.

6.37   Table 6A.2 shows how the capacity of the public transport system is expected to increase in periods up to 2011, to 2016, to 2021 and post 2021. It includes local schemes in the form of bus services; Underground; sbus and tram transit schemes; DLR extensions; heavy rail and the new capacity created by completion of major new infrastructure schemes. In drawing up the proposals for transport schemes, TfL has had regard to resource availability and has identified the associated funding requirements. In the shorter term, the figures for bus, Underground, DLR, and transit capacity increases reflect priorities identified through the TfL Five Year Investment programme, which currently covers the period up to 2009/10. There is a greater degree of certainty in the figures in the earlier years. Figures for later periods are inevitably more indicative and reflect an assessment of resources required for London in the longer term. New sources of funding should also be explored to meet the requirements of a growing city.

6.38   In the period since 2001 nearly 6 per cent has been added to the capacity of London's transport system. Table 6A.2 confirms that much of the overall increase in capacity from 2006 should occur in the period after 2011 when several larger schemes will be due for completion. Nevertheless, there will be a 15 per cent increase in overall capacity in the period 2006 – 2011. This capacity will be available to support the projected increases in jobs and population over this period that are indicated in Table 6A.1. Capacity will increase in all sub-regions and increases will occur in bus, Underground, rail, DLR and transit services. Between 2006 and 2011, capacity on the Underground will increase by 3.3 million passenger kilometres (measured by Planning Guideline Capacity (PGC)) over all sub-regions. Bus capacity will increase by 1.3 million PGC kms over all sub-regions. National Rail capacity will increase by 4.5 million PGC kms over all regions. Improvements to DLR will serve new destinations and increase capacity in east London. There are a variety of other smaller schemes which increase capacity elsewhere in London. With the completion of CTRL, over 2 million PGC kms will be added, mainly in east London. Table 3C.1 in Chapter 3C gives further information on the cost and status of each main category of improvement in public transport capacity and the lead agency responsible for it.

6.39   Table 6A.2 confirms that in the period post 2011 an overall increase of 26 per cent should occur. This capacity will be available to support the projected increases in jobs and population over this period that are indicated in Table 6A.1. Capacity will continue to increase in all sub-regions and increases will occur in bus, Underground, rail, DLR and transit services. Between 2011 and 2025, capacity on the Underground is projected to increase by 2.5 million passenger kilometres (measured by PGC) over all sub-regions. Bus capacity will increase by 2.2 million PGC kms over all sub-regions and National Rail capacity, by 14 million PGC kms over all regions.

6.40 TfL has undertaken a more detailed strategic analysis of the relationship between increased transport capacity and the increased demand generated by this jobs and population growth[5]. This analysis suggests that provided current transport plans are implemented, there should be sufficient capacity to meet anticipated demand, assisted by the spatial policies to reduce the need to travel and to encourage walking and cycling trips. However, impacts of development proposals will clearly need to be examined on a case by case basis. This analysis will be updated on a regular basis and included in the Annual Monitoring Report. As part of the 'plan, monitor and manage' approach, variation in the supply of and demand for public transport capacity will be monitored and, where appropriate, adjustments will be made to transport and development phasing through the mechanisms of the Transport Strategy review, the Sub-Regional Implementation Frameworks, future TfL business plans, the future reviews of the London Plan and major planning decisions.

6.41 There is a good correlation between increases in public transport capacity shown in Table 6A.2 and the increases in employment and homes shown for each sub-region in Table 6A.1. The highest increases in public transport capacity will occur in North East and CAZ, which will have the highest employment and housing increases, followed by West London, which will have rather higher increases than North, South East and South West London.

table 6A.2 Phasing of public transport capacity increases

Indicative Public Transport Capacity Provision – Based on estimate of capacity from public transport schemes in Table 3C.1
Planning Guideline Capacity Kilometres (millions) – within Greater London – Morning Peak

2006 Base Case

	North	North East	South East	South West	West	Total
LUL	7.7	4.8	0.4	1.7	6.1	20.7
DLR	0.0	0.4	0.1	0.0	0.0	0.4
TRAM / IM	0.0	0.0	0.0	0.1	0.0	0.1
XR 1	0.0	0.0	0.0	0.0	0.0	0.0
XR 2	0.0	0.0	0.0	0.0	0.0	0.0
TL	0.6	0.1	0.1	0.4	0.0	1.2
ELL	0.0	0.1	0.1	0.0	0.0	0.1
CTRL	0.0	0.0	0.1	0.0	0.0	0.2
RoNR	4.0	5.1	6.1	9.1	3.2	27.6
BUSES	3.4	2.0	2.2	2.8	1.9	12.3
Total	15.8	12.4	9.0	14.2	11.3	62.6

2012

	North	North East	South East	South West	West	Total
LUL	8.7	5.6	0.5	1.8	7.4	24.0
DLR	0.0	0.7	0.1	0.0	0.0	0.8
TRAM / IM	0.0	0.1	0.1	0.1	0.0	0.3
XR 1	0.0	0.0	0.0	0.0	0.0	0.0
XR 2	0.0	0.0	0.0	0.0	0.0	0.0
TL	0.6	0.1	0.1	0.4	0.0	1.2
ELL	0.1	0.1	0.2	0.0	0.0	0.4
CTRL	0.1	0.3	0.0	0.0	0.0	0.5
RoNR	4.3	6.0	7.2	10.3	3.8	31.5
BUSES	3.8	2.3	2.4	3.1	2.2	13.8
Total	17.6	15.2	10.5	15.8	13.3	72.4

2017

	North	North East	South East	South West	West	Total
LUL	9.4	5.9	0.6	2.0	8.0	25.9
DLR	0.0	0.7	0.1	0.0	0.0	0.8
TRAM / IM	0.0	0.3	0.1	0.2	0.0	0.6
XR 1	1.2	3.6	0.0	0.0	0.9	5.8
XR 2	0.0	0.0	0.0	0.0	0.0	0.0
TL	1.8	0.2	0.6	0.9	0.0	3.6
ELL	0.1	0.2	0.2	0.1	0.0	0.6
CTRL	0.1	0.3	0.0	0.0	0.0	0.5
RoNR	5.6	6.1	6.2	9.8	3.8	31.4
BUSES	4.1	2.5	2.6	3.4	2.2	14.9
Total	22.4	19.7	10.5	16.3	14.9	83.9

2022

	North	North East	South East	South West	West	Total
LUL	9.6	5.9	0.6	2.0	8.1	26.2
DLR	0.0	0.9	0.2	0.0	0.0	1.1
TRAM / IM	0.0	0.3	0.1	0.2	0.0	0.6
XR 1	1.2	3.6	0.0	0.0	0.9	5.8
XR 2	0.0	0.0	0.0	0.0	0.0	0.0
TL	1.8	0.2	0.6	0.9	0.0	3.6
ELL	0.1	0.2	0.2	0.1	0.0	0.6
CTRL	0.1	0.3	0.0	0.0	0.0	0.5
RoNR	5.6	6.1	6.2	10.9	3.8	32.6
BUSES	4.3	2.6	2.8	3.6	2.3	15.6
Total	22.9	20.0	10.7	17.7	15.2	86.4

Post 2022

	North	North East	South East	South West	West	Total
LUL	9.6	5.9	0.7	2.1	8.1	26.5
DLR	0.0	0.9	0.2	0.0	0.0	1.1
TRAM / IM	0.0	0.3	0.1	0.3	0.0	0.7
XR 1	1.2	3.6	0.0	0.0	0.9	5.8
XR 2	1.7	0.5	0.0	0.4	0.5	3.0
TL	1.8	0.2	0.6	0.9	0.0	3.6
ELL	0.1	0.2	0.2	0.1	0.0	0.6
CTRL	0.1	0.3	0.0	0.0	0.0	0.5
RoNR	5.6	6.1	6.2	10.9	3.8	32.6
BUSES	4.5	2.7	2.9	3.4	2.5	16.0
Total	24.7	20.7	11.0	18.1	15.7	90.2

notes   Future capacity on London Underground, Rest of National Rail and London Buses
is net of individual schemes on capacity.
Reliability improvements are not included in these calculations, but are expected
to add to effective capacity growth.
Table shows indicative phasing and is subject to change as projects become more
defined and funding packages are made available. Total may not add due to ranking.
source   Transport for London

3   The main stakeholders and their contribution

6.42   Beyond the GLA group, the principal London stakeholders are the London
boroughs, central government and public sector agencies, the private
sector, the voluntary and community sectors and individual Londoners.
Figure 6A.2 shows some of the main stakeholders and indicates the key
powers and resources they will bring to the implementation process.
These are further discussed below.

6.43   There are many other key institutions in London. Some, including
the business organisations (such as London First and CBI) already have
a Londonwide remit. Others operate on a national or local basis but will
also have a vital role in London's future. As the leader of the London
community, the Mayor will work with all these institutions to ensure
that their objectives, resources and programmes are aligned.

figure 6A.2 Main stakeholders
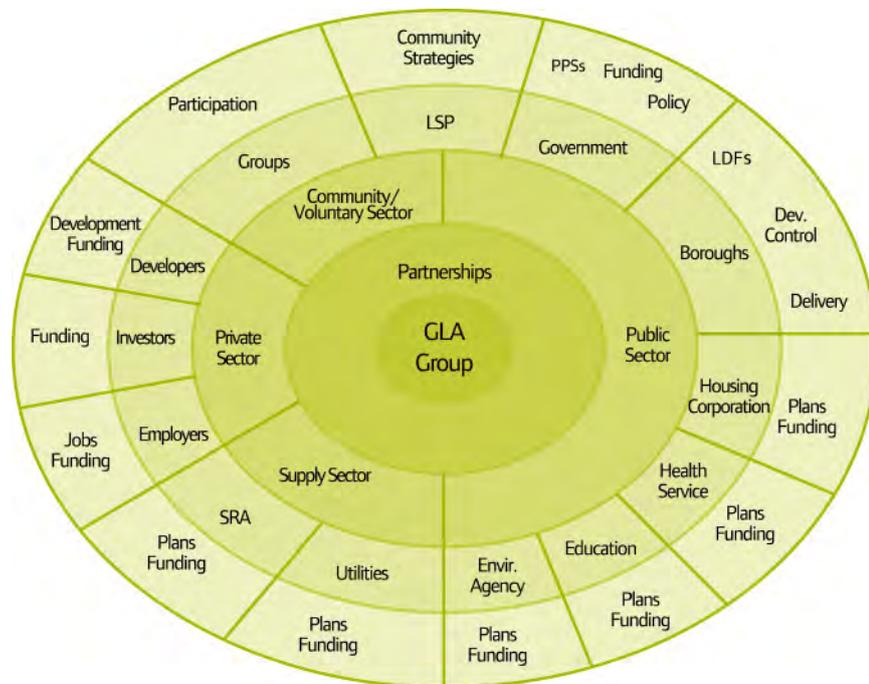
source   GLA

Policy 6A.9 Working with stakeholders
The Mayor will take a consultative approach to working with stakeholders
and will:
- work with boroughs to update and deliver Sub-Regional
  Implementation Frameworks
- work with boroughs and Local Strategic Partnerships to ensure that local
  and community plans, policies and actions conform to strategic priorities
- work with boroughs on the preparation of planning frameworks
  for strategic areas
- establish strategic technical assistance to boroughs on matters such
  as valuation advice on Section 106 agreements and will support the
  case for greater resources for pro-active planning by boroughs
- establish close working relationships with the private sector where it is
  able and willing to deliver this plan's priorities (see also Policy 6A.3)
- work with the EU to secure a higher profile for urban affairs and more
  funding to promote sustainable urban development
- work with the Housing Corporation to align their policies with this plan,
  in particular, their subsidies for affordable housing
- work with the Government, the rail agencies and TfL on transport
  integration and to align strategic priorities

> - work with the LDA, the Learning and Skills Council for London and higher education sector to deliver the skilled workforce needed by London's employers and to help tackle unemployment and disadvantage, especially in Areas for Regeneration
> - work with the NHS and the Strategic Health Authority, Primary Care Trusts and HUDU to identify and meet the needs for new health facilities and to improve the health of Londoners
> - work with the voluntary and community sectors both locally and at the sub-regional level to develop their role in the delivery of skills, training and services and community empowerment
> - work with the Environment Agency, water companies and others to promote sustainable development
> - work as appropriate with other stakeholders.

6.44   TfL has identified in its business plan the resources needed to deliver the Transport Strategy. Increased investment in transport is particularly important for the success of this plan. The Minister for Transport and the Mayor have established regular meetings to examine transport in London and prioritise investment. In addition to resources that may be generated through planning obligations, the Mayor will continue to argue for and discuss with the government, additional and innovative ways of financing new transport projects.

6.45   The LDA's Corporate Plan provides more detail on its priorities and programmes, including those which contribute directly to delivery of the London Plan. The main priorities are focused on: developing the Olympic and Paralympic Games, developing the Thames Gateway (including the Lower Lea Valley, London Riverside and contributing to the strategic development of City East); strengthening town centre development; delivering new homes (including affordable homes); quality design and public realm development; and regenerating deprived communities. The Corporate Plan sets out LDA priority areas for investment along with details of London wide programmes that aim to improve local competitiveness, sustainability, community safety, health and inclusion. The LDA keeps its area priorities under review according to the scale of potential economic impact and resources available. The LDA has recently agreed to target resources, as appropriate, in line with the Spatial Priorities of the London Plan.

6.46   The LDA is leading the land assembly work in preparation for the 2012 Olympic and Paralympic Games.

6.47   The boroughs, as local planning authorities, have a prime role in delivering the London Plan. They have two major responsibilities. First, they are responsible for the delivery of a range of services and strategies that are

vital to the achievement of economic, social, transport and environmental policy. These include housing, education, social and community, health, environmental and local transport infrastructure.

6.48 Secondly, the boroughs will implement this plan through their DPDs, which must be in general conformity with it, through the development control function and as key partners in sub-regional partnerships, which offer the vehicle to link the strategic and the local level. The Mayor will work in partnership with boroughs in reviewing their DPDs and in developing Sub-Regional Implementation Frameworks and planning frameworks for key sites. The Mayor is aware of the demands the London Plan will make upon borough planning resources. He supports the case for greater resources for local planning authorities.

6.49 The Mayor meets regularly with the Chair of London Councils. The GLA has a borough engagement programme in which high level meetings take place between the Mayor, senior GLA officers and the London boroughs. In addition, there are regular meetings with the Association of London Borough Planning Officers (ALBPO).

6.50 The Government is a key partner both at national and London level. Its policy and funding decisions are pivotal in areas such as transport, housing, employment, neighbourhood renewal and the environment, and in supporting social, health, safety, educational and skills agendas. The Government also sets overarching planning policy. The London Plan has taken account of Government regional spatial policy. Its successful implementation will make a substantial contribution to the achievement of government policies, for example on urban renaissance and sustainable communities.

6.51 The Mayor meets regularly with the Minister for London and has meetings with ministers from the Department for Communities and Local Government and other relevant public departments. There are regular meetings with the Government Office for London at officer level.

6.52 The Mayor will continue to collaborate with neighbouring regions, notably through the Inter-Regional Forum. This helps to facilitate the best use of joint resources, for example through the co-ordination of strategic transport infrastructure (see Chapter 1 and Chapter 3C). The Inter-Regional Forum provides a regular mechanism for the co-ordination of policy with the South East and East of England Regional Assemblies and a joint programme of planning studies has emerged. There have also been discussions with the Core Cities group with a view to carrying out joint research on the needs of UK's cities. In addition, the Mayor is a member of the Government's Thames Gateway Strategic

Partnership and established a London Thames Gateway Investment Panel to strengthen delivery arrangements in the London part of the Thames Gateway. Lastly, there are mechanisms emerging to support work on the London-Stansted-Cambridge-Peterborough growth area.

6.53   The LDA works with EEDA, SEEDA, TfL, boroughs and sub regional partnerships on matters of common interest. This work supports the sustainable growth of the Greater South East ensuring it maintains its prosperity and secures its strong position in the face of increasing global challenges. The three agencies are collaborating on:
· inter-regional transport infrastructure
· inter-regional growth strategies and the Sustainable Communities Plan
· innovation: science, technology, research and development
· realising the benefits of the 2012 Olympic Games and Paralympic Games
· unlocking housing capacity in the Thames Gateway and the London-Stansted-Cambridge-Peterborough corridor
· developing markets for recycled products

6.54   The GLA Group is also working with the Core Cities Group to support a complementary development strategy for the English regional cities.

6.55   The single regional housing pot includes substantial funding for investment in new supply of affordable housing. Effective use of this funding is vital to achieve the Mayor's priority of securing higher levels of affordable housing (see Chapter 3A). The Mayor will align the London Housing Strategy with the London Plan and work with members of the London Housing Investment Panel to ensure that funding from the single regional housing pot is used to maximise the number of affordable homes, appropriate to meeting identified housing need, being delivered through the planning process.

6.56   The London Strategic Health Authority, together with Primary Care Trusts and NHS Trusts have primary responsibility for achieving the service improvement and modernisation contained in the NHS Plan and to improve the health of Londoners. Policies in this plan support the NHS in meeting these objectives, and particularly in meeting the spatial needs for new NHS facilities. The Mayor will work with NHS organisations and other partners, especially through the London Health Commission and HUDU, to promote health improvement in London.

6.57   In addition to the LDA's regeneration budgets, the Government Office for London administers the Neighbourhood Renewal Fund for the London boroughs currently eligible, as well as the Regional Selective Assistance and Enterprise Grants. These streams of economic and social regeneration funding should also be used to support this plan's priorities.

6.58 Under the Railways Act 2005 the Secretary of State for Transport is responsible for rail strategy development. He does this by taking into account relevant Regional Planning Bodies' (RPB) proposals across a medium to long term planning horizon. TfL is a key stakeholder in the RPB process for areas significantly impacting London.

6.59 The Environment Agency regulates and works to promote sustainable development. Key areas include mitigation and adaptation to climate changes, flood risk management, sustainable water management and waste. There are frequent meetings with the Environment Agency.

6.60 The private sector will provide much of the impetus needed to implement this plan. Many of the resources will come from private sector investment in homes, offices, shops and leisure facilities. The scale of private investments in London is enormous, reflecting confidence in the city's future. This plan is realistic in working with the grain of investment and development demand (see Chapter 1). The private sector will continue to be engaged at an early stage in work that will structure investment, such as Sub-Regional Implementation Frameworks and planning frameworks.

6.61 The Mayor meets with business representatives regularly at the London Business Board, in addition to a series of meetings with individual organisations. Most discussions with private developers who are seeking to implement large-scale schemes in London are handled by the Mayor's Planning Decisions Unit.

6.62 The voluntary and community sectors have a major role to play, especially in tackling social inclusion and supporting deprived communities. They will also be key partners at the sub-regional level. The sectors have a growing role in the delivery of skills and training and services at the local level in a way that empowers the local community. The Mayor will work with the sectors to expand this role and has signed a compact with them to this end. There are regular meetings at mayoral and officer level with a range of community groups, including the Civic Forum and major London stakeholder groups.

