



DRAFT FURTHER ALTERATIONS TO
THE LONDON PLAN
CONSOLIDATED
SUGGESTED CHANGES

28 OCTOBER 2014

MAYOR OF LONDON

SUGGESTED CHANGES AND FURTHER CHANGE TO DRAFT FALP				
change or further change ref no	FALP ref	suggested changes & further changes to FALP <i>(description of change in italics)</i> blue FALP alterations published on 15 Jan 2104 red changes published on 7 July 2014 green further changes (FSCs) to EiP Sept 2104 purple FSCs to EiP September 2104 orange FSCs October 2104 bold = new text strikethrough = deleted text	reason for change or further change	further IIA assessment?

Suggested further change to OVERVIEW AND INTRODUCTION				
FSC0.1	new para 0.16E	<p><i>Insert new para 0.16E after para 0.16D and rename subsequent para</i></p> <p>0.16D The further alterations in this document, published January 2014, reflect Mayoral priorities as set out in “2020 Vision: The Greatest City on Earth – Ambitions for London”, particularly the need to plan for the housing and economic capacity, needed for London’s sustainable development against the background of the growth trends revealed by the 2011 Census. These alterations will take the Plan forward to 2036.</p> <p>0.16E As a result of changes proposed in the Government’s Housing Standards Review, the Mayor will bring forward alterations to the London Plan in early 2015 to reflect Government housing standards.</p> <p>0.16E This document is consolidated with all the alterations to the London Plan published since 2011.</p>	Clarification	No

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Suggested changes to CHAPTER ONE CONTEXT AND STRATEGY				
1.1	Para 1.10D	<i>Amend third sentence of para 1.10D</i> This is in line with the Plan’s underlying philosophy – to seek to accommodate growth within the capital’s boundaries and without intruding strategically on its protected green and open spaces.	Clarification: consistency with Policies 7.16 – 7.18	No
1.2	Para 1.15B	<i>Amend first bullet point in para 1.15B</i> • 3.74 3.32 million households by 2021 2012 2011	Factual correction	No
1.3	Para 1.17	<i>Insert new footnote in first sentence of para 1.17</i> London’s economy has made good the loss of jobs associated with the recent recession and in the year to June 2013 the number of jobs grew by 3.9 per cent^{8A}, more than any other UK region. ^{8A} London’s employment has since risen from a low point of 4.8 million in the last quarter of 2009 to 5.5 million in the first quarter of 2014 (source: Workforce Jobs, ONS). More recent independent projections (Cambridge Econometrics, 2013; Oxford Economic Forecasting, 2014; Experian Business Strategies, 2014; and UK Commission for Employment and Skills, 2014) suggest higher levels of near term employment and employment growth than that indicated in Table 1.1. However, methodological considerations suggest that for a long term strategic plan it is sound to draw on the projections set out in Table 1.1. The Mayor will continue to monitor these trends very closely.	Factual update	No
1.4	Table 1.1	<i>Amend Table 1.1</i> <i>Remove ‘phasing’ (entire columns headed 2016, 2021, 2026 and 2031)</i> <i>[see amended Table 1.1 in Annex]</i>	Clarification – methodological considerations	No

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Suggested changes to CHAPTER TWO LONDON'S PLACES				
2.1	Para 2.13	<i>Add new sentence at the end of para 2.13</i> ... He will work with neighbouring planning authorities and others to this end. The GLA has set up an officer working group to discuss strategic spatial planning issues that are relevant to local authorities and counties surrounding London.	Factual update	No
2.2	Para 2.34	<i>Amend penultimate sentence of para 2.34</i> Boroughs should support flexible B1 business use of existing buildings and new forms of development to meet the needs of occupiers who require different types of affordable workspace.	Clarification	No
2.3	Policy 2.11	<i>Amend clause B of Policy 2.11</i> B Boroughs with all or part of their area falling within the CAZ (see Map 2.3) should develop more detailed policies and proposals taking into account the priorities and functions for the CAZ set out above and in Policy 2.10 and 2.12.	Clarification / factual correction	No
FSC2.6	Para 2.60	<i>Amend the last sentence of para 2.60</i> Together, the opportunity areas have capacity for 490,300 568,000 575,000 additional jobs and 233,600 300,000 303,000 additional homes; the intensification areas can accommodate 13,000 8,000 new jobs and a further 14,350 8,650 homes.	For factual consistency with the additional jobs and homes totals in FALP Annex 1 and the Mayor's suggested changes (CD06)	No
2.4 and FSC2.4	Para 2.62	<i>Amend last sentence of para 2.62</i> It is essential that a high good quality residential environment and public realm is secured in these areas and that they are developed in line with Lifetime Neighbourhood Principles in Policy 7.1.	Consistency with Chapter 7	No
2.5	Para 2.72G	<i>Amend second sentence of para 2.72G</i> This will require innovative design solutions which should take into account the policies in	Clarification	No

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		Chapter 5 and 7.		
FSC2.5	para 2.64	<i>Amend the third sentence of para 2.64</i> ... Regeneration proposals should be based on the principles of Lifetime Neighbourhoods (Policy 7.1), taking into account stakeholder aspirations for the neighbourhoods concerned, and for the wider area affected. ...	Clarification	No
2.6	Para 2.72H	<i>Amend second sentence of para 2.72H and add new footnote</i> Subject to the approach eventually adopted by government toward retail/residential Permitted Development rights, t This will require consistent interpretation of 'key shopping areas'^{27A} as meaning those parts of town centres defined in Local Plans designation of relevant parts of these centres as primary shopping areas, and recognition of primary and secondary frontages, and neighbourhood and more local centres (Policy 2.15Da2 and c3). ^{27A} See Statutory Instrument 2014 No.564 The Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014, section IA.2(1)(b)(iv)(bb)	Factual update and consistency with terminology in Statutory Instrument 2014 No.564	No
FSC2.1	Policy 2.15Cc	<i>Amend clause Cc of POLICY 2.15 TOWN CENTRES</i> ... c support and enhance the competitiveness, quality and diversity of town centre retail, leisure, employment , arts and cultural, other consumer services and public services ...	Clarification	No
FSC2.2	Policy 2.15 Da(i)	<i>Insert new clause a(i) before clause a1 in section D of POLICY 2.15 TOWN CENTRES</i> D Boroughs should a(i) sustain and enhance the vitality and viability of centres in the context of the clauses set out below a1 ensure that local retail capacity requirements take realistic account of changes in consumer expenditure and	Clarification	No

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		behaviour including the impact of internet and multi-channel shopping within the context of broader strategic assessments of retail need ...		
FSC2.3	Policy 2.15D	<i>Amend clause Dd of POLICY 2.15 TOWN CENTRES</i> ... d support and encourage community engagement , town centre management, partnerships and strategies including business improvement districts to promote safety, security, and environmental quality and town centre renewal ...	Clarification	No
2.7	Table 2.1	<i>Amend 'Media' row of Table 2.1</i> White City, parts of Park Royal, Hounslow (Golden Mile Great West Corridor)	Clarification / factual correction	No
2.8	Para 2.79	<i>Amend first sentence of para 2.79 and footnote 31</i> London's strategic industrial locations (SILs) listed in Annex 3 and illustrated in Map 2.7 are London's main reservoir of industrial land comprising approximately 40 50 per cent of London's total supply ³¹ . ³¹ Mayor of London. Supplementary Planning Guidance: Land for Industry and Transport. GLA 2012; Roger Tym & Partners, King Sturge Industrial Land Demand and Release Benchmarks in London. GLA 2011; URS/DTZ. London Industrial Land Baseline. GLA 2010. Industrial Capacity. GLA, 2008. URS, GVA Grimley. London Industrial Land Release Benchmarks. GLA, 2007	Factual update	No
2.9	Policy 2.18	<i>Amend the title of Policy 2.18</i> POLICY 2.8 GREEN INFRASTRUCTURE: THE MULTI-FUNCTIONAL NETWORK OF OPEN AND GREEN AND OPEN SPACES	Clarification – open space can contribute to GI	No
2.10	Policy 2.18	<i>Amend the first part of clause Fa of Policy 2.18</i> ab set out a strategic approach to planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure by...	Clarification – unnecessary repetition, developing GI network will help biodiversity, it won't be a separate	No

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			network	
2.11	Policy 2.18	<i>Amend the second part of clause Fa of Policy 2.18 ... producing open green infrastructure space strategies³⁶ that cover all forms of open green and open space and the interrelationship between these spaces. These should identify priorities for addressing deficiencies and should set out positive measures for the design and management of all forms of green and open and open space. These strategies and their action plans need to be kept under review. Delivery of local biodiversity action plans should be linked to open space these strategies.</i>	Clarification – consistency following from title change	No
2.12	Para 2.86	<i>Add new footnote 37A to third sentence of para 2.86 ...It functions best when designed and managed as an interdependent ‘green grid’ where the network should be actively managed and promoted to support the myriad functions it performs^{37A} ...</i> <hr/> ^{37A} see Natural England’s ‘Accessible Natural Greenspace Standards’ (ANGST)	Clarification	No