6.63 Londoners comprise the largest and in many ways the most important group of stakeholders. They need to be aware of this plan and to own its priorities. The Mayor will continue to use his Annual Monitoring Report (see Policy 6B.2) to report on progress. The Mayor will seek a positive approach to community engagement generally and will work with local communities and boroughs to promote effective means of public participation in planning.

4 Strategies that will contribute to implementation

Policy 6A.10 Complementary strategies
The Mayor will work with other stakeholders to ensure that, wherever appropriate, other relevant policy documents are compatible with the London Plan.

6.64 As a statutory spatial development strategy this plan will have a powerful influence over a range of other strategies and policy tools, which will contribute towards its implementation.

6.65 Some of the key strategies and policy vehicles are categorised and identified below.

The statutory core

6.66 The statutory basis of planning in London is formed by:
- the London Plan as the Spatial Development Strategy for Greater London
- DPDs, which are statutory documents and will be of primary importance in taking forward the London Plan policy at local level and in particular, in land use policy. Where a policy in this plan relies on DPDs for some or all of its implementation, this is clearly stated.
- Planning Policy Statements, which provide a national framework and which this plan follows, develops and interprets at a London level.
- Contextual strategies

6.67 There are strategies at national and international level that the Mayor will work within and seek to influence so that they support this plan's strategies. These include:
- the Sustainable Communities programme[6], which sets out many policies, tools and resources for strategic planning and in particular contains policy on the Thames Gateway and the London-Stansted-Cambridge-Peterborough corridor
- other Government policies, such as the ten-year Transport Plan. These are referred to in this plan where especially significant
- national and regional policy for key sectors, such as the NHS Plan
- European policy: the plan follows the policy directions of the European Spatial Development Perspective
- inter-regional strategies: the Mayor has participated in the development of the Regional Spatial Strategies for the East of England and South East regions through the Inter-Regional Forum and as a consultee and will work with the regional bodies to ensure maximum compatibility across the three regions.

Sub-regional strategies

6.68 Sub-Regional Development Frameworks have had a major role in helping to implement this plan by supplementing policy and aiding delivery between the strategic and the local dimensions (see Policy 5A.1). The LDA's Sub-regional Economic Development Implementation Plans (SREDIPs) have provided a complementary vehicle. These two frameworks will be subsumed within the new Sub-Regional Implementation Frameworks, which will take account of the new sub-regional boundaries contained in this plan.

Thematic strategies

6.69 The Mayor has responsibility for the production of a number of strategies and will use these to develop and implement the policies in this plan. The GLA group has a co-ordination mechanism to ensure consistency between its various strategies. Other important strategies are produced by other bodies. Some of the most significant thematic strategies are listed below, some of which are the responsibility of the Mayor and GLA group.

6.70 Living in London
  · Community Strategies are the main mechanism for ensuring the co-ordination of local services and local plans. They should be produced within the spatial framework of the London Plan (see Policy 3A.26).
  · The Mayor now produces the London Housing strategy; the boroughs produce local housing strategies, and groups of boroughs are developing sub-regional housing statements and strategies.
  · Local Delivery Plans are developed by Primary Care Trusts and agreed with Strategic Health Authorities and their spatial dimensions should be aligned with this plan (Policy 3A.20).
  · Education Strategies are produced at a regional level by the Higher Education Funding Council and locally by the boroughs and their spatial dimensions should be aligned with this plan (Policy 3A.24 –25).
  · Design and Access Statements should accompany planning applications (Policy 4B.5).

6.71 Working in London
  · The Mayor's Economic DevelopmentStrategy.
  · Many boroughs produce Neighbourhood Renewal Strategies, linked to government funding programmes and focused on the Areas for Regeneration.
  · The London Skills and Employment Board are preparing a Skills and Employment Strategy that will be central to the development of skills in the workforce (Policy 3B.11).
  · The LDA's Framework for Regional Employment and Skills Action will be delivered through the London Skills Commission (Policy 3B.11).
  · An Innovation and Knowledge Transfer Strategy is produced by the LDA.

6.72   Connecting London
· The Mayor's Transport Strategy sets out a ten-year transport plan, which will be updated to reflect this plan (see Chapter 3C). This is prepared in the context of the government's ten-year Transport Plan.
· The Government also intends to finalise an Airports Strategy (Policy 3C.6).
· Transport Local Implementation Plans are produced by boroughs and will contain proposals to implement the Transport Strategy at the local level and parking and enforcement plans that will operate within the parking policies of this plan (Policies 3C.22 – 23).
· Transport Assessments and Travel Plans will be required to support new development and employers and others may produce Travel Plans on a voluntary basis. TfL is producing guidance on Transport Assessments and travel plans, which contain advice on content, data analysis and examples of best practice.

6.73   Enjoying London
· The Mayor has produced a Culture Strategy and its spatial policies are reflected in this plan (Policy 3D.4).
· The Mayor has produced a tourism strategy and boroughs will produce local tourism strategies and identify Tourism Action Zones (Policy 3B.9).
· Boroughs produce open space strategies. The Mayor has published a Best Practice Guide to assist and ensure these strategies develop the policies in this plan (Policy 3D.12).
· The London Tree and Woodland Framework has been produced by the Mayor with the Forestry Commission and other partners.
· London's metabolism and climate change

6.74   The Mayor produces a range of strategies, whose key spatial policies are reflected in this plan:
· The Mayor's Municipal Waste Management Strategy published in 2003 (Policy 4A.21 – 23)
· The Mayor's Air Quality Strategy published in 2002 (Policy 4A.19)
· The Mayor's London Ambient Noise Strategy published in 2004 (Policy 4A.20)
· The Mayor's Biodiversity Strategy published in 2002 (Policy 3D.14); boroughs produce biodiversity action plans that should reflect this strategy.
· The Mayor's Energy Strategy published in 2004 (Policies 4A.4 – 7).
· The Mayor must now produce two additional statutory strategies for Climate Change Adaptation and for Climate Change Mitigation and Energy.

Designs on London:
- boroughs produce Conservation Area Management Plans and local urban design policies
- the Mayor will work with partners to produce View Management Plans (Policy 4B.17)
- the Mayor has established the new organisation Design for London that will develop and take forward strategies on design.

Water:
- Catchment Flood Management Plans are produced by the Environment Agency
- Thames Policy Area Appraisals will be produced by boroughs (Policy 4C.18)
- The Mayor will publish a Water Strategy
- Regional Flood Risk Appraisal
- Water Resources Plans
- Periodic Reviews.

Spatial policies:
- boroughs produce town centre strategies that should follow the strategic policies of this plan (Policies 3D.1 – 3D.3)
- boroughs should work with the Mayor and other partners to produce planning Frameworks for Opportunity Areas (Policy 2A.5) and Areas for Intensification (Policy 2A.6). They will also make use of planning briefs in areas of potential change
- neighbourhood plans may be produced where appropriate with the full engagement of the local community (Policy 3A.29)
- the Mayor has produced and made available a toolkit on sustainable suburbs (Policy 2A.9).

Supporting documents

6.75 The Mayor produces Supplementary Planning Guidance where appropriate to give further guidance on implementing the policies in this plan. A list of Supplementary Planning Guidance is included in Annex 6.

Legal requirements SDS

6.76 Regulation 6(3) of the Town and Country Planning (London Spatial Development Strategy) Regulations 2000 ('the 2000 Regulations') requires the London Plan to contain a statement, within the reasoned justification, of the regard the Mayor has had to matters specified in sections 41 and 342(1)(a) of the GLA Act 1999 and Regulation 6(1) of the 2000 Regulations.

6.77   Section 41 refers to the requirement for the Mayor to have regard to
the principal purposes of the Authority (as set out in section 30 of the
GLA Act) in promoting economic development and wealth creation,
social development and the improvement of the environment in Greater
London. These form the basis of the Mayor's Vision as set out in the
Mayor's introduction and the Objectives in the Introduction. They then
structure the whole document. Section 41 then refers to the need to
include policies that are calculated to promote the health of persons
in Greater London and that contribute to the achievement of sustainable
development in the United Kingdom. Health issues are considered
specifically in Chapter 3A and a detailed review of the policies,
which are particularly relevant to health issues are set out in Annex 3.
Sustainability Appraisals, including a Strategic Environmental Assessment
and Health Impact Assessment, have been carried out at each stage of
the preparation of the plan; Policy 2A.1, together with paragraphs 2.6
and 2.7, make clear that the promotion of sustainability runs throughout
all the policies in the plan.

6.78   Section 41 also refers to the requirement to have regard to consistency
with national policies and international obligations – which is covered
as a matter of fact and by extensive referencing and footnotes, as well
as consultations with and representations from the Government Office
for London. As to the other requirements of Section 41, consistency with
other statutory strategies is covered in the Preamble and the relevant
Chapters, particularly this chapter, and cross references; resources
available for implementation are covered in this chapter and in Chapters
3A and 3C; and encouraging the use of the River Thames in Chapter 4C
in particular.

6.79   Section 33 of the Act requires the Mayor to have regard to the principle
of equality for all people and Section 404 is more specific in regard to
equality of opportunity, the elimination of unlawful discrimination and
the promotion of good relations. This also is a theme which runs through
the Mayor's Vision, the objectives, the various Chapters, especially
Chapter 3A, and is detailed in Annex 3.

6.80   Under Section 342 (1) (a) of the Act, the Mayor must have regard
to any regional spatial strategy for a region which adjoins Greater London.
This is done principally in Chapter 1 'Positioning London', but there are
extensive references and footnotes throughout and an overall statement
on this issue in the Preamble.

6.81   Finally, the Mayor must have regard to four specific matters set out
in Regulation 6(1) of the 2000 Regulations, namely, the recovery and

disposal of waste, the prevention of major accidents and limiting their consequences, the need to maintain appropriate distances between certain types of development and the control of major-accident hazards involving dangerous substances. The Mayor has given careful consideration to these matters and to the role which this spatial plan can properly play in addressing the issues they raise. In the Mayor's view, the policies contained throughout the plan, when read as a whole, but particularly Chapters 2 and 4, seek to address Regulation 6(1) matters in an appropriate way. In taking this view, he has had regard to the powers and responsibilities of other statutory and non-statutory bodies.

6B monitoring and review of this plan

6.82 The Mayor's vision, objectives and policies set out in this plan are based
on strong evidence and it seems unlikely that the context in which they
have been made will alter significantly in the near future. Even in the
improbable event that economic or population growth were to fall below
the levels envisaged, there would still be a need to tackle the backlog
in the supply of housing, business premises, public transport and education
and health services.

6.83 The Mayor's policies are strategic in nature and capable of interpretation
in their detailed implementation to suit particular circumstances. Boroughs
should update their DPDs following publication of the London Plan.
This will give an opportunity for detailed specification of policy in a more
local context.

6.84 A number of key performance measures are identified in Table 6B.1.
These are both quantifiable and central to the achievement of the objectives
set out in the Introduction. They have been selected because together
they measure progress across all six objectives and the cross-cutting
themes of sustainability, health and equality. Many other policies in
this plan will also be monitored, but the Mayor agrees with Government
advice that a core set of measures can give an overall indication of how
effectively the central strategy is being implemented.

6.85 The plan as a whole, and the targets in Table 6B.1 in particular, will
be monitored in the Annual Monitoring Report that analyses the state
of strategic planning in London and set priorities for the coming year.
The report will continue to be made public and discussed with stakeholders.
The results could lead to changes in the way the plan is being implemented
if this is necessary. For example, there may be a need to adjust phasing
of some elements as a result of changing market conditions or levels
of government funding. It can be used as a key input into future

Supplementary Planning Guidance, as material for the consideration of revised Sub-Regional Implementation Frameworks, Community Strategies and DPDs and as inputs to future reviews of the London Plan and of other Mayoral strategies.

6.86 The Annual Monitoring Report will continue to include changes in contextual, output and process indicators and will report on the government's Core National Indicators. An annual report monitoring group has been established in order to assist in the preparation of the Annual Report.

6.87 The Mayor also wants to hear Londoners' views on the issues and will continue to use networks that can be used to gather stakeholder opinion and feedback.

1 London Plan Performance Indicators

6.88 These measures will be used to monitor the key elements of each of the six objectives set out in the Introduction. In each case, an indicator of performance is listed and a specific, measurable target is identified. The measures follow the Government's Good Practice Guide but also reflect the specific circumstances of London. The information on the matters to be monitored is either available or can be made available. The Annual Monitoring Report also covers contextual indicators which are outside the direct influence of the London Plan but which will impact on the implementation of its policies and monitoring of the Government's Core National Indicators. The Annual Monitoring Report also gives an update on progress with other London Plan related outputs, such as Supplementary Planning Guidance and Sub-Regional Implementation Frameworks.

table 6B.1 London Plan Performance Indicators

objective 1 to accommodate London's growth within its boundaries without encroaching
on open spaces (see Chapter 2, Chapters 3A and 3D and Chapter 4B).

Performance measure	No	Target	Policy ref
Increasing the proportion of development taking place on previously developed land	1	Maintain at least 96% of new residential development to be on previously developed land	2A.1
Increasing the density of residential development	2	Over 95 per cent of development to comply with the housing density location and SRQ matrix (Table 3A.2)	4B.1 3A.3
Protection of open space	3	No net loss of open space designated for protection in DPDs due to new development.	3D.8 – 11

objective 2 to make London a healthier and better city for people to live in (see
Chapter 3A).

Performance measure	No	Target	Policy ref
An increased supply of new homes	4	Completion of at least 30,500 new homes a year (The Annual Monitoring Report will also monitor individual borough targets as set out in Table 3A.1.)	3A.1 3A.2
An increased supply of affordable homes	5	Completion of 50 per cent of new homes as affordable homes each year between 2004 – 2016. (The Annual Monitoring Report will also monitor individual borough percentage targets set out within framework of Policy 3A.9).	3A.8 – 11
Reducing health inequalities.	5a	By 2026, reducing by at least 10% the gap between life expectancy at birth in Areas for Regeneration and the average in London as a whole.	3A.23
	5b	By 2015, reducing by at least 10% the gap between the age standardized death rate from coronary heart disease per 100,000 population in Areas for Regeneration and the average in London as a whole.	3A.23

objective 3 to make London a more prosperous city (see Chapter 2 and Chapter 3B
and Chapter 5)

Performance measure	No	Target	Policy ref
Increasing sustainability and social inclusion by increasing the proportion of London residents working in London	6	Net increase in the proportion of London residents working in jobs in London over the plan period.	3B.11
Ensure that there is sufficient development capacity in the office market	7	Stock of office planning permissions to be at least three times the average rate of starts over the previous three years.	3B.2
Direction of economic and population growth to follow the indicative sub-regional allocations and fulfil the priority to east London	8	Development in Opportunity Areas and Areas for Intensification for each sub-region measured against the indicative figures in this plan.	2A.5 2A.6 Chapter 5

objective 4 to promote social inclusion and tackle deprivation and discrimination
(see Chapter 3A and 3B).

Performance measure	No	Target	Policy ref
Increased employment opportunities for those suffering from disadvantage in the employment market	9	Age specific unemployment rates for black and minority ethnic groups to be no higher than for the white population by 2016, 50 per cent reduction of the difference by 2011.	3B.11
Increased employment opportunities for those suffering from disadvantage in the employment market	10	Percentage of lone parents dependant on income support to be no higher than the UK average by 2016, 50 per cent reduction of the difference by 2011.	3B.11
Improving the provision of social infrastructure and related services.	11a	An increase in the provision of childcare places per 1000 under-fives, particularly in Areas for Regeneration.	3A.27
	11b	An improvement in the percentage of pupils obtaining five or more GCSEs at grades A* to C in Areas for Regeneration relative to the LEA as a whole	

objective 5 to improve London's accessibility (see Chapter 2, Chapter 3C, Chapter 4C
          and Chapter 5).

Performance measure	No	Target	Policy ref
Achieve a reduced reliance on the private car and a more sustainable modal split for journeys	12	Use of public transport per head grows faster than use of the private car per head.	2A.1 3C.1 – 3
	13	From 2001 – 2011, 15 per cent reduction in traffic in the congestion charging zone, zero traffic growth in inner London, and traffic growth in outer London reduced to no more than 5 per cent.	3C.17
	14	A five per cent increase in passengers and freight transported on the Blue Ribbon Network from 2001 – 2011.	4C.6 – 8
Increase in public transport capacity	15	50 per cent increase in public transport capacity between 2001 – 2021, with interim increases to reflect Table 6A.2.	Chapter 3C
	16	Regular assessment of the adequacy of transport capacity to support development in opportunity and intensification areas.	Chapter 3C Chapter 5
Increase in the number of jobs located in areas with high PTAL values	17	Maintain at least 50% of B1 development in PTAL zones 5 – 6 and at least 90% of B2 and B8 development in zones 0 – 2)	3C. 2

objective 6 to make London a more attractive, well-designed and green city
          (see Chapter 3D and Chapter 4A and 4B).

Performance measure	No	Target	Policy ref
Protection of biodiversity habitat	18	No net loss of designated Sites of Importance for Nature Conservation over the plan period.	3D.14
Increase in municipal waste recycled or composted	19	At least 35 per cent by 2010. At least 45 per cent by 2015.	4A.21 – 22
	20	Allocations of additional waste management sites in DPDs to achieve the apportioned tonnages of waste in each borough	4A.23 – 27 Table 4A.6
Increased regional self-sufficiency for waste	21	75% (16 million tonnes) of London's waste treated or disposed of within London by 2010 rising to 80% by 2015 and 85% by 2020	4A.21
Reduce carbon dioxide emissions	22	Reduce emissions to 15 per cent below 1990 levels by 2010, rising to 20% by 2015, 25% by 2020 and 30% by 2025.	4A.2
Increase in energy generated from renewable sources	23	Production of 945GWh of energy from renewable sources by 2010 including at least six large wind turbines. (See Mayor's Energy Strategy GWh = Gigawatt hours)	4A.7

Ensure a sustainable approach to flood management.	24	No net loss of functional flood plain within referable applications.	4A.12 – 13
Protecting and improving London heritage and public realm	25	Reduction in the proportion of buildings at risk as a percentage of the total number of listed buildings in London.	4B.11 – 13

source   GLA

2 Framework of Annual Monitoring Report

6.89 In addition to the indicators on Table 6B.1, the Annual Monitoring Report will continue to include monitoring on the government's Core National Indicators and a range of contextual indicators which this plan influences but does not directly control.

Contextual indicators
- population change – broken down by sub-region, borough, and age brackets, ethnic mix, gender
- household change – broken down by sub-region, borough
- average house price trends by type of dwelling, sub-region and borough
- migration trends between London and surrounding regions commuting trends into and within London
- new open spaces as identified in borough open space strategies
- health evidence, life expectancy, infant mortality rates, illness rates, especially in Regeneration Areas
- age, gender, disability and race specific unemployment rates in London – to be no higher than the UK average by 2016 especially in Regeneration areas
- number of workers below the minimum wage
- economic performance by sector and area learning performance as measured, for example, by NVQ levels
- air and water quality and energy sources, levels of carbon emissions from State of Environment report
- number of tourists and their levels of spend
- demand for and supply of town centre premises
- employment levels in town centres
- office floorspace availability and price in the main market areas
- industrial and office demand and supply relationships in the main market areas
- household, commercial and industrial waste arisings, levels of import and export of waste, distribution between means of disposal and levels of recycling
- measurement of GVA growth and overall employment levels in London.