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Suggested changes to CHAPTER THREE LONDON'S PEOPLE				
FSC3.1 and FSC3.3	para 3.19i	<p><i>Insert new para 3.19i after para 3.19</i></p> <p>3.19i To ensure effective local contributions to meeting London's need for 49,000 more homes per annum, Local Plans should therefore demonstrate how individual boroughs intend to:</p> <ul style="list-style-type: none"> • address in terms of Policy 3.3 the relevant minimum housing supply target in Table 3.1; • relate this to their assessment of need carried out in terms of Policy 2.2 and 3.8; and • address any gap between housing supply and need, and to seek to exceed the target through: <ul style="list-style-type: none"> ○ additional sources of housing capacity, especially that to be brought forward from the types of broad location set out in Policy 3.3; ○ exercise of their Duty to Cooperate with other local planning authorities; ○ collaborative working with other relevant partners including the Mayor, to ensure that the Local Plan is in general conformity with the London Plan and includes final minimum housing targets identified through the above process; and ○ partnership working with developers, land owners, investors, the Mayor and other relevant agencies to secure the timely translation of approved housing capacity to completions taking account of Policy 3.15. 	Clarification	No
3.1	Policy 3.3	<p><i>Amend clause Da of Policy 3.3</i></p> <p>Boroughs should draw on the housing benchmarks in table 3.1 in developing their LDF housing targets, augmented where possible with extra housing capacity to close the gap</p>	Clarification	No

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		between identified housing need (see Policy 3.8) and supply in line with the requirements of the NPPF.		
3.2	Para 3.24	<i>Amend second sentence of para 3.24</i> As LDFs must provide 15-year targets, LDFs which come forward following publication of this Plan and before its replacement or alteration will not be covered for their full term by the current targets.	Clarification	No
FSC3.6	Para 3.28	<i>Add new para 3.28A after para 3.28 (supporting POLICY 3.4 OPTIMISING HOUSING POTENTIAL)</i> 3.28 ... It is important that higher density housing is not automatically seen as requiring high rise development. 3.28A Geographically specific guidance on implementation of policy 3.4 is provided for Opportunity and Intensification Areas in paragraphs 2.61 and 2.62; for Town Centres in Policy 2.15 and paragraphs 2.72B – 2.72H and 4.42A-B; for surplus industrial land in paragraphs 2.85 and 4.23 and for other large housing sites in paragraph 3.42. More general guidance on implementation of Policy 3.4 is provided in the Housing SPG including exceptional circumstances where densities above the relevant density range may be justified.	Clarification	No
3.3	Para 3.33	<i>Amend third sentence of para 3.33</i> New development, including that on garden land and that associated with basement extensions, should also take account of the Plan's more general design policies (Policies 7.2 to 7.12) and those on neighbourhoods (Policy 7.1), housing choice (Policy 3.8), sustainable design and construction (Policy 5.3), as well as those on climate change (Chapter 5), play provision (Policy 3.6), biodiversity (Policy 7.19), and flood risk (Policy 5.12).	Clarification: consistency with existing Housing SPG	No
3.4	Para 3.37	<i>Amend last sentence of para 3.37</i> To address these he has produced guidance on the implementation of Policy 3.5 for all housing tenures in his a-new Housing SPG, with more detailed illustrations in the associated design guide, drawing on his design guide for affordable	Clarification (revert to original text)	No

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		housing ⁷¹ .		
3.5	Policy 3.8	<i>Amend first sentence of clause B of Policy 3.8</i> To inform local application of Policy 3.3 on housing supply and taking account of housing requirements identified at regional, sub-regional and local levels, boroughs should work with the Mayor and local communities to identify the range of needs likely to arise within their areas and ensure that:	Clarification	No
3.6	Para 3.48	<i>Amend first sentence of para 3.48 and footnote 76</i> Many Londoners already require accessible or adapted housing in order to lead dignified and independent lives: 30,000 have an unmet need for wheelchair accessible housing 25,000 are attempting to move to somewhere more suitable to cope with a disability and more than 100,000 need redesigned bathing facilities 240,00 need a home adaption ⁷⁶ . <hr/> ⁷⁶ Mayor of London LHS 2010 ibid GLA. Analysis of English Housing Survey 2008/09 - 2011/12.	Clarification and update	No
3.7	Para 3.53a	<i>Amend third bullet point of para 3.53a and insert new footnote 86A</i> Ensure that in identifying and addressing local and strategic needs^{86A} for student accommodation, boroughs are informed by working with other relevant partners as indicated above <hr/> ^{86A} 'Strategic needs' means a demonstrable need generated by institutions located beyond the boundaries of boroughs where development is proposed.	Clarification	No
FSC3.2 and FSC3.7	para 3.53B	<i>Insert new sentence between the third and fourth sentences of para 3.53B, and spilt the paragraph into two, creating a new para 3.53C</i> 3.53B Student accommodation should be secured as such by planning agreement or condition relating to the use of the land or to its occupation by members of specified educational institutions. Where there is not an undertaking with a specified academic institution(s), providers should, subject to viability, seek to deliver an element of student accommodation that is affordable for students in the context of average	Clarification	No