6.90   The Annual Monitoring Report will also report on progress with the actions
        that the plan sets out. These process indicators are set out below.

        Process Indicators:
        · progress on development plans in London, number that are in general
          conformity with the London Plan and numbers with full Sustainability
          Appraisal and up-to-date capacity studies
        · numbers of boroughs producing open space strategies
        · production of Sub-Regional Implementation Frameworks,
          Supplementary Planning Guidance, Best Practice Guidance and
          planning frameworks for Opportunity Areas and Areas for
          Intensification
        · progress on the programme of improving 100 Public Spaces in London.

6.91   The Annual Monitoring Report will cover the following themes:
        · changes in London's circumstances
        · performance against the key indicators in Table 6B.1
        · performance on a wider range of contextual indicators
        · performance against the Government's Core National Indicators
        · performance against indicators of sustainability appraisal objectives
        · progress on Sub-Regional Implementation Frameworks
        · progress on Supplementary Planning Guidance and Mayoral strategies
        · delivery of increased transport capacity and progress on major
          transport projects, in the context of transport demand trends
        · progress on major developments
        · summary of Mayoral planning activity including number of referred
          planning applications and appearances at public inquiries
        · progress on UDP's conformity with the London Plan
        · report on the Annual London Planning Awards
        · update on inter-regional liaison
        · setting priorities for the coming year and identifying possible areas
          of London Plan policy to be reviewed in the next set of alterations
          to the London Plan.

6C looking to the future

6.92 This part briefly sets out some of the longer term issues affecting this plan including the next plan period (London after 2026), and the likely process and timetable for review of this Plan.

1 London after 2026

6.93 Some of the major decisions that will affect London in the decades beyond 2026 need to be taken during the timespan of this plan. This reflects, for example, the fact that major new transport infrastructure schemes take many years from conception to implementation.

6.94 Although there is less certainty about the longer term, the changes discussed above seem likely to continue and to be mutually reinforcing. Globalisation will continue to stimulate growth in global cities that will attract high levels of investment, the leading edge of technological innovation and in-migration of people attracted by growth and quality of life. The imperative of sustainable development will grow ever stronger as problems such as climate change become more inescapable. The best use of the land and infrastructure and of natural resources that already exists in major cities will be the obvious policy response.

6.95 There will continue to be rapid and escalating global, European and national requirements to increase the immediacy and scale of climate change mitigation and adaptation as scientific evidence identifies the ever accelerating immensity of the challenge. There will be correspondingly fast and substantial changes in the quality, cost and effectiveness of technologies to address climate change. There will also be enormous shifts in behaviours: these will include the greater awareness of and responsiveness to the need for urgent action amongst stakeholders in spatial development, including developers, property interests and planners themselves. The Mayor has set out in his Climate Change Action Plan the many ways in which he will work with others to promote and support changes in policy, implementation and behaviour.

6.96 By the year 2026, in significant part as a result of climate change, Londoners will lead their lives in fundamentally different ways, including their forms of consumption, housing, working and travel. Spatial planning will need to anticipate, understand, lead and facilitate these changes. The plan seeks to anticipate change over the next 20 years. The pace and turbulence of these changes mean that the Mayor will continue his approach of reviewing and updating the plan on a regular basis.

6.97 There will remain significant continuing potential to absorb growth in a sustainable manner in the decade after 2026. For example, the Thames Gateway's complete regeneration will take longer than two decades.

Beyond 2026, the infrastructure and fabric of more suburban areas will be in increasing need of renovation and thereby create opportunities for sensitive intensification. In a city as vast and old as London there will always be potential for renovation and change that cumulatively will make a big contribution to accommodating future growth.

6.98   Major infrastructure decisions will be taken in coming years, for example, on increased airport and port capacity, the orbital road system around London and lower Thames crossings. These should promote the spatial priorities of this plan and especially the regeneration of the Thames Gateway. This will also inevitably be reinforced by the growing strength of the linkages between London and mainland Europe that will, over a period of decades, underpin both London's global and European role, provide a major counter-balance to the growth drivers in the west and result in a more balanced and cohesive city.

6.99   There will be continuing need to replace infrastructure that dates from London's expansion in the Victorian period. This plan envisages a substantial programme of public transport infrastructure improvements during the plan period. However, in a growing city further improvements will need to be planned for implementation after 2026. Before the next review of the London Plan, the Mayor will consider what new proposals may be needed, including schemes to service Metropolitan and other town centres whose role will continue to grow. The Mayor will keep under review and consider these issues.

6.100 Not surprisingly the preparation of this plan has suggested a number of areas – legislative, fiscal and financial – where in the Mayor's opinion, change is needed. The key changes, which the Mayor will discuss further with the government as part of the lead into the further reviews of this plan include:
   · changes in the policies on and funding for climate change mitigation and adaptation by Government and other stakeholders as identified in the Mayor's Climate Change Action Plan.
   · an increase in London's resources. This plan sets out London's needs for additional resources after decades of under-investment in infrastructure
   · a review of arrangements for allocating and co-ordinating strategic funds
   · legislative changes to meet higher targets for municipal waste recycling and composting, to achieve 50 per cent by 2010 and 60 per cent by 2015
   · secondary legislation to enable the Mayor to be a party to Section 106 agreements
   · a mechanism partially to recoup large increases in land value attributable to the planning system or public investment, and especially public transport improvements
   · changes to Government guidance.

References

1   Mayor of London. The Case For London. GLA, 2004
2   GLA Economics. Growing Together: London and the UK Economy. GLA, 2005.
3   Housing growth in this column is an estimated range that has been derived from
    the 2004 London Housing Capacity Study and is for the period 2017/18 – 2026/27.
    Borough figures are shown on this basis in Annex 10.
    Projections for growth in jobs are based upon: GLA Economics, Current Issues Note 13.
    Updated Borough Level Employment Projections to 2026. GLA, 2007
4   TFL current business plan
5   Transport for London. Analysis of the Transport Programme to Support the London Plan.
    TfL, 2003
6   ODPM. Sustainable Communities: Building for the Future. ODPM, 2003
    DTLR. Draft Good Practice Guide on RPG Targets and Indicators, DTLR, 2001

annex 1 London's strategic town centre network

1   Policy 2A.8, Policies 3D.1 – 3 and statements on town centres in Chapter 5
    of the London Plan set out the strategic policies that will support the
    development of London's town centres over the lifetime of this plan
    and guide the location of retail and leisure activity.

2   Town centres' current functions are set out in the London Town Centre
    Network below. This network shows how town centres of different types
    relate to each other in terms of the different levels of services they
    provide. It acts as a framework to ensure that London's residents, visitors
    and workers have ready and sustainable access to a full range of services.

The London Town Centre Network

3   London has a complex pattern of town centres. While each centre
    performs a different function according to the community and area it
    serves, five broad types of town centre can be identified within London.
    Each town centre type is described below. The categorisations of centres
    in the first four categories are set out in Table A1.1 below:
    ·   international centres (2) are major concentrations of a wide range
        of globally attractive, specialist or comparison shopping
    ·   metropolitan centres (11) mainly in the suburbs, serve wide catchment
        areas covering several boroughs and offer a high level and range of
        comparison shopping. They typically have over 100,000 square metres
        of retail floorspace, including multiple retailers and department stores.
        They also have significant employment, service and leisure functions
    ·   major centres (35) characteristic of inner London, such as Brixton,
        Putney or Camden, are also important shopping and service centres,
        often with a borough-wide catchment. They are typically smaller
        in scale and closer together than those in the Metropolitan category.
        Their attractiveness for retailing is derived from a mix of both comparison
        and convenience shopping. Some Major centres, which have developed
        sizeable catchment areas, also have some leisure and entertainment
        functions. Major centres normally have over 50,000 square metres
        of retail floorspace
    ·   district centres (146) have traditionally provided convenience goods
        and services for more local communities and are distributed across
        London. Some District centres have developed specialist shopping
        functions, often as a result of their lower rents. Developing the
        capacity of District centres for convenience shopping is critical
        to ensure access to goods and services at the local level, particularly
        for people without access to cars. Many have a linear nature,
        which may need to be consolidated to make more efficient use
        of land and transport capacity

- neighbourhood and more local centres (over 1,200) provide services for local communities and are of cumulative strategic significance. A number of initiatives, including the NHS Plan 2000, highlight the importance of access to local and affordable fresh fruit and vegetables for the improvement of health. The report of the Social Exclusion Unit's Policy Action Team 13 'Access to Shops in Deprived Neighbourhoods' emphasised the role of local shopping facilities in fostering social inclusion. Neighbourhood shopping centres have a key role to play in addressing the problems of areas lacking accessible retail and other services

4   Map 3D.1 shows the location of London's International, Metropolitan, Major and District centres. Some individual centres within this categorisation are also developing strategically significant functional specialisations that require sub-regional coordination. The SRDF process has demonstrated that a more geographically specific approach should be taken in coordinating provision for strategically important town centre type facilities in frontages within the Central Activities Zone (See Chapter 5G).

5   In addition to, but in policy terms separate from, these town centres, London contains a Regional Shopping Centre – Brent Cross, which serves a regional role and is not currently a town centre. The separate policy approach to Brent Cross is set out in Chapter 5B.

Developing town centre categorisations

6   Town centres are broadly classified in Table A1.1 according to their current roles in the town centre network and in relation to the roles of other centres including those outside London. This broad classification of centres will continue to be refined through partnership working with boroughs and other relevant agencies to identify the capacity of different centres to meet Londoners' likely future needs in the light of the broader objectives of this plan. Capacity will continue to be identified though health checks. Assessments of need for this capacity will continue to be refined and coordinated by the GLA taking into account pressures arising from consumer expenditure growth[1] and other needs, which may be placed on individual centres, such as development of specialist roles and the need for community facilities.

7   Town centres with strategically important clusters of night time activities are indicated in Table A1.1. These are categorised in terms of Map 3D.2 either as clusters of sub-regional importance (2) or specialised provision of more than local importance (3). The West End, internationally important cluster of night time activities (category 1) should be addressed

in terms of Chapter 5G, dealing with CAZ. Supplementary Planning
Guidance will be prepared on implementation of town centre policy. More
geographically specific guidance will continue to be refined and
coordinated through the Sub-Regional Implementation Frameworks to be
taken into account in DPDs in the light of local circumstances.

8   The SRIF process will provide an opportunity to identify further strategic
     guidance on the future direction envisaged for each higher order town
     centre including their strategic office development prospects.

table A1.1 Town centre classifications

International centres

Borough	Centre
Kensington & Chelsea/ Westminster	Knightsbridge
Westminster/Camden	West End (1)

Metropolitan centres

Borough	Centre
Bromley	Bromley (2)
Croydon	Croydon (2)
Ealing	Ealing (2)
Haringey	Wood Green (3)
Harrow	Harrow
Havering	Romford (2)
Hillingdon	Uxbridge (2)
Hounslow	Hounslow (3)
Kingston	Kingston (2)
Redbridge	Ilford (2)
Sutton	Sutton (2)

Major centres

Borough	Centre
Barking & Dagenham	Barking
Barnet	Edgware
Bexley	Bexleyheath (2)
Brent	Wembley
Brent/Camden	Kilburn
Bromley	Orpington
Camden	Camden Town (2)
Ealing	Southall (3)

Major centres

Borough	Centre
Enfield	Enfield Town
Greenwich	Woolwich
Greenwich	Eltham
Hackney	Dalston (3)
Hammersmith & Fulham	Hammersmith (2)
Hammersmith & Fulham	Fulham (2)
Hounslow	Chiswick (2)
Islington	Nags Head (3)
Islington	Angel (2)
Kensington & Chelsea	Kensington High Street (2)
Kensington & Chelsea	King's Road East (2)
Lambeth	Streatham (3)
Lambeth	Brixton (2)
Lewisham	Lewisham
Lewisham	Catford
Merton	Wimbledon (2)
Newham	East Ham
Newham	Stratford (3)
Richmond	Richmond (2)
Southwark	Peckham (3)
Tower Hamlets	Canary Wharf (2)
Waltham Forest	Walthamstow (3)
Wandsworth	Clapham Junction (2)
Wandsworth	Putney (2)
Wandsworth	Tooting
Wandsworth	Wandsworth
Westminster	Queensway/Westbourne Grove (2)

District centres

Borough	Centre
Barking	Dagenham & Heathway
	Chadwell Heath
Barnet	North Finchley
	Chipping Barnet
	Church End, Finchley
	East Finchley
	Temple Fortune
	Golders Green
	Whetstone (3)
	Hendon central
	New Barnet
	Brent Street
	Mill Hill
Barnet/Brent	Cricklewood
	Colindale/The Hyde
Barnet/Brent/Harrow	Burnt Oak
Bexley	Welling
	Erith
	Sidcup
	Crayford
Brent	Harlesden
	Willesden Green
	Wembley Park
	Preston Road
	Neasden
	Ealing Road
Brent/Harrow	Kingsbury
Bromley	West Wickham
	Beckenham (3)
	Petts Wood
	Penge
Bromley/Croydon/Lambeth	Crystal Palace (3)
Camden	Swiss Cottage/Finchley Road (2)
	Kentish Town (3)
	Hampstead (3)
	West Hampstead
Croydon	Purley
	Thornton Heath
	Upper Norwood
	Norbury
	South Norwood
	Coulsdon
	Addiscombe
Ealing	Acton (3)
	Greenford
	Hanwell

District centres

Borough	Centre
Enfield	Angel Edmonton
	Edmonton Green
	Palmers Green
	Southgate
Greenwich	Greenwich West (3)
	Thamesmead
	Plumstead
Hackney	Mare Street (3)
	Stoke Newington (3)
Hackney/Haringey/Islington	Finsbury Park
Hammersmith & Fulham	Shepherds Bush (2)
Haringey	Muswell Hill (3)
	Crouch End (3)
	Tottenham
	Green Lanes (3)
	West Green Road
Harrow	Pinner
	Wealdstone (3)
	Rayners Lane
	South Harrow
	Stanmore
	North Harrow
Harrow/Brent	Kenton
Havering	Hornchurch
	Upminster
	Collier Row
	Elm Park
	Harold Hill
	Rainham
Hillingdon	Yiewsley/West Drayton
	Ruislip
	Hayes
	Eastcote
	Northwood
Hounslow	Feltham High Street
	Brentford
Islington	Archway
Kensington and Chelsea	Portobello Road (3)
	Notting Hill Gate (3)
	Fulham Road (east)
	South Kensington (3)
	Earls Court Road (3)
	King's Road (west) (2)
	Fulham Road (west) (2)
Kingston	New Malden
	Surbiton
	Tolworth

District centres

Borough	Centre
Lambeth	Clapham High Street (2)
	West Norwood
	Stockwell
	Tulse Hill
Lewisham	Deptford (3)
	Sydenham
	Forest Hill
	New Cross (3)
	Lee Green
	Downham
	Blackheath (3)
Merton	Morden
	Mitcham
Newham	Upton Park
	Forest Gate
	East Beckton
	Canning Town
Redbridge	Barkingside
	South Woodford
	Gants Hill
	Wanstead
Richmond	East Sheen
	Teddington
	Whitton
	Twickenham (3)
Southwark	Walworth Road
	Surrey Quays / Canada Water
	Dulwich – Lordship Lane (3)
	Elephant & Castle (3)
Southwark/Lambeth	Camberwell (3)
Sutton	Wallington
	Worcester Park
	North Cheam
	Cheam
	Rosehill
Tower Hamlets	Bethnal Green (3)
	Chrisp Street
	Poplar
	Roman Road (east)
	Watney Market
	Whitechapel
	Crossharbour

District centres

Borough	Centre
Waltham Forest	Bakers Arms
	Leyton
	Leytonstone
	South Chingford
	Wood Street
	North Chingford
Wandsworth	Balham (3)
Westminster	Edgware Road/Church Street (3)
	Praed Street/Paddington (3)
	Harrow Road
	St John's Wood (3)

Borough	CAZ Frontage
Camden	Euston Road (part)
	High Holborn / Kingsway
	Tottenham Court Road (part) (1–part)
City of London	Fleet Street
	Cheapside
	Leadenhall Market
	Moorgate
	Liverpool Street
Kensington & Chelsea / Westminster	Knightsbridge
Lambeth	Lower Marsh
Southwark	Borough High Street (3)
Tower Hamlets	Wentworth Street
Westminster/Camden	West End (1)
	Charing Cross Road (part) (1–part)
Westminster	Baker Street (part)
	Covent Garden / Strand (1–part)
	Edgware Road (south) (3)
	Marylebone Road
	Marylebone High Street (3)
	Victoria Street
	Warwick Way / Tachbrook Street

References
1 Experian Business Strategies 2004, 2005 op cit

annex 2 Strategic Industrial Locations

Introduction

1   The Strategic Industrial Locations framework is intended to reconcile the demand for, and supply of, productive industrial land in London. Strategic Industrial Locations in the London Plan involve two types of areas:
 - Industrial Business Parks (IBP) for businesses requiring a high quality environment, and
 - Preferred Industrial Locations (PIL) for businesses with less demanding requirements.

These two types of location are intended to take account of the needs of different types of industry in terms of capacity, environment, servicing and accessibility.

2   Policy 2A.10 and Policy 3B.4 of the London Plan address Strategic Industrial Locations, requiring that they should be identified in DPDs. An Industrial Capacity SPG has been prepared to set out criteria to assist with the management, protection and enhancement of these designated strategic industrial opportunities. Tables A2.1 – 3 below identify by borough PILs, IBPs and those SILs that are part PIL and part IBP. Sub-Regional Development Frameworks (SRDFs) provide further details including indicative maps of SILs to be defined in DPDs. The SRIF process will coordinate changes to SILs in light of strategic and local demand assessments.

table A2.1 Preferred Industrial Locations (PIL)

	Borough	PIL Name
1	Barking & Dagenham	River Road Employment Area
2	Barking & Dagenham	Rippleside
3	Barking & Dagenham/Havering	Dagenham Dock/Havering Riverside (part)
4	Bexley	Belvedere Industrial Area (part)
5	Bexley	Erith Riverside (part)
6	Brent	East Lane
7	Brent	Wembley (part)
8	Brent, Barnet	Staples Corner
9	Croydon	Marlpit Lane
10	Croydon, Sutton	Purley Way Area
11	Ealing	Great Western (part)
12	Ealing	Northolt, Greenford, Perivale (parts)
13	Enfield	Brimsdown
14	Enfield, Haringey, Waltham Forest	Central Leaside Business Area
15	Enfield	Freezywater
16	Greenwich	North Charlton Employment Area
17	Greenwich	Greenwich Peninsula West

	Borough	PIL Name
18	Greenwich	Plumstead Industrial Area
19	Hackney	Hackney Wick (part)
20	Harrow	Wealdstone Industrial Area
21	Havering	Harold Hill Industrial Estate
22	Havering	Coldharbour Lane Employment Area
23	Hillingdon	Uxbridge Industrial Estate
24	Hillingdon	Stonefield Way/Victoria Road
25	Hillingdon	Hayes Industrial Area
26	Hounslow	North Feltham Trading Estate
27	Hounslow	Brentford (part), including Transport Avenue Industrial Area, Commerce Road
28	Kingston	Chessington Industrial Estate
29	Lewisham, Southwark	Surrey Canal Area (part)
30	Lewisham	Bromley Road
31	Merton	Willow Lane, Beddington and Hallowfield Way
32	Merton	Morden Road Factory Estate and Prince George's Road
33	Merton	North Wimbledon (part)
34	Merton	Beverley Way Industrial Area
35	Tower Hamlets, Newham, Hackney	Fish Island/Marshgate Lane
36	Newham	London Industrial Park
37	Newham	Thameside West
38	Newham	Thameside East
39	Redbridge	Southend Road Business Area
40	Redbridge	Hainault Industrial Estate
41	Southwark, Lewisham	Bermondsey South East
42	Sutton	Kimpton Industrial Area
43	Waltham Forest	Lea Bridge Gateway
44	Waltham Forest	Blackhorse Lane
45	Wandsworth	Nine Elms (part)

table A2.2 Industrial Business Parks (IBP)

	Borough	IBP Name
1	Barnet	Northern Telecom, Brunswick Park
2	Bexley	Thames Road, including Crayford Industrial Area
3	Bexley, Bromley	Foots Cray Business Area
4	Bromley	St Marys Cray
5	Enfield	Great Cambridge Road (part)
6	Hammersmith & Fulham, Kensington & Chelsea	Wood Lane (part), including Freston Road
7	Haringey	Tottenham Hale
8	Haringey	Wood Green (part)
9	Harrow	Honeypot Lane, Stanmore (part)
10	Hillingdon	North Uxbridge Industrial Estate
11	Hounslow	Great West Road (part)
12	Kingston	Barwell Business Park
13	Newham	British Gas Site/Cody Road (part)
14	Tower Hamlets	Empson Street (part)

table A2.3 Part Preferred Industrial Location and part Industrial Business Parks

	Borough	PIL/IBP Name
1	Brent, Ealing, Hammersmith & Fulham	Park Royal (part)
2	Newham	Beckton Riverside

annex 3 reconciliation tables

1   As set out in the Introduction, the Greater London Authority (GLA)
    Act 1999 requires that the London Plan takes into account three
    crosscutting themes:
    · the contribution to sustainable development in the UK
    · the health of Londoners
    · equality of opportunity.

2   These themes have been integral to the research and development
    of the London Plan. The purpose of this reconciliation check is to focus
    attention on the crosscutting themes, highlighting those parts of this
    plan that are particularly relevant to them. For each of the three themes,
    the check provides a signpost to particular sections or policies of the
    plan that closely relate to them as well as to linked work.

Sustainable development

3   Consultants were commissioned to undertake an independent sustainability
    appraisal of the London Plan (2004 version). Building on the work in
    the GLA to establish a set of sustainable development principles together
    with objectives from the UK strategy on sustainable development, a draft
    set of objectives was drawn up by the consultants and verified with
    an external review group.

4   Thirty-three objectives were identified. These objectives were used
    to carry out a scoping exercise of 'Towards the London Plan' and an
    appraisal of emerging policies for the draft London Plan. The appraisal
    process was validated by an external review group. Reports on working
    drafts were fed into the production of the draft plan. The consultants
    produced an independent report on the policies in the draft plan and
    this was considered at the Examination in Public. A further iteration of
    the sustainability appraisal was carried out on the working draft following
    receipt of the Report of the Panel and the output from this fed into this
    plan. A final appraisal was carried out and the results published alongside
    the plan in 2004.

5   Sustainability appraisals were also carried out by independent consultants
    of both the early and the further alterations. For the further alterations
    an integrated impact assessment methodology was used. This brought
    together the requirements for the London Plan to undergo a sustainability
    appraisal and strategic environmental assessment with a health impact
    assessment. Both the London Sustainable Development Commission and
    the London Health Commission made significant inputs to this process
    and a revised set of 20 indicators to use in the assessment was agreed.
    The report of the assessment was presented to the Mayor and to the

Panel at the Examination in Public. The Panel concluded that the sustainability appraisal of the alterations had been carried out in a thorough manner and it attracted no significant comment in evidence or during the Examination in Public. The Panel also confirmed the appraisal dealt adequately with the additional requirement, under the EU Habitats Directive, of Appropriate Assessment.

6   No attempt has been made to identify single specific policies that impact on sustainability in particular. As written in Chapter 2 section 1, all policies in this plan promote sustainable development.

7   Further work: A sustainability statement has been published at the same time as the plan. This statement highlights the influence that the sustainability appraisal has had on the development of the alterations to the London Plan, the reasons for choosing the preferred policies and the measures for monitoring the plan.

The health of Londoners

8   Health is a critical determinant of the quality of all our lives. A range of factors affect the health of Londoners and these are outlined in Table A3.1. Factors such as access to leisure facilities, fresh food or decent living conditions can all lead to healthier, longer lives. Planning decisions have the potential to influence these factors.

9   The starting position was that promoting public health is far more than ensuring access to a high quality health care service. This has influenced the process by which matters of public health fed into the development of the London Plan as well as the early and further alterations. Two pieces of work were key to understanding this relationship and have continued to inform the process through the use of sustainability appraisals. These have drawn upon the first 'health evidence base' developed for the London Plan[1]. This evidence draws together existing research and evidence to quantify some of the links between key London Plan policy areas and public health, as well as cross-checking and referencing the health benefits of policies. Further work has been done to ensure that the early and further alterations to the London Plan considered the linkages to public health. The second piece of work was to determine the role of the London Plan in influencing locational decisions around health care provision. This was undertaken through a series of meetings with the NHS London Regional Office and NHS Estates. Following the publication of the draft plan, London's Health Commission undertook an independent Health Impact Assessment (HIA)[2].

10   This process was replicated for the further alterations to the London Plan
     but through the use of an integrated impact assessment methodology
     bringing together sustainability appraisal and strategic environmental
     assessment with the requirements of health impact assessment

11   Further work: The Mayor published 'Health Issues in Planning' Best
     Practice Guidance in 2007 to provide greater detail on how to implement
     the London Plan policies relating to health. A series of technical workshops
     were also held with local authorities and health professionals to improve
     the way that health issues have been incorporated into Local Development
     Frameworks and can be considered in planning decisions.

Equality of opportunity for all Londoners

12   The promotion of equality of opportunity is a theme underlining the
     majority of policies in this plan, whether it is access to facilities and
     services, enhancing employment opportunities, the protection of open
     spaces, or a broad range of policies concerned with the quality of life.
     The Mayor recognises that there are groups of Londoners for whom equality
     of opportunity is of particular concern. These are groups who suffer
     discrimination, or have particular needs, as a result of their race, gender,
     disability, age, sexual orientation or religion. This plan attempts to address
     the strategic land use, transport and development aspects of these needs.

13   In Towards the London Plan, the Mayor emphasised the importance of
     seeking to address the spatial needs of particular groups of Londoners.
     This prompted responses from a wide range of organizations highlighting
     the particular priorities of their interest group. This helped greatly in
     understanding the ways in which a strategic plan could address such
     issues. A number of events and consultation meetings have taken place
     during the preparation of this plan to identify those strategic issues and
     priorities relating to groups who are marginalised or discriminated against.
     This plan seeks to address those issues and also draws on the expertise
     contributing towards the preparation of other strategies, such as the
     Children and Young People's Strategy, the Domestic Violence Strategy,
     the Rough Sleepers Strategy, Air Quality Strategy, Alcohol and Drugs
     Strategy, Ambient Noise Strategy, Anti-social Behaviour Strategy,
     Biodiversity Strategy, Culture Strategy, Tourism Strategy, Transport
     Strategy, Energy Strategy, Food Strategy, Older People Strategy,
     Water Strategy and Wider Waste Strategy.

14   The Race Relations Amendment Act 2000 requires public authorities
     to comply with specific duties to eliminate unlawful discrimination,
     to promote equality of opportunity and good relations between people
     of different racial groups. Following this act, together with its duties
     set out in the GLA Act, the GLA has devised and published its own race

equality scheme. The assessment and consultation on proposed policies for their impact on promoting race equality and the monitoring of their impact are particularly pertinent to the London Plan. As part of this work Equalities Impact Assessments were carried out of the draft and final plan's policies as well as the early and further alterations. The outputs from these assessments are addressed in this plan. The GLA has also published Gender, Sexual Orientation and Age Equality Schemes.

15 Chapter 3A, outlines the importance of assessing the spatial needs of London's communities of identity and interest and identifying ways of addressing deficiencies through the planning system. Table A3.1 highlights policies in this plan that are particularly relevant to different communities. Other policies also impact on equality and equity, but to a lesser extent.

16 Further work: The Mayor is committed to ensuring that the planning system is used to its full potential to deliver benefits to all communities and has prepared 'Planning for Equality and Diversity 'Supplementary Planning Guidance to ensure that equalities issues are considered within the planning process.

table A3.1 Signposting to show how policies relate to health and equalities crosscutting themes

Health					Equalities
	Social and economic factors (for example: poverty, employment, social exclusion)	Environmental factors – (for example: air quality, housing, water quality)	Lifestyle factors (for example: diet, physical activity)	Access to services (for example: ducation, NHS, leisure, transport)	
Policy I.1 The Mayor's objectives	✓	✓	✓	✓	✓
Policy 2A.1 Sustainability criteria	✓	✓	✓	✓	✓
Policy 2A.2 The spatial strategy for development	✓	✓	✓	✓	
Policy 2A.4 The Central Activities Zone	✓	✓		✓	✓
Policy 2A.5 Opportunity Areas	✓	✓	✓	✓	✓
Policy 2A.6 Areas for Intensification	✓	✓		✓	✓
Policy 2A.7 Areas for Regeneration	✓	✓		✓	✓
Policy 2A.8 Town centres	✓	✓	✓	✓	✓
Policy 2A.9 The Suburbs: supporting sustainable communities	✓	✓	✓	✓	✓
Policy 2A.10 Strategic Industrial Locations	✓				✓
Policy 3A.1 Increasing London's supply of housing	✓	✓			✓
Policy 3A.2 Borough housing targets	✓	✓		✓	✓
Policy 3A.5 Housing choice	✓	✓			✓
Policy 3A.6 Quality of new housing provision		✓	✓		✓
Policy 3A.7 Large residential developments	✓				✓
Policy 3A.8 Definition of affordable housing	✓	✓			✓

Health					Equalities
	Social and economic factors (for example: poverty, employment, social exclusion)	Environmental factors – (for example: air quality, housing, water quality)	Lifestyle factors (for example: diet, physical activity)	Access to services (for example: ducation, NHS, leisure, transport)	
Policy 3A.9 Affordable housing targets	✓	✓			✓
Policy 3A.10 Negotiating affordable housing in individual private residential and mixed use schemes	✓	✓			✓
Policy 3A.11 Special needs and specialist housing	✓	✓			✓
Policy 3A.14 London's travellers and gypsies	✓	✓			✓
Policy 3A.15 Loss of housing and affordable housing	✓	✓			✓
Policy 3A.16 Loss of hostels, staff accommodation and shared accommodation	✓	✓			✓
Policy 3A.17 Addressing the needs of London's diverse population	✓	✓	✓	✓	✓
Policy 3A.18 Protection and enhancement of social infrastructure and community facilities	✓	✓	✓	✓	✓
Policy 3A.19 The voluntary and community sector	✓		✓	✓	✓
Policy 3A.20 Health objectives	✓	✓	✓	✓	✓
Policy 3A.21 Locations for health care			✓	✓	✓
Policy 3A.22 Medical excellence			✓	✓	
Policy 3A.23 Health impacts	✓	✓	✓	✓	✓
Policy 3A.24 Education facilities				✓	✓
Policy 3A.25 Higher and further education facilities	✓			✓	✓

Health					Equalities
	Social and economic factors (for example: poverty, employment, social exclusion)	**Environmental factors – (for example: air quality, housing, water quality)**	**Lifestyle factors (for example: diet, physical activity)**	**Access to services (for example: ducation, NHS, leisure, transport)**	
Policy 3A.26 Community strategies	✓		✓	✓	✓
Policy 3A.27 Meeting floor targets	✓		✓	✓	✓
Policy 3A.28 Social and economic impact assessments	✓				✓
Policy 3A.29 Supporting neighbourhood plans	✓			✓	✓
Policy 3B.1 Developing London's economy	✓				✓
Policy 3B.2 Office demand and supply	✓			✓	✓
Policy 3B.3 Mixed-use development	✓			✓	✓
Policy 3B.4 Industrial locations	✓	✓		✓	✓
Policy 3B.5 Supporting innovation	✓				✓
Policy 3B.8 Creative industries	✓				✓
Policy 3B.9 Tourism industry	✓			✓	✓
Policy 3B.10 Environmental Industries		✓	✓		✓
Policy 3B.11 Improving employment opportunities for Londoners	✓		✓	✓	✓
Policy 3C.1 Integrating transport and development	✓	✓		✓	✓
Policy 3C.2 Matching development to transport capacity	✓	✓		✓	✓
Policy 3C.3 Sustainable transport in London	✓	✓		✓	✓
Policy 3C.9 Increasing the capacity, quality and integration of public transport to meet London's needs	✓	✓	✓	✓	✓

Health	Social and economic factors (for example: poverty, employment, social exclusion)	Environmental factors – (for example: air quality, housing, water quality)	Lifestyle factors (for example: diet, physical activity)	Access to services (for example: ducation, NHS, leisure, transport)	Equalities
Policy 3C.10 Public transport and security	✓			✓	✓
Policy 3C.12 New cross-London links within an enhanced London national rail network				✓	✓
Policy 3C.13 Improved Underground and DLR services				✓	✓
Policy 3C.14 Enhanced bus priority, tram and bus transit schemes				✓	✓
Policy 3C.15 New Thames river crossings				✓	✓
Policy 3C.17 Tackling congestion and reducing traffic		✓		✓	✓
Policy 3C.18 Allocation of street space		✓	✓	✓	✓
Policy 3C.19 Local transport and public realm enhancements				✓	✓
Policy 3C.20 Improving conditions for buses	✓			✓	✓
Policy 3C.21 Improving conditions for walking	✓	✓	✓	✓	✓
Policy 3C.22 Improving conditions for cycling	✓	✓	✓	✓	✓
Policy 3C.23 Parking strategy		✓			✓
Policy 3D.1 Supporting town centres	✓	✓		✓	✓
Policy 3D.2 Town centre development	✓	✓		✓	✓
Policy 3D.3 Maintaining and improving retail facilities	✓			✓	✓

Health	**Social and economic factors** (for example: poverty, employment, social exclusion)	**Environmental factors –** (for example: air quality, housing, water quality)	**Lifestyle factors** (for example: diet, physical activity)	**Access to services** (for example: ducation, NHS, leisure, transport)	**Equalities**
Policy 3D.4 Development and promotion of arts and culture			✓	✓	✓
Policy 3D.6 The Olympic and Paralympic Games and sports facilities	✓	✓	✓	✓	✓
Policy 3D.7 Visitors' accommodation and facilities				✓	✓
Policy 3D.8 Realising the value of open space and green infrastructure	✓	✓	✓	✓	✓
Policy 3D.9 Green Belt		✓	✓		✓
Policy 3D.10 Metropolitan Open Land		✓	✓		✓
Policy 3D.11 Open space provision in DPDs		✓	✓		✓
Policy 3D.12 Open space strategies		✓	✓	✓	✓
Policy 3D.13 Children and young people's play and informal recreation	✓		✓	✓	✓
Policy 3D.14 Biodiversity and nature conservation		✓	✓		✓
Policy 3D.15 Burial space				✓	✓
Policy 3D.17 London's countryside and urban fringe		✓	✓		✓
Policy 4A.1 Tackling climate change	✓	✓	✓	✓	✓
Policy 4A.2 Mitigating climate change	✓	✓	✓		✓
Policy 4A.3 Sustainable design and construction	✓	✓	✓	✓	✓
Policy 4A.9 Adaptation to climate change	✓	✓	✓	✓	✓

Health	Social and economic factors (for example: poverty, employment, social exclusion)	Environmental factors – (for example: air quality, housing, water quality)	Lifestyle factors (for example: diet, physical activity)	Access to services (for example: ducation, NHS, leisure, transport)	Equalities
Policy 4A.10 Overheating		✓			✓
Policy 4A.12 Flooding		✓			✓
Policy 4A.13 Flood risk management		✓			✓
Policy 4A.16 Water supplies and resources		✓			✓
Policy 4A.17 Water quality		✓			✓
Policy 4A.18 Water and sewerage infrastructure		✓			✓
Policy 4A.19 Improving air quality		✓			✓
Policy 4A.15 Reducing noise and enhancing soundscapes		✓			✓
Policy 4A.22 Spatial policies for waste management		✓			✓
Policy 4A.17 Dealing with hazardous substances		✓			✓
Policy 4B.1 Design principles for a compact city	✓	✓			✓
Policy 4B.3 Enhancing the quality of the public realm	✓	✓		✓	✓
Policy 4B.4 London's buildings: retrofitting	✓	✓			✓
Policy 4B.5 Creating an inclusive environment	✓		✓	✓	✓
Policy 4B.6 Safety and security and fire prevention and protection	✓		✓	✓	✓
Policy 4B.7 Respecting local context and communities	✓		✓	✓	✓

Health	Social and economic factors (for example: poverty, employment, social exclusion)	Environmental factors – (for example: air quality, housing, water quality)	Lifestyle factors (for example: diet, physical activity)	Access to services (for example: ducation, NHS, leisure, transport)	Equalities
Policy 4B.11 London's built heritage		✓			✓
Policy 4B.12 Heritage conservation		✓			✓
Policy 4C.1 The strategic importance of the Blue Ribbon Network	✓	✓			✓
Policy 4C.10 Increasing sport and leisure use on the Blue Ribbon Network			✓	✓	✓
Policy 4C.11 Increasing access alongside and to the Blue Ribbon Network	✓	✓		✓	✓
Policy 4C.12 Supporting facilities and activities in the Blue Ribbon Network				✓	✓
Policy 5A.1 Sub-Regional Development Frameworks	✓	✓	✓	✓	✓
Policy 5B.1 The strategic priorities for North London	✓	✓	✓	✓	✓
Policy 5C.1 The strategic priorities for North East London	✓	✓	✓	✓	✓
Policy 5C.2 Olympic and Paralympic Games	✓	✓	✓	✓	✓
Policy 5D.1 The strategic priorities for South East London	✓	✓	✓	✓	✓
Policy 5E.1 The strategic priorities for South West London	✓	✓	✓	✓	✓
Policy 5F.1 The strategic priorities for West London	✓	✓	✓	✓	✓
Policy 5G.2 Strategic priorities for Central Activities Zone	✓			✓	✓

Health					**Equalities**
	Social and economic factors (for example: poverty, employment, social exclusion)	**Environmental factors – (for example: air quality, housing, water quality)**	**Lifestyle factors (for example: diet, physical activity)**	**Access to services (for example: ducation, NHS, leisure, transport)**	
Policy 5H.1 The Growth areas	✓			✓	✓
Policy 6A.1 The Mayor's own powers and resources	✓	✓			✓
Policy 6A.2 Working in partnership	✓	✓		✓	✓
Policy 6A.4 Priorities in planning obligations	✓	✓		✓	✓
Policy 6A.6 Generation and use of resources	✓	✓			✓
Policy 6A.7 Increasing the capacity of London	✓	✓			✓
Policy 6A.9 Working with stakeholders	✓	✓	✓	✓	✓
Policy 6A.10 Complementary strategies	✓	✓	✓	✓	✓
Policy 6B.1 Monitoring and review	✓	✓	✓	✓	✓
Policy 6B.2 Measuring progress	✓	✓	✓	✓	✓

References

1   A health evidence base for the draft London Plan. Ben Cave. GLA, 2002
2   Health Impact Assessment Screening Tool. Draft for Piloting. GLA, 2001

annex 4 parking standards

1   This annex sets out the approach to determining appropriate maximum parking standards within the policy context established by Policies 3C.23 and 3C.24.