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		<p>student incomes and rents for broadly comparable accommodation provided by London universities. Information on this will be provided through the Mayor's Academic Forum in the London Plan Annual Monitoring Reports. Guidance on how such accommodation should be defined, delivered and retained will be provided in Supplementary Planning Guidance.</p> <p>3.53C If the accommodation is not robustly secured for students, it will normally be subject to the requirements of affordable housing policy (policies 3.10-3.13). While student accommodation is accounted as part of overall housing provision, it should be monitored separately because it meets distinct needs. Because of uncertainty over future demand/supply relationships the monitoring process must have particular regard to these.</p>		
3.8	Para 3.54	<p><i>Amend last sentence of para 3.54</i></p> <p>Viability tests of covenanted PRS proposals should take account of the distinct economics of this type of PRS, as suggested by the Government's Beta guidance⁹⁰.</p>	Clarification	No
3.9	Para 3.71	<p><i>Amend fourth sentence of para 3.71</i></p> <p>Developers should provide development appraisals to demonstrate that each scheme maximises the provides the maximum reasonable amount of affordable housing output.</p>	Clarification	No
3.10	Para 3.78	<p><i>Amend last sentence of para 3.78</i></p> <p>Guidance on affordable housing requirements in connection with provision for older Londoners and student accommodation is included in paragraphs 3.51 and 3.52-3.53B of this Plan.</p>	Clarification	No
3.11	Para 3.86	<p><i>Add new footnote 110A to last sentence of para 3.86</i></p> <p>It is therefore essential to plan for high quality social infrastructure alongside development particularly in major new development and regeneration areas^{110A}.</p> <hr/> <p>^{110A} Mayor of London. Social Infrastructure. Draft Supplementary Planning Guidance. GLA, 2014</p>	Factual update	No

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3.12	Para 3.88	<i>Add new bullet point between third and fourth bullets (as amended in FALP) of para 3.88</i> <ul style="list-style-type: none"> • identify future needs using data such as population forecasts, school roll projections, Joint Strategic Needs Assessments, etc; • identify any gaps in provision and how these could be met; • identify funding and delivery mechanisms, including opportunities for joint delivery, sources of funding, and identification of potential sites; 	Clarification update	No

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Suggested changes to CHAPTER FOUR LONDON'S ECONOMY				
FSC4.2	Policy 4.3Bc	Amend clause Bc of POLICY 4.3 MIXED USE DEVELOPMENT AND OFFICES ... c where justified by local and strategic office demand and supply assessments and in areas identified in the LDF as having a particular need for local office provision, provide protection for small scale offices (under 500sqm or a justified local threshold) within the CAZ. ...	Clarification	No
4.1	Para 4.16	Amend footnote 133 to para 4.16 <hr/> ¹³³ Mayor of London. EiP Draft Housing SPG. GLA, 2010 2012. Mayor of London. Town Centres Draft SPG. GLA 20143 forthcoming	Factual update	No
4.2	Para 4.27	Amend footnote 143 to para 4.27 <hr/> ¹⁴³ Mayor of London. Town Centres Draft Supplementary Planning Guidance, GLA 20143	Factual update	No
4.3	Para 4.32	Amend footnote 149 to para 4.32 <hr/> ¹⁴⁹ Mayor of London. Draft Town Centres SPG. GLA; 20143 op-cit	Factual update	No
4.4	Para 4.38	Amend footnote 154 to para 4.38 <hr/> ¹⁵⁴ Mayor of London. Town Centres Draft SPG. GLA; 20143 op-cit Best Practice Guidance on Managing the Night Time Economy. GLA, 2007	Factual update	No
4.5	Para 4.48A	Amend para 4.48A and insert new footnotes 160A and 160B The Mayor recognises the important role that London's public houses can play in the social fabric of communities (see also Policy 3.1B) and recent research ¹⁶⁰ highlights the rapid rate of closures over the past decade and the factors behind these. To address these concerns, where there is sufficient evidence of need, community asset value ^{160A} and viability in pub use, boroughs are encouraged to bring	Clarification	No

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		<p>forward policies to maintain retain, manage and enhance public houses^{160B}.</p> <hr/> <p>^{160A} including an asset listed as an Asset of Community Value under the Localism Act 2011 or where an application has been made</p> <p>^{160B} see also Mayor of London, Town Centres Supplementary Planning Guidance, GLA 2014</p>		
4.6	Policy 4.8Ag	<p>Add new clause vii to clause Ag of Policy 4.8</p> <p>g manage clusters of uses having regard to their positive and negative impacts on the objectives, policies and priorities of the London Plan including a centre's:</p> <p>....</p> <p>vii role in promoting health and well-being (Policy 3.2D).</p>	For consistency with Policy 3.2D, NPPF (paragraph 17) and NPPF practice guidance (Reference ID: 53-001-20140306)	No
FSC4.3	Policy 4.8Bc	<p>Amend clause Bc of POLICY 4.8 SUPPORTING A SUCCESSFUL AND DIVERSE RETAIL SECTOR AND RELATED FACILITIES AND SERVICES</p> <p>...</p> <p>c provide a policy framework for maintaining, managing and enhancing local and neighbourhood shopping and facilities which provide local goods and services, and develop policies to prevent the loss of retail and related facilities that provide essential convenience and specialist shopping or valued local community assets, including public houses, justified by robust evidence.</p> <p>...</p>	Clarification	No
FSC 4.4B	Policy 4.8Bg	<p>Add new clause viii to clause Bg of POLICY 4.8 SUPPORTING A SUCCESSFUL AND DIVERSE RETAIL SECTOR AND RELATED FACILITIES AND SERVICES</p> <p>...</p> <p>g manage clusters of uses having regard to their positive and negative impacts on the objectives, policies and priorities of the London Plan including a centre's:</p> <p>i broader vitality and viability (Policy 2.15Ca)</p> <p>ii broader competitiveness, quality or</p>	Clarification	No

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		<p>diversity of offer (Policy 2.15Cc)</p> <p>iii sense of place or local identity (Policy 2.15Ac)</p> <p>iv community safety or security (Policy 2.15Cf)</p> <p>v success and diversity of its broader retail sector (Policy 4.8A)</p> <p>vi potential for applying a strategic approach to transport and land use planning by increasing the scope for "linked trips" (Policy 6.1)</p> <p>vii role in promoting health and well-being (Policy 3.2D)</p> <p>viii potential to realise the economic benefits of London's diversity (paragraph 3.3).</p>		
4.7	Policy 4.10	<p><i>Amend footnote 162 to clause Af of Policy 4.10:</i></p> <hr/> <p>¹⁶² See Glossary Proposed medical and life-sciences research district, based around Euston Road including centres such as the University College Hospital, the Wellcome Trust and the Francis Crick Institute. Another medical research cluster is proposed around Whitechapel, associated with the Queen Mary University London</p>	Clarification	No
4.8 and FSC 4.4A	Policy 4.11Aa	<p><i>Amend clause Aa of POLICY 4.11 ENCOURAGING A CONNECTED ECONOMY</i></p> <p>A The Mayor and the GLA Group will, and all other strategic agencies should:</p> <p>a facilitate the provision and delivery of the information and communications technology (ICT) infrastructure a modern and developing economy needs, particularly to ensure: adequate and suitable network connectivity across London (including well designed and located street-based apparatus); data centre capability; suitable electrical power supplies and security and resilience; and affordable, competitive ultrafast fixed broadband access and areas of public wireless connectivity meeting the needs of small and larger enterprises and individuals</p>	Clarification – avoiding terms that may outdate very quickly in this fast developing sector	No
4.9, FSC4.1 and	Para 4.57	<p><i>Amend para 4.57 as follows</i></p> <p>4.57 The Mayor wishes to ensure sufficient ICT connectivity to enable communication and</p>	Clarification	No