2   Boroughs should interpret these standards with appropriate flexibility and have regard to them in developing policies for their DPDs and in exercising their development control functions. The approach set out in this annex will be used by the Mayor in considering applications for strategic developments.

3   The approach set out in Policy 3C.23 seeks to regulate parking in order to minimise additional car travel, reduce trip lengths and encourage use of other, more sustainable means of travel. Policy 3C.24 also recognizes the need to support the economic development and regeneration of London's town centres. The approach provides for flexibility to enable boroughs to take account of local circumstances in balancing the desirability of reducing car use with the need to provide for attractive viable development. The approach has been developed in line with PPG 13. It supersedes the interim parking standards in the Mayor's Transport Strategy.

4   Managing the level of on-site parking provision is seen as a key reinforcing measure to promote alternative means of transport. It is also important that boroughs manage on-street and off-street parking as a whole and prepare a Parking and Enforcement Plan, which forms part of the transport Local Implementation Plan. The Parking and Enforcement Plan should make explicit how the needs of disabled people are being addressed in a climate of parking restraint, recognising that some people will require Blue Badge parking bays to be designated and enforced, and supply monitored to meet demand, both on and off street.

Parking Standards, Transport Assessments and Public Transport
Accessibility Levels (PTALs)
5   PPG 13 (March 2001) introduced the concept of Transport Assessments. They should give details of proposed measures to improve access by public transport, walking and cycling, to reduce associated parking and mitigate adverse transport impacts. Transport Assessments will be a key factor in assisting boroughs in their assessments of development proposals and ensuring that parking levels sought for new developments are not excessive.

6   The Transport Assessment will provide an estimate of car parking demand. However the proposed development should not exceed the adopted standards, unless there is a very good justification for doing so. Account should also be taken of the level of public car parking already available, including on-street parking, particularly within town centres.

7   Public Transport Accessibility Levels (PTALs) have been adopted by TfL to produce a consistent Londonwide public transport access mapping facility to assist 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. Therefore, given the need to avoid over-provision, car parking provision should also reduce as public transport accessibility increases. TfL is reviewing options for refining the measurement of public transport accessibility in London, and will consult on any proposed changes to the methodology in due course.

Employment car parking standards

8   The standards for employment (B1) uses are set out in Table A4.1 below. They are consistent with the Mayor's Transport Strategy. PTALs and a Transport Assessment should be used to inform the level of parking within the range specified in Table A4.1. Normally they should not be used to increase the level of parking beyond the range indicated unless there is an identified regeneration need. Locations with higher PTALs should have a lower level of parking provision within or below the range specified. Standards for B2 and B8 employment uses should have regard to the B1 standards although a degree of flexibility may be required to reflect different trip generating characteristics.

table A4.1 Non-operational employment (B1) car parking standard

Location	Maximum of one parking space per x square metres of gross floor area, where x is
	(Value of x)
Central London (CAZ)	1,000 – 1,500
Inner London	600 – 1,000
Outer London	100 – 600

source   GLA

notes   Central London is defined as the Central Activities Zone (CAZ), as shown in Map 5B.2. Inner London consists of Camden, Greenwich, Hackney, Hammersmith & Fulham, Haringey, Islington, Kensington and Chelsea, Lambeth, Lewisham, Newham, Southwark, Tower Hamlets, Wandsworth and Westminster excluding those parts in the CAZ. Outer London consists of Barking & Dagenham, Barnet, Bexley, Brent, Bromley, Croydon, Ealing, Enfield, Harrow, Havering, Hillingdon, Hounslow, Kingston-upon-Thames, Merton, Richmond-upon-Thames, Redbridge, Sutton and Waltham Forest. Boroughs can continue to use these categories as a basis for setting standards, although some flexibility in defining boundaries may be appropriate. Where boroughs use different definitions these should be explained.

Residential car parking standards

9   Public transport accessibility should be used to assist in determining the appropriate level of car parking provision, particularly for major developments. Maximum residential parking standards are set out in Table A4.2.

table A4.2 Maximum Residential Car Parking Standards

Predominant housing type	4+ bed units	3 bed units	1 – 2 bed units
Car parking provision	2 – 1.5 spaces per unit	1.5 – 1 space per unit space	1 to less than 1 per unit*

*   All developments in areas of good public transport accessibility and/or town centres should aim for less than 1 space per unit. The needs of disabled residents will need to be taken into account in developments with low car parking provision, so that adequate spaces, either on site or convenient dedicated on-street spaces, are identified for occupants.

10   Overall residential standards are consistent with PPG 3, which requires that on average car parking should not exceed 1.5 off-street spaces per dwelling, particularly in urban areas. 4+ bed units will form a small part of the overall growth in housing, and the maximum standard for these larger properties of up to two spaces recognises the impracticality of imposing a lower standard for houses with garages and for large detached houses. The substantial majority of new housing development will be higher density houses and flats which have a maximum standard of 1.5 or below, so on average car parking is not expected to exceed 1.5 off-street spaces per dwelling.

11   Residential development with lower car parking provision is encouraged
      in areas with high PTAL scores and/or close to town centres. An element
      of car-free housing should be included where accessibility and type
      of housing allows.

Town centre and retail car parking standards

12   A new framework set out in Policy 3C.24 for setting car parking standards
      for retail developments links car parking provision to public transport
      accessibility and encourages more restrictive car parking where public
      transport accessibility (PTALs) is high, to prevent over-provision of car
      parking. This takes account of the trend for shopping centres with better
      public transport provision, to have a higher public transport modal share
      and lower car use for shopping trips.

13   PTAL-based car parking standards should be used flexibly and avoid
      a perverse incentive to develop in out-of-centre locations, where public
      transport is poor, rather than in town centres. It is therefore vital that
      parking policy is applied in conjunction with PPG6, which requires parking
      to reinforce the attractiveness and competitiveness of town centres and
      the locational policies in PPG 13.

14   PTALs can vary across town/local centres and their immediate catchment
      area. In order to avoid different standards within a centre, boroughs
      should identify the appropriate maximum parking standards that should
      apply across a whole town centre including its edges. These standards
      should be informed by Policy 3C.24 and the indicative maximum
      standards given in Table A4.3. By concentrating development in town
      centres, access is improved for those without a car and access by public
      transport and other modes is encouraged.

15   The car parking standards given in Table A4.3 start from an assessment
      of car parking demand, which is reflected in the PTAL 1 standards.
      These standards are tighter than the indicative national standards set
      out in PPG 13 as they reflect the above average propensity to use public
      transport in London, even in many suburban locations. Maximum parking
      standards should not exceed those given for PTAL 1.

**table A4.3 Indicative maximum car parking guidelines for retail (A1)
uses in town and local centres**

Retail land use	6 central London	PTAL 6 inner/ outer London & 5	4 to 2	1 maximum
		1 space per x square metres of gross floor area		
Smaller food store (up to 500m2gfa)	–	75	50 – 35	30
Food supermarket (up to 2500m2rfa/c4000m2gfa)	–	45 – 30	30 – 20	18
Food superstore (over 2500m2rfa/c4000m2gfa)	–	38 – 25	25 – 18	15
Non-food warehouse	–	60 – 40	50 – 30	30
Garden centre	–	65 – 45	45 – 30	25
Town centre/shopping mall	–	75 – 50	50– 35	30

note   For PTAL 6 central no non-operational parking should be provided except for
disabled people. There is a difference between PTAL 6 scores in central London and
outer London, due to the large size and density of the network serving central London.
Outside central London, PTAL 6 is banded with PTAL 5. In central London (PTAL 6),
no non-operational parking should be provided, except for disabled people. In some
PTAL 5/6 locations outside central London, car park-free developments may also
be appropriate.

The food retail size thresholds are illustrative and should not be used to avoid appropriate
parking reductions. Department stores and other non-food and non-warehouse stores
should be based on the town centre/shopping mall standards, although a retail impact
study may be required to assess linked trips.

Existing parking provision and car park occupancy rates within the surrounding area
should be considered to ensure full use is made of existing provision before providing
additional/new parking associated with retail development, either in town centres
or on their edges

A2 – No additional parking in town centres other than where parking already exists
for operational requirements

A3/A4/A5 (Food and drink, including pubs) – In central town centre locations,
no additional parking provision should be made for bars, cafes, restaurants

For drive-through or take-away restaurants where no seating is provided, no parking
provision other than for operational requirements is likely to be appropriate.

source   GLA

16   The starting point for meeting parking demand for new retail development should be use of the existing public off-street parking supply. Parking requirements 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 co-ordinated approach with neighbouring authorities, including, where appropriate, those outside London, to prevent competition between centres based on parking availability and charges.

17   For bulk shopping, the preferred location is also in or on the edge of the town centre to facilitate linked trips. It is recognised that the use of trolleys to carry purchases means that some on-site car parking may be appropriate. Where new on-site car parking is required, this should be made available to the general public to ensure that the town centre benefits as a whole, and can also benefit in the evenings. Where possible, adjacent sites should have a linked parking layout to facilitate linked trips.

18   It is important that the quality, attractiveness and safety/security of car parks is improved and maintained to support and enhance the attractiveness of town centres. Car parks should provide a high quality of service and security to facilitate town centre improvement and renewal. The principles of good design promoted in this plan should apply to the design of car parks.

Leisure uses

19   Social/cultural activity generally does not normally involve carrying heavy loads or equipment. Peak usage of these facilities often takes place during evenings and weekends. While it is recognised that public transport services often reduce late in the evening, especially in suburban areas, existing public car parking supply is normally under-used in the evenings.

20   The starting point for determining car parking provision for leisure developments appropriate for town centre/edge of town centre locations is to make use of the existing public car park supply. This is particularly true for any developments within the central activities zone. However improvements to car park security, especially at night may be required.

21   In assessing the requirement for car parking for leisure uses, it is recognised that some edge-of-town sites will need on-site parking. Any provision should reflect the availability of public transport and, where appropriate, pedestrian/cycle accessibility. For sites with good public transport provision, car parking provision should be reduced. Information on possible car parking standards for a variety of leisure uses is given in the report on Parking Standards[1] which was commissioned

by the GLA to inform parking standards. These can serve as a starting point when considering relevant standards. In locations with poor public transport accessibility the scale and mix of development should reflect the reliance on the car. A Transport Assessment should be used to assess parking requirements.

22   Provision may need to be made for coach parking where substantial numbers of participants and spectators are expected. Stadia and other large-scale schemes which attract a large number of people should be located where PTAL 3 or above is achieved. Public transport access should be encouraged and parking provision should be significantly lower than the national maximum standards to reflect the higher levels of public transport access within London.

Mixed use and large multi unit developments

23   It is not possible to prescribe parking standards for mixed/multi-use developments as these differ widely. The key to identifying parking provision lies in a Transport Assessment supported by impact studies of large mixed use developments. It is expected that parking provision for mixed use developments will be significantly lower than national standards in PPG 13 to reflect the higher levels of public transport access within London.

24   The time profiles of car parking demand vary according to use. If the estimated peak parking demands for each element are simply added together, the total will generally exceed the actual peak parking demand for the development as a whole. Such over-provision should be avoided through appropriate analysis. The total parking provision will therefore be less than the sum of each individual element.

25   Trip rates for retail parks are significantly lower than for most of the individual elements in isolation. Parking provision should be reduced correspondingly. Linked trip-making can reduce parking demand by up to 50 per cent, and 25 per cent appears readily attainable. Account should also be taken of improvements in public transport. Developers should demonstrate such effects in their Transport Assessment.

Other uses

26   For all other uses, where standards are specified in PPG 13 they should be taken as the absolute maximum. Boroughs are encouraged to set lower maximum standards that reflect the higher levels of public transport access within London, potential for pedestrian/cycle access to the site and local traffic reduction objectives.

Provision for taxis, coaches and buses

27   All large developments should provide for appropriate taxi ranks and coach/bus parking/stands. Consideration of these will form part of the development's Transport Assessment. More details of these facilities are provided in the Land for Transport Functions SPG.

Operational parking

28   Operational parking is that which is required to enable the development to function. It includes arrangements for maintenance, servicing and deliveries, but excludes employee and visitor parking. Some operational parking is likely to be required on site, to cater for servicing, which should occur off-road, even if there is no car parking provided for employees/visitors.

29   It should be up to the developer to present a convincing case for operational car parking above this level. It is important to remember that planning permissions are attached to the land in question, not usually to a particular occupier. Any exceptional provision of operational space to meet the needs of a specific occupier may be surplus to requirements at a later date.

30   B8 Storage or distribution –1 lorry space per 200 m2 gfa (minimum 1 lorry space). Wholesale warehousing, distribution – 1 lorry space minimum, plus 1 lorry space per 500 m2 gfa. Any associated office accommodation – Car parking as B1 (see Table A4.1) should be treated as offices for parking purposes.

Parking for disabled people

31   Policy 3C.23 recognises that developments should always include provision for car parking/car based access for disabled people. Despite improvements to public transport, some disabled people still require the use of private cars. Suitable designated car parking and drop-offs are therefore required. Boroughs should take into account local issues and estimates of local demand in setting appropriate standards and should develop a monitoring and enforcement strategy which includes actions that prevent the misuse of spaces.

32   Boroughs should take a flexible approach, but developments should have a least one accessible on or off street car parking bay designated for use by disabled people, even if no general parking is provided. All developments with associated off street car parking should have at least two parking bays for use by disabled people. The appropriate number of bays will depend on the size, location and nature of the development, the existing supply of and demand for on and off street car parking, and the accessibility of the local area. For proposed developments with

only one car parking space, applicants should survey and assess the demand and accessibility of existing facilities to demonstrate where disabled drivers can park in order to easily use the development. The Mayor has published Supplementary Planning Guidance called 'Accessible London', which provides detailed guidance on accessibility for disabled people.

Cycle parking

33   Developments should provide for sufficient secure cycle parking and supporting facilities in accordance with PPG 13 and the Transport Strategy. TfL has adopted cycle parking standards for its own schemes and these should form the basis for standards in LDFs. The Mayor will use/apply these standards in considering applications for strategic developments.

Motor cycle parking

34   Developments should provide for appropriate secure motorcycle parking in accordance with PPG 13 and the Transport Strategy (Proposal 4G.1 and Paragraphs 4G.25 – 27).

Park and ride

35   Park and ride for town centres can have a role in serving catchment areas which are less easily served by public transport. It can also provide additional capacity at peak seasonal times. Park and ride also has a role to play at railway stations, particularly in outer London, in cases where the catchment is not always easily served by walking, cycling or bus. Boroughs should ensure that proposals are compatible with overall transport objectives and in line with TfL's Park and Ride Policies and Assessment Framework, which was published by early 2004 and the Land for Transport Functions SPG.

References

1   Parking Standards for retail and leisure and mixed use development in London.
     SDS Technical Report 12. GLA August 2002

annex 5 implementation of the Blue Ribbon Network

1 This annex sets out a series of strategic actions for the Mayor to undertake in partnership with others, in pursuance of the Blue Ribbon Network principles and policies set out in Chapter 4C. The Thames Policy Area indicative maps are included at the end of this annex.

No	Action	Implementation	Progress at 2008
1	The Mayor will work with the London Development Agency, boroughs and regeneration partnerships to promote and encourage the use of the Blue Ribbon Network in regeneration projects.	**Time** Ongoing **Resources** Staff time possible LDA funds **Partners** LDA boroughs Partnerships	Ongoing action being implemented through the Mayor's Planning Decisions.
2	The Mayor will work with the LDA, Port of London Authority (PLA) and boroughs to examine opportunities for using waterside sites for green industries in conjunction with the priorities in the Mayor's Municipal Waste Management Strategy for London.	**Time** Ongoing **Resources** Staff time **Partners** PLA LDA boroughs partnerships	
3	The Mayor, together with TfL, the LDA, and others will investigate the feasibility of passenger ferry schemes from east London to Docklands and central London.	**Time** within 3 years **Resources** staff time/ consultant **Partners** TfL LDA river service operators	Following a workshop in 2007 a River Services Concordat has been set up bringing together all main stakeholders and an LDA commissioned study commenced in early 2008 to examine pier capacity.
4	The Mayor will continue to support work commenced in 2001 by Thames21 and London Rivers Association (LRA) to re-open access points to the Thames foreshore.	**Time** Ongoing **Resources** Staff time **Partners** Thames21 LRA others	The Thames21/ London Rivers Association project has stalled but the Mayor still keen for work to progress. Action with external organisations.
5	The Mayor will work with others and particularly the Environment Agency to establish a restoration strategy for the tributary river network.	**Time** 3-5 years **Resources** staff time/ consultant boroughs **Partners** Environment Agency	Action completed. Mayor keen to see EA keep Strategies up to date. South London River Restoration Strategy published by Environment Agency 2002, North London River Restoration Strategy published by Environment Agency 2006.

No	Action	Implementation	Progress at 2008
6	The Mayor will work with planning authorities and the Environment Agency to increase the use of Sustainable Drainage Techniques including identifying areas where surface water could be sustainably managed at a strategic level.	**Time** Within 5 years **Resources** staff time consultants others **Partners** Environment Agency boroughs	The Mayor has set up the Drain London Group and strengthened London Plan Policy (4A.14). Implementation will be through ongoing Mayor's and borough Planning Decisions.
7	The Mayor will continue to play a role in co-ordinating the work of boroughs and other partnerships particularly in pursuing the preparation of appraisals of the Thames Policy Area. In particular, the Mayor will encourage the Cross River Partnership to co-ordinate activities in Central London.	**Time** Ongoing **Resources** Staff time **Partners** boroughs others	Ongoing action, Thames Strategies Hampton - Kew and Kew - Chelsea being revised in light of London Plan and Thames Strategy East is due for publication in 2008.
8	The Mayor will seek to work with the Environment Agency, local authorities and others on strategic issues of flood defence and water resources. The Mayor recognises that solutions to some challenges may lie outside the London boundary.	**Time** Ongoing **Resources** Staff time **Partners** Environment Agency Water Cos others	Ongoing action, Mayor has set up a Water Resources group involving key stakeholders and will consult on his Water Strategy. The Mayor has also been involved in the Environment Agency Thames Estuary 2100 project.
9	The Mayor has set up three advisory groups on issues connected with the Blue Ribbon Network. A Steering Group, a stakeholders Forum and the London Canals Committee. The Mayor will look to these groups to advise him and to ensure that the various agencies working with the Blue Ribbon Network are jointly considering the challenges that face London and ensuring that London's interests as a whole are at the forefront of decision-making.	**Time** Ongoing **Resources** Staff time **Partners** stakeholders members of groups	From 2006 the 3 groups have been streamlined into one group, the London Waterways Commission.
10	The Mayor will work with the LDA, TfL, boroughs and the PLA to investigate measures to ensure that wharves that are essential to meet capacity PLA and policy requirements are made available. This may include the use of Compulsory Purchase Order (CPO) powers, duties assigned in the GLA Act and applying for Freight Facilities Grants.	**Time** Ongoing **Resources** staff time TfL, LDA DfT funds **Partners** TfL LDA boroughs	Review of Safeguarded Wharves carried out and implemented by the Secretary of State in June 2005. Mayor is pursuing re-activation of 3 currently un-used wharves. A further review of safeguarded wharves should be undertaken by 2010.