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FSC4.5		<p>data transfer within London, and between London, the rest of the UK and globally. He will work with infrastructure providers, developers and other stakeholders to support competitive choice and access to communications technology, not just in strategic business locations but more broadly for firms and residents elsewhere in inner and outer London, and to address e-exclusion, especially among disadvantaged groups and small and medium sized enterprises. In particular, he will support the development and extension of high speed symmetrical broadband networks connectivity. Development proposals should ensure competitive connectivity. In ensuring robust e-infrastructure capacity additional data centres (facilities housing computer and associated systems) may be required, together with reliable, sustainable and resilient electricity supplies. Data centres handling critical security and financial traffic benefit from proximity to the offices they serve, while other centres can be located close to local and sustainable sources of energy. These will be appropriate uses in preferred industrial locations and industrial business parks. Appropriately located and designed street-based apparatus will also be needed.</p>		
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Suggested changes to CHAPTER FIVE LONDON'S RESPONSE TO CLIMATE CHANGE				
5.1	Policy 5.4A	<i>Amend clause C of Policy 5.4A</i> The Mayor will work with relevant boroughs, energy companies and other relevant parties to support where appropriate development proposals for gas and electricity infrastructure which address identified energy requirements.	Clarification - avoiding impression of unqualified commitment	No
5.2	Paras 5.31C to Para 5.31d	<i>Amend paragraph numbering of paras 5.1C to 5.31d</i> 5.31CB UK Power Networks (UKPN) is London's main Distribution Network Operator (DNO) for electricity serving all except the London boroughs of Hillingdon, Hounslow and Ealing. ... 5.31DC The high level of network utilization, especially in central London, is a particular concern because of the level of development required to accommodate anticipated population and business growth. ... 5.31dD There are concerns over the potential lack of strategic investment ahead of specific connection requests and the need to facilitate more cost-effective and timely connection of developments to the network. ...	Correction – typos	No
5.3	Para 5.50	<i>Amend first sentence of para 5.50</i> The Mayor has an ambitious programme to plant another 10,000 street trees by March 2012 2015 , and wishes to see an additional two million trees in London by 2025 to help with both mitigation of and adaptation to climate change.	Update	No
5.4	Policy 5.12 footnote	<i>Amend footnote number to Policy 5.12 – footnote is numbered '39' – it should be '191'</i> <hr/> ³⁹ 191 Technical Guidance to the National Planning Policy Framework, Department for Communities and Local Government, March 2012 or any subsequent guidance on flood risk issued in support of the NPPF	Correction - typo	No
5.5	Para 5.55	<i>Amend first sentence of para 5.55</i> The Government has endorsed the Environment	Clarification that TE2100	No

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		Agency's has produced Thames Estuary 2100 (TE2100) Plan, a study of which sets out recommendations for major tidal flood risk management for London and the Thames Estuary up to 2100.	does not only apply to major schemes	
5.6	Para 5.61	<i>Amend the fifth and sixth sentences of para 5.61</i> The need for this is exacerbated by the climate change predictions of more sporadic and intense rainfall and a higher likelihood of droughts as well as the need to protect the water environment implementing the Thames River Basin Management Plan following Water Framework Directive requirements. Thames Water, which provides over three-quarters of Londoners with water, projects a significant (around 5 6 % by 2020) and growing capacity deficit.	Clarification and update	No
5.7	Para 5.67	<i>Add new sentences after first sentence, and amend second and last sentences of para 5.67</i> ...from its management. The Mayor acknowledges that waste contracts do not recognise administrative boundaries and that waste flows across borders. Consequently the aim of his waste policies is to achieve net self-sufficiency for household and commercial waste by 2026. If achieved, this would mean enough sites are identified within London to deal with the equivalent of 100% of the waste apportioned to the boroughs as set out in Table 5.3, regardless of the waste's origin. PPS10 requires the Mayor to apportion Household and Commercial Waste to each borough (see Table 5.3). PPS10 does not require the Mayor to apportion Construction, Excavation and Demolition Waste, consequently the Mayor has not done so. Hazardous Waste is not an additional waste stream on top of Household and Commercial waste but a subset of these waste streams. ... The Mayor recognises that in the short term this may mean that non-recyclable waste, in the form of solid recoverable fuel, may be exported outside of London – including Europe – whilst London markets are established.	Clarification	No