No	Action	Implementation	Progress at 2008
11	The Mayor will continue to work with Thames Tideway Strategy Steering Group, sewerage undertakers, the Environment Agency and boroughs to ensure that London's sewerage system is safe, reliable and minimises environmental damage, sewer flooding and mis-connections.	**Time** Ongoing **Resources** Staff time **Partners** Thames Water Environment Agency boroughs others	In 2007 the Government announced the go ahead for a 2 phase Thames Tideway Sewer Project to be completed by 2020. Policy 4A.18 gives strategic support for the project.
12	The Mayor will establish a Thames Policy Area UDP co-ordination group to ensure a consistent approach to the Thames Policy Area.	**Time** From 2004 **Resources** Staff time **Partners** boroughs key agencies	The group is no longer needed as the 3 Thames Strategies provide relevant co-ordination. See Action #7.
13	London Canals Committee (LCC) guidelines – the Mayor will look to review the guidelines that were published by the LCC in December 2000.	**Time** Within 3 years **Resources** Staff time **Partners** LCC	The previous guidelines are now superseded by London Plan policies, see Chapters 4B, 4C and 5.
14	The Mayor will publish and keep under review his Water Strategy.	**Time** Consultation 2008 **Resources** Staff time Environment Agency Thames Water **Partners** Water related stakeholders	New Action.

maps BR.1-4 Thames Policy Area – indicative

map BR.1 Hampton to Wandsworth   **map BR.3 Bermondsey to Woolwich**
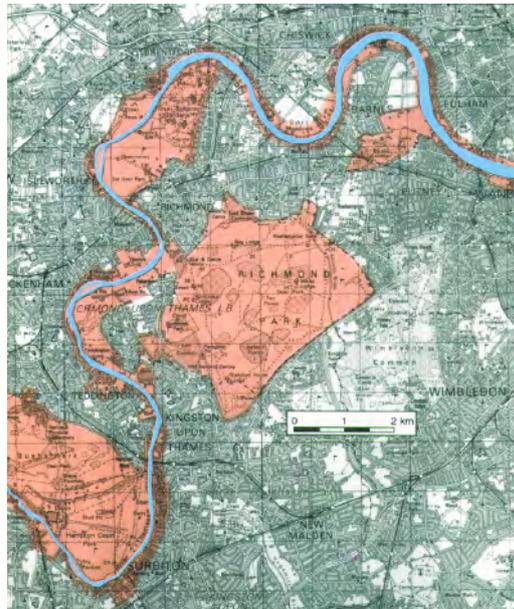
map BR.2 Wandsworth to Bermondsey **map BR.4 Woolwich to Crayford Ness**
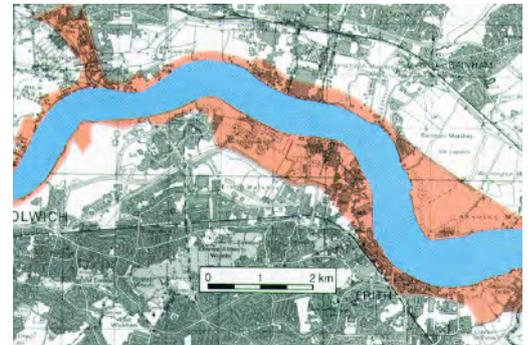
source   RPG3b/9b Strategic Planning Guidance for the River Thames, Government Office for London, February 1997

annex 6 list of current and proposed Supplementary Planning Guidance

1   The Mayor will prepare and update as necessary the Supplementary Planning Guidance (SPG) listed below in consultation with London Councils, boroughs and other stakeholders.

2   SPGs will benefit from robust and consistent public consultation. Although each SPG may need specific consultation depending on its subject, scope or how it has been prepared, a basic process for all SPGs will be followed. The following groups will be included in public consultation:
   · relevant voluntary sector organisations and representatives from the target Londonwide stakeholder groups identified in Chapter 3A (such as the Black Londoners' Forum, the LVSC, Age Concern, the London Access Forum)
   · heads of planning in 33 London boroughs and the London Councils
   · relevant statutory bodies, including Government Office for London, English Heritage and CABE (Commission for Architecture and the Built Environment)
   · relevant statutory undertakers and neighbouring authorities
   · relevant business organisations such as London First and the CBI (Confederation of British Industry)
   · GLA group organisations, including the London Development Agency and Transport for London
   · London Assembly members
   · organisations which responded to the relevant parts of the draft London Plan (including alterations) consultation or appeared at the EiP.

3   The timetable for consultation should be at least 12 weeks. This is to allow boroughs and others sufficient time to seek agreement to their response.

4   After considering the comments received, the Mayor will decide when to publish the final SPG.

List of current London Plan Supplementary Planning Guidance
   · Accessible London: achieving an inclusive environment
   · Industrial capacity (forthcoming)
   · Housing
   · London view management framework
   · Sustainable design and construction
   · Land for transport functions
   · East London green grid network (forthcoming)
   · Providing for children and young people's play and informal recreation (forthcoming)
   · Planning for equality and diversity in London

List of proposed London Plan Supplementary Guidance

- Town centres, retail and leisure
- Renewable energy
- Central Activities Zone

annex 7 main requirements for additional assessments as a result of the London Plan

The London Plan requires developers to carry out a number of assessments additional to those already required by other national or local planning policy. These have been kept to the minimum necessary to assess the impacts of development on London. Many of the assessments will only apply to specific types or scale of development or specific locations. In most cases the requirements relate to 'major developments' (these are defined in the Glossary).

Policy no	Requirement
3A.28 Social and economic impact assessments	Major developments in, or with the potential to impact on, Areas for Regeneration should be subject to social and economic impact assessments
4A.4 Energy assessment	Major developments should require an assessment of energy demand including demonstrating the steps taken to apply the Mayor's energy hierarchy.
4A.3 Sustainable design and construction	Major developments should include a statement showing how sustainability principles will be met in terms of demolition, construction and long-term management.
4A.7 Renewable energy	Associated with energy assessments, major developments should show how the development would generate a proportion of the site's electricity or heat needs from renewables, wherever feasible.
4A.15 Rising groundwater	Major developments within areas of rising groundwater should take reasonable steps toward using the water.
4B.1 Design principles for a compact city and 4B.3 Enhancing the quality of the public realm	Development proposals should include design and access statements showing how design principles have been incorporated which illustrate their design impacts. The detailed requirements will be defined in LDDs and for proposals referred to the Mayor, further advice will be given in SPG. Major development proposals within the Thames Policy Area and adjacent to the rest of the Blue Ribbon Network should also include design and access statements setting out the relationship with the waterspace.

4B.5 Creating an inclusive environment	Development proposals should include a design and access statement showing 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. The detailed requirements will be defined in LDDs. All proposals referred to the Mayor should include a design and access statement.
4C.14 Structures over and into the Blue Ribbon Network	Proposals for new structures into the Blue Ribbon Network should include assessments to cover impacts on navigation, hydrology and biodiversity, and proposed mitigation measures.
4C.15 Safety on and near to the Blue Ribbon Network	Major developments along the Blue Ribbon Network should be accompanied by an assessment of existing and proposed safety provision.

annex 8 partnerships that can help to deliver the London Plan

Introduction

1   This annex sets out key partnerships that are important to help deliver the London Plan. Some already exist, others are proposed.

Access Association – London Region (existing)

2   The Access Association brings together the GLA, borough access officers and access consultants to share experiences of promoting and securing inclusive and accessible environments in London.

Community Development Trusts (existing)

3   Development trusts are a particular type of partnership organisation – one that offers benefits to the local community and has advantages for many public bodies, non-profit agencies and funders. There is no single model for development trusts, but they do have common characteristics, including being concerned with the regeneration of an area, not for private gain, aiming for long-term sustainability, and community-based and accountable. Many develop a land or property base, which can earn them income. All aim to provide local solutions to local need. Finsbury and Paddington are two large trusts in London.

Community Empowerment Networks (existing)

4   These networks operate in the 20 boroughs in receipt of neighbourhood renewal funds. The networks facilitate and support community involvement and participation in neighbourhood renewal and act as a forum through which the community could express its needs, concerns and aspirations.

Cross London Rail Links (existing)

5   Consisting of representatives of the Department for Transport and Transport for London, this 50/50 joint venture company's remit is to plan, gain approval and develop Crossrail 1 and Crossrail 2, the proposed new cross-London rail links.

Cultural Strategy Group (CSG) (existing)

6   Bringing together the GLA and representatives of the cultural sector, this group acts as a reference group for the Mayor's Cultural Strategy.

Freight Quality Partnerships (existing)

7   These are partnerships between business and local authorities. They exist to develop an understanding of distribution issues and problems at the sub-regional level.

Housing Investment Panel (existing)

8   This panel brings together all the public sector investors in housing in London. It advises and supports the Mayor on the development and delivery of his Strategic Housing Investment Plan. The Panel has also agreed to align and co-ordinate the investment activities to meet the policy objectives of the Mayor's Housing Strategy.

Learning and Skills Council (LSC)

9   The LSC is responsible for commissioning and funding skills provision for people aged 19 and above who are both in and out of work (excluding higher education), in order to implement the strategy of the London Skills and Employment Board (LSEB), chaired by the Mayor. They are also responsible for funding community learning, and provision of labour market-focused information, advice and guidance for adults.

Local Strategic Partnerships (LSPs) (existing)

10 These are cross-sectoral, cross-agency partnerships, which bring together, at a local level, different parts of the public sector with private business, and the community and voluntary sectors, so that different initiatives and services support each other and work together. They aim to ensure that services and decisions reflect the aspirations and meet the needs of local communities and neighbourhoods.

11 Their core tasks are to:
   - improve the delivery of services to local people, especially those living in the most deprived neighbourhoods
   - prepare and implement a community strategy
   - develop and deliver neighbourhood renewal strategies
   - work with local authorities developing Public Service Agreements.

12 In preparing the community strategies, the LSPs in London should ensure that community strategies refer to the strategic direction of the London Plan.

London Access Forum (existing)

13 This forum is a network of representatives from Local Access Groups and borough organisations of disabled people. Members use their personal experience to provide comments on planning applications referred to the Mayor with the aim of promoting and securing inclusive and accessible environments in London.

London Biodiversity Partnership (existing)

14 Involving the GLA, statutory and voluntary organisations, boroughs, academics and business partners, this partnership is to prepare and implement London's Biodiversity Action Plan.

London Climate Change Partnership (existing)

15   The GLA is leading the London Climate Change Partnership,
     which comprises many interested public, private and voluntary sector
     organisations. The partnership looks at various scenarios of climate
     change and the adaptations that would be needed.

London Health Commission (existing)

16   The London Health Commission (LHC) has approximately 40 members,
     drawn from across the health sector in London. The LHC informs and
     supports efforts to improve health and reduce inequalities across London.
     It is responsible for overseeing the development and implementation
     of the London Health Strategy and ensuring that health considerations
     are integrated into all key Londonwide strategies.

London Regional Technical Advisory Body on Waste (existing)

17   This body includes representatives from the Environment Agency,
     the GLA, the London Councils, the waste industry, environment groups
     and neighbouring Regional Technical Advisory Bodies. It exists to fulfil
     the purposes of PPS 10 in relation to information requirements and
     as a forum for discussion of waste issues.

Local Retail Fora (proposed)

18   These groups would provide fora for communities, boroughs, local traders
     and landlords to work in partnership to:
     • audit the current local retail provision, identify local assets, including
        long-term vacant properties, overlaps and gaps
     • assess demand and develop and agree a local strategy for improving
        access to shops and services, in the context of district and regional plans
     • work together to implement, monitor and review the strategy.

19   Strategies developed by local retail fora could help to encourage the
     retention and enhancement of local retail facilities. Other complementary
     measures could be required.

London Parks and Green Spaces Forum (existing)

20   The boroughs, the GLA, and other key stakeholders meet in this forum.
     The primary role of the forum is to develop a network for the exchange
     of expertise, experience, information and best practice in the planning,
     design, and management of London's open spaces. It is envisaged that
     the forum will undertake work complementary to the London Plan and
     advise GLA policy research and initiatives.

London Sustainable Distribution Partnership (existing)

21 This partnership brings together TfL with those involved in the distribution business to assist in the development and implementation of proposals for effective distribution of goods in London.

London Thames Gateway Investment Panel (existing)

22 Informal meeting chaired jointly by the Mayor and Minister for Housing to coordinate strategic housing and regeneration policy and investment in the London Part of the Thames Gateway region.

London Walking Advisory Panel (existing)

23 This panel chaired by the GLA brings together TfL, Police, Central London Partnership, a Primary Care Trust, a borough and representatives of other walking organisations. The aim is to establish six strategic walking routes in London by 2012.

Mayor's Housing Forum (existing)

24 This includes a wide range of London housing stakeholders from the statutory, voluntary and private sectors. It advises and supports the Mayor on the development and implementation of the Mayor's Housing Strategy. It has four independently chaired sub groups: Homelessness and Housing Need, Housing Supply, Private Sector and Community Engagement.

Small area-based partnerships (existing)

25 There are many small area-based partnerships, which will have a role in contributing to planning at the neighbourhood level, including Sure Start, Health Action Zones, Employment Zones, Education Action Zones, Single Regeneration Budget partnerships, New Deal partnerships and other informal neighbourhood-based networks and forums. They may have a role in identifying neighbourhood needs that could then be addressed through development and planning obligations or other mechanisms.

Sub-regional partnerships (existing)

26 These are partnerships that promote development opportunities within the sub-regions. They encourage linkages between the various regeneration initiatives, and seek to maximise benefits associated with regeneration for local communities. The sub-regional partnerships are being reshaped to meet the new sub-regional definitions and will assist with the delivery of the London Plan objectives to accommodate growth and help develop Sub-Regional Implementation Frameworks that will be refined to meet new sub-regional objectives.

Thames Gateway Strategic Partnership (existing)

27   This is a government body that aims to co-ordinate development
     in Thames Gateway across three regions and act to identify resources
     andmechanisms needed to deliver change.

Thames Policy Area strategy partnerships (existing and proposed)

28   These are public, private and community sector partnerships to prepare
     and implement policies and actions for the Thames Policy Area. The
     Hampton-Kew, Kew-Chelsea and Thames Strategy East partnerships
     currently exist and the GLA will work with the Cross River Partnership
     to advance mechanisms between Chelsea and Tower Bridge.

Town centre partnerships (existing)

29   These partnerships bring together the public, private and voluntary
     sectors to enhance and sustain the vitality and viability of town centres.
     Core areas of activity for town centre partnerships include:
     · development: creating a positive environment that enhances
       the town centre and secures investment to ensure the town centres'
       long term future
     · management: ensuring the maintenance functions operate effectively
       and efficiently, and a safe and clean environment is available for all
       town centre users
     · promotion: promoting and publicising the town centre.

Specific actions (i.e. BIDs) vary between individual town centres.

Other partnerships

30   Other partnerships will be developed to take the work of the plan forward
     as appropriate. The Mayor is committed to the concept of partnership
     working and welcomes proposals, which will facilitate his vision for
     London set out in the plan.

annex 9 implementation tools

1   This annex contains a list of some of the tools that can be used to deliver the London Plan, including some that already exist and some that are proposed.

100 Public Spaces in London (existing)

2   This programme is identifying projects to improve and create new open spaces in London. It is led by Design for London working with Transport for London and the London Development Agency. Five projects have been completed and a further 40 have been announced.

Access adaptation programmes (existing)

3   These are to improve access for disabled people to public buildings and streets in their areas. Some boroughs fund charitable and voluntary organisations to undertake access improvements.

Area Action Plans (existing)

4   The government's requirements for Area Action Plans are outlined in PPS12.

Big Lottery Fund (BIG) (existing)

5   Funding is given to community groups and projects that improve health, education and the environment. Many of the programmes focus on those in disadvantaged areas. It has an annual budget of around £630 million.

Business Improvement Districts (BIDs) (existing)

6   Legislation was passed in 2003 to create a model for BIDs to be funded by an agreed additional levy on rates paid by local businesses, where they have voted in favour of the scheme. The starting point of a scheme is the identification of a source of concern for local businesses which could be addressed by revenue raised by a BID. Businesses located within town centres, for example, may wish to fund crime prevention measures, remedial measures such as street wardens, or invest in the town centre's visual appearance.

7   Importantly, BIDs are a partnership between the public and private sector, designed to supplement, not substitute, services provided by the public sector. Five BIDs under the Circle Initiative are being implemented. Central London. BID type partnerships between TFL, the MPA, the LDA, boroughs and businesses could be used for areas with a vibrant evening and night-time economy. Business Improvement Districts should promote an inclusive and accessible environment.

Car clubs (existing)

8   Car clubs provide access to private car usage, without the drawbacks of car ownership. People sign up to a club, receive an electronic key fob and can book up a car within 15 minutes of needing it. Cars are usually

within a short walk. It has been estimated that a car in a car club replaces six private cars. Car clubs are particularly useful to help implement the Sustainable Residential Quality approach to housing density and parking. In more accessible locations, particularly town centres and public transport interchanges, car parking can be reduced, in some areas to nil parking. Car clubs ensure that low car parking provision can be made, without denying people access to the benefits of a private car. This includes city car clubs and car pools, which facilitate vehicle sharing. They assist the provision of housing development with low car parking provision.

Charitable trusts, such as The City Bridge Trust, and the Adapt Trust (existing)

9   Charitable trusts working in London, such as the City Bridge Trust, can make a contribution to the accessibility of existing buildings in London by incorporating the principles of inclusive design into their funding criteria.

Community development trusts (existing)

10   Development trusts are a particular type of partnership organisation – one that offers benefits to the local community and has advantages for many public bodies, non-profit agencies and funders. There is no single model for development trusts, but they do have common characteristics of being concerned with the regeneration of an area, not for private gain, aiming for long-term sustainability, and community-based and accountable. Many develop a land or property base, which can earn them income. All aim to provide local solutions to local need. The Paddington Development Trust, for example, is one of the largest trusts in London.

Community Empowerment Fund (existing)

11   The fund is available to support voluntary and community sector groups, and the wider community, to participate in Local Strategic Partnerships (LSPs), so that all community interests are able to engage on an equal basis with other sectors in the local neighbourhood renewal and LSP process.