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		... Equally, the Mayor encourages the flow of appropriate materials, such as recyclable waste and solid recoverable fuels, into London where economically beneficial.		
5.8	Policy 5.16	<i>Amend policy title and clause Bc</i> POLICY 5.16 WASTE NET SELF-SUFFICIENCY Bc exceeding recycling/composting levels in municipal solid waste (MSW) local authority collected waste (LACW) of 45 per cent by 2015, 50 per cent by 2020 and aspiring to achieve 60 per cent by 2031	Clarification	No
5.9	Para 5.68	<i>Amend para 5.68 and footnotes 194 and 195</i> London produced about 22 15 million tonnes of waste in 2008 2012 . London's waste arisings are forecast to rise to approximately 34 million tonnes in 2031. There are three major types of waste produced in London: <ul style="list-style-type: none"> • municipal household waste (MSW) (HH), also known as Local Authority Collected Waste (LACW) is the waste generated by London's households, collected by or on behalf of local authorities, amounting to approximately 4.2 3.7 3m tonnes in 2008 (19 20 per cent of all waste)¹⁹⁴ • commercial & industrial waste (C&I) is waste generated by businesses and industry in London, collected largely by the private sector and local authorities, amounting to approximately 7.5m 4.7m tonnes in 2008 (34 32 per cent of all waste)¹⁹⁵ • construction, excavation and demolition waste (CE&D) is the waste generated by development activity in London (for example, old buildings being demolished, new ones being constructed), primarily dealt with by the private sector and amounting to approximately 10.4m 7.2m tonnes in 2008 (47 48 per cent of all waste)¹⁹⁶. <hr/> <p>¹⁹⁴ DEFRA Municipal Local Authority Waste Management Statistics 2008 2012. See glossary for definition of 'household waste' (definition taken from Mayor's Municipal Waste Management Strategy, Mayor of London, November 2011)</p> <p>¹⁹⁵ Local Waste and Recycling Board Business Plan 2009</p>	Clarification	No

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		GLA 2014 ¹⁹⁶ Ibid		
5.10	Para 5.69	<i>Amend para 5.69 and footnotes 197, 198 and 199. Delete footnote 200</i> The Mayor wants to see a step change in London's reuse and recycling performance. Although there have been recent considerable improvements in municipal local authority waste recycling rates (up from 8 per cent in 2001 to 21 30 per cent in 2008 2012) ¹⁹⁷ , the Mayor wishes to see an increase doubling to 45 per cent by 2015 and then 50 per cent by 2020. There is also considerable variation in municipal-waste local authority recycling performance across London, ranging in 2008 2012 from 14 13 per cent to 41 48 per cent, demonstrating that better performance is achievable. Overall, London reuses or recycles 57 60 per cent of all waste ¹⁹⁸ . Around 56 30 per cent of municipal waste goes into landfill sites that are located largely outside London ¹⁹⁹ . It is estimated that London currently manages 53 46 per cent (or 7 million tonnes) of its own waste, taking account of total waste arisings ²⁰⁰ and imports a further 2.6 million tonnes of waste each year . ¹⁹⁷ DEFRA Municipal Local Authority Waste Management Statistics 2008 2012 ¹⁹⁸ Ibid GLA 2014 ¹⁹⁹ GLA-2009 Ibid ²⁰⁰ Ibid	Clarification and update	No
5.11	Para 5.71	<i>Amend third and fourth sentences of para 5.71</i> The greatest need and opportunity for improved performance is the municipal-waste local authority collected waste (LACW) collected by boroughs, largely from households and small businesses . The Mayor believes that recycling and composting targets for commercial and industrial waste are challenging but achievable, and reflects the current relatively high level of commercial and industrial recycling, which in 2008 2009 was estimated to be 42 52 per cent.	Clarification and update	No
5.12	Para 5.72	<i>Amend para 5.72</i> The reduction of waste and the recycling targets included in this Plan and in the Mayor's Waste Strategy ies have a direct impact on London's waste	Clarification	No

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		self-sufficiency. The Mayor is committed to working towards zero biodegradable or recyclable waste to landfill by 2031 2026 .		
5.13	Para 5.75	<i>Delete para 5.75 and move (with amendments) to form part of para 5.79 (para 5.75 is in the wrong place – the definitions apply to meeting apportionment not self-sufficiency). See para 5.79</i> 5.75 The Mayor wants to make the most of London’s waste to harness its energy and employment benefits. For the purposes of meeting self-sufficiency, in addition to prevention, reduction and re-use, waste is deemed to be managed in London if: <ul style="list-style-type: none"> • it is used in London for energy recovery (eg through anaerobic digestion, pyrolysis/gasification or through existing incinerators) • it is compost or recycle sorted or bulked in London material recycling facilities for reprocessing either in London or elsewhere • it is a ‘biomass fuel’ as defined in the Renewable Obligation Order. 	Clarification	No
5.14 and FSC5.7	Policy 5.17	<i>Amend criteria d and e of clause B of Policy 5.17, add new criterion d and renumber remaining criteria</i> <p>B Proposals for waste management should be evaluated against the following criteria:</p> <p>a locational suitability (see LDF preparation paragraphs F and G below)</p> <p>b proximity to the source of waste</p> <p>c the nature of activity proposed and its scale</p> <p>d minimising waste and achieving high reuse and recycling performance</p> <p>de achieving a positive carbon outcome of waste treatment methods and technologies (including the transportation of waste, recyclates and waste derived products) resulting in greenhouse gas savings.7 particularly from treatment of waste derived products to generate energy Facilities generating eEnergy generated from London’s waste will need to meet, or demonstrate that steps are in place to meet, a minimum CO2eq performance of</p>	Clarification	No