The Community Fund (existing)

12   The Community Fund (formally the National Lotteries Charities Board) awards grants to groups that help meet the needs of those at greatest disadvantage in society. There are a number of national priorities, and also specific priorities for London, which currently include projects focusing on older people, refugees and asylum seekers, capacity building for small groups and infrastructure development within the black and minority ethnic sector.

Community Infrastructure Levy (proposed)

13   The government proposes that this will empower authorities to secure standard charge based contributions from new development towards the costs of infrastructure provision necessary to support broader sustainable

development objectives. This infrastructure will include improvements to strategic transport capacity – a key concern in London. It is also proposed that the Levy should be complemented by a continuing planning obligations regime to address the more local impacts of new development including meeting the need for affordable housing. Once the current Planning Bill, including the proposed Levy, receives assent government will prepare regulations on its administration and the Mayor may prepare guidance on the implementation of the regulations in the unique circumstances of London.

Community Strategies (existing)

14   These are plans for promoting and improving economic, social and environmental well being, that co-ordinate the actions of public, private, voluntary and community organisations operating locally. In London, the community strategy provides the overarching strategy for each borough, providing the context from which all other major strategies should flow. They are prepared by boroughs or Local Strategic Partnerships and involve a wide range of stakeholders.

Cultural quarters (proposed)

15   Cultural quarters are intended to encourage and support clusters of cultural and associated activities to support local regeneration. No specific funds are available, unless associated partnerships have funding.

Design and Access Statements (existing)

16   These are statements to accompany planning applications which provide evidence that development proposals have been designed to meet the highest standards of accessibility and inclusion.

Education Action Zones (existing)

17   Areas in which schools, local authorities, businesses, parents and communities are brought together to try and find innovative solutions to raise educational attainment and standards. There are several Education Action Zones in London.

Empty property strategies (existing)

18   These are borough strategies for reducing the number of empty properties and bringing them into active residential use.

Energy Action Areas (existing)

19   An Energy Action Area is a defined geographical area that acts as a showcase low-carbon community, successfully demonstrating a range of sustainable energy technologies and techniques across a number of applications throughout the area.

Enterprise Grants (existing)

20 Launched by the Department of Trade and Industry on 1 January 2000, the scheme provides a direct discretionary grant aimed at high growth small and medium sized businesses in 24 of the London boroughs. The Enterprise Grant may enable investment within London's town centres if applications are made by small firms either already located, or proposing to locate, within town centres.

Environmental Impact Assessment (EIA)

21 EIA refers to the whole process by which environmental effects of a project are collected, assessed, publicised and taken into account in reaching a decision on whether the project should go ahead or not. EIA is a means of drawing together, in a systematic way, an assesment of a project's likely significant environmental effects. This helps to ensure that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the relevant competent authority before it makes its decision.

European Regional Development Fund (existing)

22 The objective of the London's 2007 – 13 ERDF Programme is to promote greater innovation, collaboration and environmental efficiency for London's Small and Medium Enterprises (SMEs). It will also support them in accessing new markets and finance for investment. These activities will be supported London wide although projects will need to demonstrate a particular focus on benefiting disadvantaged communities. Alongside this, the Programme will support the development of high quality business environments and low/zero carbon employment sites and premises in areas of Opportunity, Intensification and Regeneration.

Freight Facilities Grant (existing)

23 The Freight Facilities Grant (FFG) is a capital grant scheme to help companies offset the costs of providing new rail or water freight facilities, improve existing facilities or re-open dormant facilities. It is designed to encourage a shift of freight currently travelling by road to water or rail and also to ensure that freight currently using these modes does not transfer to road. The grant is administered by the Department of Transport.

GIS resource on historic assets (proposed)

24 To use existing Geographical Information Systems and information to increase information available to boroughs, developers etc showing cross boundary assets.

Grants for the Arts (existing)

25 This is an Arts Council scheme that awards grants from £2,000 to
£200,000 to projects that improve access to the arts, amongst other
criteria. Projects can include refurbishing arts buildings, public art
and buying property and leases.

Health Action Zones (existing)

26 Health Action Zones are established in areas of deprivation and poor
health to tackle health inequalities and modernise services through local
innovation. They aim to achieve measurable improvement in public health
and health outcomes. There are four of them in London. There are no
existing proposals for any additional zones.

Health Improvement and Modernisation Programmes (HIMPs) (existing)

27 HIMPs are a partnership approach between the NHS and boroughs,
private business, voluntary organisations, patients and the public,
to help plan for the modernisation of services to tackle ill health,
as well as the root causes of ill health.

Healthy Walking Programme (existing)

28 A joint initiative of the Countryside Agency and the British Heart
Foundation providing support for a programme of 'led walks', of two
miles or less. This scheme assists in providing health benefits and
encouraging more people to walk.

Heritage funding (existing)

29 English Heritage has a number of grant schemes which fund the
management and improvement of historic environments at risk.
Wider community benefits, such as economic regeneration,
guide funding allocation.

Heritage Lottery Fund (existing)

30 This is National Lottery funding, available for a number of purposes.
HLF grants are designed to open up the nation's heritage for everyone
to enjoy, covering everything from museums and historic buildings
to local parks and beauty spots, or recording and celebrating traditions,
customs and history.

Home Zones (existing)

31 Home Zones are a government initiative to strike a balance between
vehicular traffic and everyone else who uses the street: the pedestrians,
cyclists, business people and residents. In areas identified as Home Zones,
drivers have to give way to pedestrians and cyclists, and are responsible

for any injuries they cause to them. Very low speed limits are imposed (top speeds of 10 mph or less). The emphasis is on the change in status of areas, through signing, traffic calming, seating and other street furniture and plants. In some streets, parking is re-arranged to make better use of space, including the provision of small pocket parks and other opportunities for children's play. Two of the nine pilots are in London. The 10-year Transport Plan has identified funding for Home Zones in residential areas.

Local Impact Assessments (proposed)

32   An assessment of the social, economic, transport and/or environmental impact of a proposal on the local area.

Local Implementation Plans (existing)

33   These are statutory transport plans, produced by London boroughs, to implement the Mayor's Transport Strategy at a local level.

London Waste and Recycling Fund (existing)

34   This fund began as a partnership between the Mayor, London Councils and London Waste Action. It was designed to significantly boost recycling of household waste across London. In 2006 the Government announced a new fund, with a commitment of £60 million over 3 years from 2008/9, to be managed by the newly created London Waste and Recycling Board. It will aim to deliver new waste infrastructure in London through encouraging partnerships and private sector investment.

London Remade (existing)

35   London Remade is a strategic partnership between the business sector, London boroughs and regional government, waste management companies and the not-for-profit sector. Its principal objective is to develop and promote new markets and secondary industries based on the reprocessing and reuse of London's recycled materials.

Master plans (existing)

36   Master plans are an approach to planning the co-ordinated redevelopment of an area or major site. The approach sets out the vision to be achieved together with strategy and detailed mechanisms to implement it. Master plans are normally initiated by local authorities and related landowners, and involve local communities in their development. The clarity of expression as to what an area will look like and how it will work, the extent of public support and subsequent investment by the public and private sectors are key aspects for the success of master plans.

Minerals levy (existing)

37   This is an environmental tax on aggregate (usually sand, gravel or rock) extraction. The money raised will go towards promoting environmentally beneficial practices that have the potential to increase secondary recycling.

Neighbourhood Management Pathfinder Programmes (existing)

38   These programmes work with Local Strategic Partnerships to join up policy at the local level. They aim to improve quality of life through better co-ordination and use of resources. They are aimed at areas of about 2,000–5,000 households, large enough to co-ordinate service delivery and small enough to respond to the needs and priorities of the community. There are two Round I Neighbourhood Management Pathfinders in London – Gospel Oak in Camden and Woolwich Common in Greenwich and three Round II – South Bermondsey in Southwark, Leyton in Waltham Forest and Church Street in Westminster.

Neighbourhood Renewal Community Chests (existing)

39   Neighbourhood Renewal Community Chest funds are available in the 20 most-deprived boroughs, as a way to encourage local community activities which contribute to the regeneration of an area and tackle issues of social exclusion. They are distributed as small grants of £50 to £5,000.

Neighbourhood Renewal Fund (existing)

40   Targeted at 20 boroughs which have two or more wards in the 10 per cent most deprived across the country, the Neighbourhood Renewal Fund (NRF) provides additional funding to these areas to help narrow the gap between the most deprived areas and the rest of the country. Local Strategic Partnerships, with boroughs, are responsible for disbursing NRF and it can be spent in any way that will tackle deprivation. This includes improving the delivery of mainstream public sector services to deprived areas and improving performance against the government's floor targets in health, housing, education, crime and employment.

New Deal for Communities (existing)

41   This is a Government Programme to set up partnerships in deprived areas, working at a small area level to improve educational attainment and tackle local environmental issues, while reducing crime, the fear of crime, health inequalities and worklessness. Programmes are delivered through partnerships of local people, local authorities, other public agencies and the voluntary and community sector. There are ten New Deal for Communities areas in London, each of which is funded for ten years.

Open space strategies (existing)

42 These are borough strategies to protect, create and enhance open space, including approaches for positive management, identification of priorities for investment and an action plan for delivery.

Placecheck (existing)

43 Placecheck is a method of assessing the qualities of a place, developed by the Urban Design Alliance, which aims to help understand, evaluate and describe local character in a way that can guide regeneration and improvement plans. It is based on all aspects of local character, not just built character, and it links into community strategies. It complements London Plan policy and is a tool for areas with scope for major change, although it is applicable to all areas.

Planning agreements or Section 106 (existing)

44 Planning agreements or planning obligations as authorised by Section 106 of the Town and Country Planning Act 1990 are contractual agreements between local planning authorities and applicants for planning consent. They are negotiated as part of the process of considering and approving planning applications. They have to relate to the proposed development and to take account of the commercial viability of each scheme and strike a balance between obtaining a reasonable level of community benefit and not undermining the commercial rationale for the development.

Planning frameworks (existing)

45 These frameworks provide a sustainable development programme for Opportunity Areas, in line with Policy 2A.5. 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.

Public Service Agreements (existing)

46 These are agreements between local authorities and the government, building on the Best Value programme for ensuring public authorities continuously work to achieve the best possible value in their spending. The Public Service Agreements provide local authorities with the opportunity to sign up to targets that deliver key national and local priorities in return for operational flexibility and incentives. Financial rewards will be available for those that achieve the targets.

Register of accessible housing (proposed)

47 A register of accessible housing would provide information on accessible housing in London. This would assist disabled people in finding accessible accommodation. Research is currently underway to assess the feasibility of a Londonwide register by the GLA.

Residential density matrix (existing)

48 This is a GLA tool for controlling density and estimating residential capacity on development sites.

Residual valuation model (existing)

49 The GLA and the Housing Corporation have developed a residual valuation model to assist themselves and the boroughs in assessing the economic viability of affordable housing provision. This is also known as the Three Dragons Affordable Housing Toolkit.

Site assembly (existing)

50 By amalgamating sites which are under a variety of different ownerships, viable development sites can be obtained. This could be through Compulsory Purchase Order powers, but other partnership arrangements could be introduced to facilitate site assembly.

Sport Action Zones (SAZs) (existing)

51 Funded by the Sport England Lottery Fund, SAZs are an initiative to increase participation in areas of recreational deprivation. For each SAZ, a recreational needs assessment is produced and an action plan developed from it. The latter forms the basis for bids to Sport England for funding. The initiative is primarily about people not buildings but investment in facilities can occur where it can be demonstrated that such funding is essential to provide sporting opportunities. SAZs currently exist in Southwark and Lambeth.

Sport England Lottery Fund (existing)

52 Sport England's lottery funding is divided into community projects and a World Class Fund. The community projects fund includes capital awards for increasing participation in sport. Priority is given to areas of recreational deprivation through the Priority Areas and Sport Action Zones. The World Class Fund includes assisting the UK Sports Institute (UKSI) and English Institute of Sport and providing capital support for specialist national facilities other than on UKSI sites.

Strategic Cultural Areas

53 These are areas with internationally important cultural institutions, which are also major tourist attractions, and include Greenwich Riverside, Wembley, the South Kensington museum complex, the Barbican, the South Bank and West End/Soho/Covent Garden.

Streets for People (existing)

54 A Transport for London initiative, in which TfL works with boroughs to improve liveability of local areas through better designed streets. It is included in the Mayor's Transport Strategy under Policy 4G.10. This initiative is being taken forward through TfL's Borough Spending Plan for funding local borough initiatives.

Sustainable Communities Fund (existing)

55 The government has allocated additional funding for the Thames Gateway and other growth areas to assist their sustainable development through the Sustainable Communities Fund.

Thames Policy Area appraisals (existing)

56 Detailed appraisals of the Thames Policy Area are in the London Plan (see Chapter 4C). Most are already in place through the Thames Policy Area Partnerships although more work is required to co-ordinate action in central London.

Tomorrow's suburbs: Tools for making London more sustainable (existing)

57 This toolkit of policies aims to promote the social, economic and environmental sustainability of suburban areas. It will cover measures to improve the suburban centres, to promote intensification, to improve the public realm and to upgrade public transport for different types of suburbs. It will also include improvement strategies for different housing typologies and cover improved energy efficiency for the housing stock.

Tourism Action Zones (proposed)

58 The aim of this programme is to accommodate and manage the impact of tourism on other uses in defined Tourism Action Zones. This will entail coordination of visitor management plans, initiatives and funding to manage the impact of tourism on popular locations. They would be proposed by GLA Group in partnership with boroughs. No specific fund is available.

Town centre health checks (existing)

59 Town centre health checks are a means of monitoring the health of town centres where local authorities collect information on key indicators such as diversity of uses, accessibility and capacity to accommodate new development.

They are a useful tool for assessing the vitality and viability of town centres, particularly where threats to town centre vitality emanate from out-of-centre development.

Town centre management (existing)

60   Town Centre Management schemes are a means to ensure the proper coordination and development of services to a town centre. They are delivered through a partnership of key stakeholders, sharing expertise and resources and aim to:
  · improve management of the public realm
  · help centres to develop a competitive edge
  · create a shared vision of purpose for a centre
  · develop projects that focus on for eg environmental improvement, access, car parking, marketing, inward investment
  · create a business plan and a programme of achievable actions
  · promote improved access for disabled people including the provision of Shop Mobility schemes.

Transport Assessments (existing)

61   Transport Assessments (TAs) replace Traffic Impact Assessments. They will be submitted alongside a planning application, where a development has significant transport implications. The TA should reflect the scale of the development. For major proposals, the TA should illustrate accessibility by all modes and likely modal split of journeys to and from the site. It should also give details of proposed measures to improve access by public transport, walking and cycling, reducing the need for associated parking.

Transport development area (existing)

62   These define areas which involve an integrated land use/transport planning approach around public transport interchanges in which a more specific relationship between development density and public transport service levels is sought.

Travel Plans (existing)

63   These plans present a comprehensive and integrated package of measures designed to reduce journeys by car, especially single occupancy, and encourage greater use of alternatives to a specific site. Travel Plans are developed either on a voluntary basis by employers and other organisations or they form an integral part of Transport Assessments with new developments.

Urban Development Corporation – Thames Gateway (existing)

64 The government has established an Urban Development Corporation to assist the delivery of its Sustainable Communities action plan in the Thames Gateway area.

Urban Regeneration Companies (existing)

65 Urban Regeneration Companies (URC) are a mechanism by which the public and private sector are brought together to tackle the regeneration of a defined area of urban decline. Pilot URCs have been operating in locations across the country, and have included local authorities, Regional Development Associations, English Partnerships, private sector representatives and in some cases, community groups. They operate within a limited-company structure that enables partners to act at 'arms length' to co-ordinate the channelling of resources for the delivery of area-based regeneration. The government has indicated that there should be no more than two URCs in each region, yet there is no constraint on more being formed.

Waterway restoration strategy (existing)

66 The Environment Agency, in partnership with the Mayor and others has produced two River Restoration Strategies, one for North London tributaries and one for South London tributaries. These identify locations and broad options for restoring degraded and neglected river corridors into useful and good quality aspects of the public realm. Developers and planners should take account of these strategies in forming and determining planning applications. The strategies will be kept up to date by the Environment Agency with support from the Mayor and others.

annex 10 Housing Provision Statistics

A. Disaggregated Housing Provision Targets 2007/08 to 2016/17

1   To assist the London boroughs in the monitoring of their housing provision targets the following table provides a disaggregation of the target by the components of supply.

2   Conventional supply is made up of the large site and small site components that were identified in the 2004 London Housing Capacity Study. The non self-contained component is derived through an analysis of past trends and development pipeline. 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 on the 2004 London Housing Capacity Study.

Borough	Conventional Supply	Non Self-Contained	Vacant Dwellings	Total	New Annual Target
Barking & Dagenham	1,191	0	0	1,191	1,190
Barnet	1,886	8	160	2,053	2,055
Bexley	338	5	0	343	345
Brent	915	100	103	1,118	1,120
Bromley	480	3	0	483	485
Camden	437	100	59	595	595
Croydon	903	24	170	1,098	1,100
Ealing	833	13	67	914	915
Enfield	367	7	20	394	395
Greenwich	1,920	90	0	2,010	2,010
Hackney	926	69	90	1,085	1,085
Hammersmith & Fulham	393	27	29	449	450
Haringey	595	9	77	681	680
Harrow	360	15	24	399	400
Havering	510	0	25	535	535
Hillingdon	317	24	23	364	365
Hounslow	434	3	9	446	445
Islington	992	133	33	1,158	1,160
Kensington & Chelsea	237	12	103	352	350
Kingston upon Thames	349	37	0	386	385
Lambeth	1,039	22	39	1,100	1,100
Lewisham	859	45	73	977	975
Merton	352	11	8	371	370
Newham	3,467	44	0	3,511	3,510
Redbridge	901	6	0	907	905
Richmond upon Thames	266	3	0	269	270
Southwark	1,103	525	0	1,628	1,630
Sutton	346	0	0	346	345
Tower Hamlets	2,999	117	33	3,149	3,150

Borough	Conventional Supply	Non Self- Contained	Vacant Dwellings	Total	New Annual Target
Waltham Forest	544	18	104	667	665
Wandsworth	692	51	0	743	745
City of Westminster	560	50	68	678	680
Corporation of London	85	7	0	92	90
Total	**27,597**	**1,578**	**1,317**	**30,492**	**30,500**

B. Future Housing Provision: Indicative capacity ranges for additional homes 2017/18 to 2026/27

3   In advance of any review of the housing provision targets (see Table 3A.1), the Mayor's 2004 London Housing Capacity Study indicates a range of potential housing capacity figures over the period 2017/18 to 2026/27 for each borough. The table below sets out the indicative capacity on an annual basis for this 10 year period and should assist boroughs when preparing their housing trajectories beyond 2017/18. These figures do not constitute targets but indicate the best available information up to 2026/27 regarding potential housing capacity.

4   It is acknowledged that these figures are lower in aggregate than the housing targets for 2007/08 to 2016/17 outlined in Table 3A.1, but they will be updated in the future when subsequent housing capacity studies or reviews are undertaken. Experience shows that housing capacity should increase over time as further studies identify additional sites. There is also the potential for the site assessment criteria to be reviewed to reflect any future changes in national or regional planning policy. Advances in technology also provide more sophisticated ways of assessing housing capacity that result in a more comprehensive and robust assessment.

Area	Low[1]	High[2]
North East		
Barking & Dagenham	1,440	1,840
Corporation of London	80	80
Havering	130	290
Newham	490	1,420
Redbridge	260	370
Tower Hamlets	1,150	1,970
Waltham Forest	300	460
Sub Total	3,850	6,430
South East		
Bexley	190	370
Bromley	290	520
Greenwich	610	880
Lewisham	310	550
Southwark	1,300	1,800
Sub Total	2,700	4,120

Area	Low[1]	High[2]
South West		
Croydon	370	480
Kingston upon Thames	170	230
Lambeth	870	1,190
Merton	180	340
Richmond upon Thames	150	330
Sutton	220	250
Wandsworth	410	840
Sub Total	2,370	3,660
West		
Brent	350	660
Ealing	300	690
Hammersmith and Fulham	140	580
Harrow	120	220
Hillingdon	180	360
Hounslow	130	460
Kensington and Chelsea	190	310
Sub Total	1,410	3,280
North		
Barnet	530	890
Camden	480	1,030
City of Westminster	380	650
Enfield	220	460
Hackney	680	980
Haringey	630	890
Islington	680	980
Sub Total	3,600	5,880
London Total	**13,930**	**23,370**

References
1   The low range is derived from the Phase 4 capacity figures from the 2004 London
    Housing Capacity Study.
2   The high range is derived from the Phase 4 capacity figures plus residual capacity
    that was excluded from Phases 2 and 3 in the 2004 London Housing Capacity Study.

glossary

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.

Affordable housing This is defined in Chapter 3A.

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.

Ambient noise This is 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 An amenity is an element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

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.

Areas for Regeneration These areas are the wards in greatest socioeconomic need, defined on the basis of the 20 per cent most deprived wards in the London Index.

Assisted Areas The DTI designates Assisted Areas, on the basis of unemployment and other economic criteria, for regional aid to industry.

Bioclimatic design These designs aim to create buildings that take account of local climatic conditions to ensure minimum reliance on non-renewable energy sources.

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 Biomass is 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.

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. This is achieved through changes to local taxation, based on a supplementary rate levied on businesses within that defined area.

Carbon dioxide (CO$_2$) 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 promotes finance, specialist retail, tourist and cultural uses and activities.

Central London Partnership This partnership brings together some of the key private and public sector organisations operating in, or responsible for, central London. Members include local authorities and public sector service providers with a range of responsibilities. It works together to identify common priorities and resolve them through partner organisations.

Centres of ACE Excellence These are concentrations of arts, culture and entertainment (ACE) activities of national or international importance, to be maintained and enhanced by integrating planning action.

Co-housing These are resident-developed projects where mixed tenure homes are clustered around a common space, with a range of shared facilities.

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.

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.

Compact city This concept uses a model for city development akin to traditional high-density European cities such as Paris and Barcelona. It offers a sustainable form of development, enabling reduced travel demand through high density mixed-used development, creating vibrant culturally rich places.

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.

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 co-ordinated 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.

Crossrail 2 (formerly known as the Hackney–Southwest Line) This line is to link Hackney 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.

Department of Communities and Local Government (DCLG)
The government department responsible for planning, local government, housing and regional development.

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.

Development plan documents (DPDs) Statutory planning documents, produced by the boroughs, that together form the Local Development Framework.

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 1.

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.

Ecological footprint The ecological footprint of a city is an area, scattered throughout the world (and usually vastly greater than the physical boundary of the city itself) on which a city depends, in terms of its resource demands and disposal of waste and pollution.

E-economy/e-commerce A sector of business which comprises companies deriving at least some portion of their revenues from Internetrelated products and services.

EEDA East of England Development Agency

EERA East of England Regional Assembly

Eastern Region The Eastern Region covers Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk.

Education Action Zones In these zones, schools, local authorities, businesses, parents and community groups are brought together to try and find innovative solutions to raise educational attainment and standards.

Embodied energy The total life cycle energy used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product.

Employment Zones In these areas, local partnerships work within existing frameworks of benefits and other funding to develop flexible ways to support individuals aged 25 and over who have been out of work for one year or more.

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 recovery To recover energy is to gain useful energy, in the form of heat and/or electric power, from waste. It can includes combined heat and power, combustion of landfill gas and gas produced during anaerobic digestion.

Entertainment Management Zones These zones are being established as geographically defined areas where a forum of agencies works together to tackle issues associated with the evening and night-time economy. An EMZ can be designated in areas where there is a concentration of entertainment activities or in locations where growth of entertainment uses is planned.

Environmental Impact Assessment 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 (DETR Nov 2000). See also Environmental Statement.

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.

Equality This is the vision or aim of creating a society free from discrimination where equality of opportunity is available to individuals and groups, enabling them to live their lives free from discrimination and oppression.

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.

Facilities Planning Model (FPM) A Sport England tool to assist in making decisions on the need for community sports facilities. The model relates supply to demand, uses research-based catchment areas and applies to a wide range of facilities. It can be used to help determine the most appropriate location for a new sports facility or to estimate how changes in population structure and distribution will impact on the demand for sports facilities.

Floor Targets See Neighbourhood Renewal Targets

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.

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.

Greening The improvement of the appearance, function and wildlife value of the urban environment through soft landscaping.

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.

Home Zones Residential streets designed and managed to allow people to share former carriageways and pavements. Vehicles should only be able to travel a little faster than walking pace (less than 10 mph). This means that the street can be modified to include children's play areas, larger gardens or planting such as street trees, cycle parking and facilities such as seats at which residents can meet. Home Zones should therefore make residential areas safer for pedestrians and cyclists, and improve the quality of the street environment.

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 Corporation A statutory public body whose role is to fund and regulate Registered Social Landlords in England.

Housing in multiple occupation Housing occupied by members of more than one household, such as student accommodation or bedsits.

Housing Strategic Investment Plan (SHIP) The Mayor's housing investment framework, the SHIP identifies key investment priorities for London which have been agreed by key public housing investors in London as represented on the Mayor's Housing Investment Panel.

Hypothecate revenues The allocating of revenue collected from a particular source for expenditure on a particular activity.

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 (CO_2), 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 Location designed to accommodate general industrial, light industrial and research and development uses that require a higher quality environment and less heavy goods access than a PIL. 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.

INTERREG An initiative funded through the European Regional Development Fund to support transnational co-operation on spatial planning matters.

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 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, as set out in the Joseph Rowntree Foundation report 'Meeting Part M and Designing Lifetime Homes'. British Standards Institution published in 2007 a Draft for Development (DD 266:2007) 'Design of accessible housing - Lifetime home - Code of practice' which introduces the concept of 'accessible housing' which builds upon and extends the Lifetime Homes 16 point specification to flats and town houses and to other accommodation without ground-level living space and updates the technical criteria.

Live–work space The flexible use of buildings and spaces to allow both functions within them.

Local Centres These are defined in Annex 1

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 Bus Initiative (LBI) A package of measures to improve bus services, including bus priority and service improvements, which seeks to improve total journey quality, and is delivered by a partnership of agencies.

London Bus Priority Network (LBPN) An 860km bus network covering the main bus routes, in which bus priority and other traffic management measures are introduced to improve reliability and reduce overall journey times.

London Cycle Network (LCN) An initiative aimed at improving cycle access to key destinations and increasing cycle safety, including a network of designated cycle routes (currently 2,900 km in length).

London Development Agency (LDA) One of the GLA group organisations, acting on behalf of the Mayor, whose aim is to further the economic development and regeneration of London.

London Development Database (LDD) This monitoring system, operated by the GLA, provides information about development across all London boroughs. It includes both current and historic data going back to 1987 from DMS.

London Development Monitoring System (LDMS) This provided information about development progress across all London boroughs, which was transferred into the LDD. This system has been superseded by the LDD.

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 Metro A proposal to develop National Rail services in London to provide an all-round standard of service more akin to, and better integrated with, London Underground services. The Mayor's Transport Strategy puts forward specific criteria, notably 'turn up and go' frequencies, that should be met by London Metro.

London Panoramas These are defined in Chapter 4B.

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, and 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 There are two types of major development addressed by the London Plan:
1. Strategic Developments (applications referrable to the Mayor)
- The planning applications that must be referred to the Mayor according to Parts I - IV of the Town and Country Planning (Mayor of London) Order 2000. Examples include 500 dwellings, 30,000 sq m commercial space in the city, 20,000 sq m and 15,000 sq m of commercial space in and outside Central London respectively.

2. Major Developments (applications decided by the London Boroughs)
- The definition adopted by boroughs should be that currently used by the Government's PS2 form that each district planning authority must use to report general developments.

Major Developments be defined as:
- 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 site is 1 hectare or more). Area of site 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 1.

Mayor's 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 1.

Mixed-use development Development for a variety of activities on single sites or across wider areas such as town centres.

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.

National Strategy for Neighbourhood Renewal An action plan setting out a range of governmental initiatives aiming to narrow the gap between deprived areas and the rest of the country.

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 1.

Neighbourhood Renewal Targets (Floor Targets) The government has set its Departments minimum targets to meet, which means they will be judged on the areas where they are doing worst, and not just on

averages. Floor targets will ensure that a certain standard of service delivery is available to all and so no longer will the poorest areas and groups go unnoticed. Targets have been set for health, private and social housing, education, employment, crime, enterprise, transport and the environment. These floor targets are listed at http://www.neighbourhood.gov.uk/targets2002/targets-overview.asp.

New Deal for Communities An initiative that supports the intensive regeneration schemes that deal with problems such as poor educational attainment and poor job prospects in a small number of deprived local authorities.

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 a 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.

Orbirail Proposed orbital rail services, being developed in conjunction with the Strategic Rail Authority, 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.

People-orientated services These are service-based jobs, particularly those in leisure, hospitality, retail and catering. They have grown rapidly in London in line with rapid population growth.

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 nonstatutory status, it will be up to boroughs to decide how to reflect the proposals oin planning frameworks witin their development plans.

Polychlorinated Biphenyl (PCB) A derivative of biphenyl that is highly poisonous and carcinogenic. It can accumulate in the food chain.

Precautionary Principle This principle states that where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent environmental degradation.

Preferred Industrial Location (PIL) Strategic Industrial Location normally suitable for general industrial, light industrial and warehousing uses.

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 are 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) 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.

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 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 These are defined in Chapter 4B.

Road hierarchy A categorisation of the road network into different categories determined by the functions they perform.

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 is available in 'Safeguarded Wharves on the River Thames', GLA, 2005.

Science parks This refers to primarily office-based developments, strongly branded and managed in association with academic and research institutions, ranging from incubator units with well-developed collective services, usually in highly urban locations and good public transport access, to more extensive developments, possibly in parkland settings capable of improved public transport access, of a quality comparable and competitive with those beyond London.

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.

SEEDA South East England Development Agency

SEERA South East England Regional Assembly

Self-sufficiency In relation to waste, this means dealing with wastes within the administrative region where they are produced.

Sequential approach The sequential approach applies to all town centre-related activities and it states that, if possible, facilities should be accommodated in the centre, failing that on the edge of the 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.

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 Masterplan This plan establishes a three-dimensional framework of buildings and public spaces. It is a visual 'model' which can show the following: the relationship between buildings and spaces; the connections between streets, squares and open spaces; the movement patterns; the height, massing and bulk of buildings; the distribution of uses; the location of street furniture and landscaping; and how well the new urban neighbourhood is integrated with the surrounding urban context.

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 Greenwich Riverside, Wembly, the South Kensington museum complex, the Barbican, the South Bank and the West End/Soho/Covent Garden.

Strategic Industrial Locations (SILs) These comprise Preferred Industrial Locations and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of the general business, industrial, warehousing, waste management and some utilities and transport sectors.

Strategic Road Network See Transport for London Road Network.

Strategic Views These are defined in Chapter 4B.

Streets for People This refers to areas where a comprehensive package of measures are aimed at improving the street environment to enhance the sense of community, increase priority for public transport, walking and cycling, and improve social inclusion and safety.

Sub-Regions Sub-regions are the primary geographical features for implementing strategic policy at the sub-regional level. The sub-regions are composed of: North – Camden, Islington, Barnet, Enfield, Haringey, Hackney and Westminster. North East – Barking & Dagenham, City, Waltham Forest, Havering, Newham, Redbridge and Tower Hamlets. South East – Bromley, Lewisham, Bexley, Greenwich and Southwark. South West – Croydon, Richmond, Kingston, Merton, Sutton, Wandsworth and Lambeth. West – Kensington & Chelsea, Hammersmith & Fulham, Hillingdon, Harrow, Hounslow, Brent and Ealing.

Sub-Regional Development Frameworks (SRDFs) Policy directions and focus for implementation for each of the five sub-regions identified in the 2004 London Plan, produced by the Mayor in 2006 in partnership with boroughs and other stakeholders. The frameworks provided guidance on Opportunity, Intensification and Regeneration Areas, town centres, suburbs and Strategic Employment Locations. The frameworks were consistent with, and provided further guidance on, the policies in the 2004 London Plan. SRDFs were non-statutory documents.

Sub-Regional Implementation Frameworks (SRIFs) Guides to significant proposals and investments planned by the GLA Group and other major London stakeholders within each of the five new sub-regions identified in the 2008 London Plan. SRIFs will be non-statutory web-based documents and updated regularly.

Supplementary Planning Guidance (SPG) An SPG 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. A full list of SPGs produced by the Mayor is set on in Annex 6.

Supported housing This is housing specially designed, managed or adapted to meet the needs of people for whom standard housing is unsuitable or inappropriate.

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 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. Policies in Chapter 4C cover this policy area.

Thameslink 2000 A new National Rail cross-London link building on the existing Farringdon–Blackfriars line.

Town Centres These are defined in Annex 1.

Townscape Views These are defined in Chapter 4B.

Traffic calming These are self-enforcing measures that are designed to encourage drivers to make their speeds appropriate to local conditions. Traffic calming schemes can improve the environment and reduce accidents.

Traffic restraint The discouragement of traffic, especially the car, by traffic management, fiscal measures and the co-ordinated application of transport and planning policy.

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 Development Areas (TDA) These are well-designed, higher density, mixed-use areas, situated around good public transport access points, in urban areas. Within a TDA, boroughs grant permission for higher density development, compared with existing development plan policy.

Transport for London (TfL) One of the GLA group organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.

Transport for London Road Network (TLRN) This is described in the Greater London Authority Act 1999 as the Greater London Authority Road Network. The Mayor has decided to call this the Transport for London Road Network. It comprises 550km of London's red routes and other important streets.

Unitary Development Plans (UDPs) Statutory plans produced by each borough which integrate strategic and local planning responsibilities through policies and proposals for the development and use of land in their area. These are being replaced by Local Development Frameworks.

Urban renaissance Urban renaissance is the rediscovery of the opportunities offered by cities to accommodate a changing population, work and leisure patterns, through the creation of practical, attractive, safe and efficient urban areas which offer a vibrant and desirable quality of life.

View Assessment Areas These are defined in Chapter 4B.

Virgin aggregates These are granular material used in construction. Virgin aggregates are natural and have not previously been used.

Wandle Valley Wandle Valley is a development corridor aligning the Wandle Valley from Wandsworth to Croydon.

Waste Transfer Station This is a site to which waste is delivered for separation or bulking up before being removed for recycling, treatment or disposal.

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.

Windfall sites These are sites that come forward for development that couldn't be identified previously as they were then in active use.

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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contributors credits

SDS team
Alex Green
Alexandra Reitman
Anna Davis
Chris Poulton
David Taylor-Valiant
Debbie McMullen
Duncan Bowie
Gerard Burgess
Jane Carlsen
John Burges
John Lett
John O'Neil
Jonathan Brooker
Julie Fleck
Kevin Reid
Meredith Sedgwick
Mike Newitt
Nicole Arthur
Paul Bowdage
Peter Heath
Richard Linton
Shelley Gould

GLA Group
Alex Bax
Alex Nickson
Alan Benson
Andrew Barry-Purssell
Andy Deacon
Baljit Bains
Bridget Rosewell
Caroline Hall
Chris Hyde
Colin Wilson
Dan Hawthorn
David Hutchinson
David Lunts
Declan Gaffney
Duncan Melville
Doreen Kenny
Drew Stevenson
Eleanor Fawcett
Eleanor Young
Frances Robinson
Gary Cox
Garry Luttman
Giles Dolphin
Henry Abraham
James Gleeson

Jamie Dean
John Archer
John Hollis
John Ross
Justin Carr
Mark Brearley
Mark Powney
Max Dixon
Michelle Washington
Neale Coleman
Niall Machin
Nicky Gavron
Richard Cohen
Richard McGreevy
Robin Thompson
Ryan Emmett
Sam Richards
Shirley Rodrigues
Simon Rees
Suzanne LeMiere
Syed Ahmed
Tej Hunan
Thomas Carpen
Tony Cumberbirch
Wayne Hubbard

photography credits

Adam Hinton
ARUP
BAA Plc
Ballymore
Barnaby Collins, Montague Evans
Bedzed
Belinda Lawley
Berkeley Homes
British Waterways
British Wind Energy Association
Camden Shop Mobility
Canary Wharf Group plc
Chimes Housing Development
Clare Hennessey, GLA
David Barbour, Dixon Jones BDP
David Hutchinson, GLA
Dawson Strange
Department of Transport and Industry
Derek Lovejoy Partnership
(Michael Murray)
Dixon Jones BDP (David Barber)
Ealing Community Transport
Emily Evans, GLA
Environment Agency
Ernst and Young
Folio Photography
Francis Baskerville, Terry Farrell and Partners
Fran Evans, GLA
George Wright, Stockwell Partnership
Greater London Authority
Green Corridors Partnership
Grosvenor Estate
Habinteg Housing Association
Hammersmith and Fulham Primary Care
Trust (John Goodman)
Healey and Baker
Henry Jacobs, GLA
Hugh Bullock, Gerald Eve
Ian Yarham, GLA
Jarvis plc
Julie Fleck, GLA

Kay Buxton, Paddington Waterside Partnership
Kevin Reid, GLA
Kingston Shopmobility
Kohn Pedersen Fox Associates
International
Liane Harris
London Development Agency
London Remade
London Tourist Board
London's Waterways Partnership
M Muxzer
Martin Green, GLA
Meredith Sedgwick, GLA
Michael Murray, Derek Lovejoy Partnership
Mike Waite
Miller Hare
Nicky Aguirre, London Borough of Sutton
Norman & Dawbarn Architects
Norman Foster Partnership
PA Photos
Paddington Churches Housing Association
Paddington Regeneration Partnership
Peabody Trust
Port of London Authority
Rachel Fisher, Free Form Arts Trust
Railtrack
Robin Mayes
Ross Moffatt, GLA
Sarah Styles, GLA
Sian Astrop, London Borough of Kingston
Simon Marsh, A Rocha UK
Southwark Council
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Thames 21
Thames Chase Community Forest
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Hindi

यदि आप इस दस्तावेज की प्रति अपनी भाषा में चाहते हैं, तो कृपया निम्नलिखित नंबर पर फोन करें अथवा नीचे दिये गये पते पर संपर्क करें

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Arabic

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