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		<p>400 grams of CO₂eq per kilowatt hour (kwh) of electricity produced. Achieving this performance will ensure that energy generated from waste activities is no more polluting in carbon terms that the energy source it replaces (see paragraph 5.85 below).</p> <p>ef the environmental impact on surrounding areas, particularly noise emissions, odour, air quality and visual impact and impact on water resources</p> <p>fg the full transport and environmental impact of all collection, transfer and disposal movements and, in particular, the scope to maximise the use of rail and water transport using the Blue Ribbon Network.</p> <p>The following will be supported:</p> <p>gh developments that include a range of complementary waste facilities on a single site</p> <p>hi developments for manufacturing related to recycled waste</p> <p>ij developments that contribute towards renewable energy generation, in particular the use of technologies that produce a renewable gas</p> <p>jk developments for producing renewable energy from organic/biomass waste.</p>		
5.15	Para 5.78	<p><i>Amend para 5.78 and insert new footnote 201A</i></p> <p>Waste issues were thoroughly scrutinised in the London Plan Examinations in Public in 2006,and 2007 and 2010 and the Mayor sees no benefit in reopening recent debates, particularly those around the borough-level apportionment methodology. However, he has acknowledged that projected MSW HH and C&I waste arisings at borough level – the key to waste management, apportionment and self-sufficiency – need updating. The GLA has accordingly brought forward new independently reviewed borough-level projections of London’s waste arisings, and borough-level apportionment of MSW and C&I waste using the 2007 methodology. The revised figures, based on 2009/10 data,^{201A} show a 40 per cent drop in commercial and industrial waste arisings apportioned compared</p>	Clarification and update	No

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		<p>with the 2011 London Plan figures. The Mayor acknowledges that although the new baseline data may represent an underestimate of London's waste arisings due to the economic downturn, it is considered to be the most current and best available. The Mayor will continue to monitor London's waste arisings as updated data becomes available for use in future iterations of the London Plan.</p> <hr/> <p>^{201A} DEFRA London C&I Waste Study 2010</p>		
5.16 and FSC5.1	Para 5.79	<p><i>Amend para 5.79 and incorporate most of the text from para 5.75</i></p> <p>Table 5.2 gives projected MSW HH and C&I arisings at borough level for key milestones through to 2031 2036. Table 5.3 sets out projected MSW HH and C&I waste to be managed in London apportioned to boroughs based on the methodology agreed for the 2008 version of the London Plan - ie each borough's percentage share of waste to be managed in London is the same as before. Self-sufficiency (the proportions of total MSW and C&I waste managed in London) at key milestones has been modelled as a linear increase from the 2008 baseline (56 per cent MSW and 68 per cent C/I) to 100 per cent for 2026-2031, in line with the objectives of Policy 5.16. Waste is deemed to be managed in London if:</p> <ul style="list-style-type: none"> • it is used in London for energy recovery (eg through anaerobic digestion, pyrolysis/gasification or through existing incinerators) • it is compost or recycle relates to materials sorted or bulked in London facilities material recycling facilities for for reuse, reprocessing or recycling, composting or reprocessing either in London or elsewhere • it is materials reused, recycled or reprocessed in London • it is a 'biomass fuel' as defined in the Renewable Obligation Order. 	Clarification	No
5.17	Para 5.79A	<p><i>Amend para 5.79A</i></p> <p>Tables 5.2 and 5.3 show a difference between waste projected to be generated within London</p>	Clarification	No

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		(Table 5.2 waste arisings) and waste to be managed within London (Table 5.3). The difference between apportioned and non-apportioned waste tonnages is summarised in Table 5.4. It is expected that non-apportioned waste will be exported. these is waste to be exported. In order to give neighbouring parts of the UK a broad indication of the likely quantum of waste to be exported, Table 5.4 summarises this data.		
FSC5.2	Table 5.2	<i>Amend the title of Table 5.2</i> Table 5.2 Municipal Household and commercial/industrial waste projections at borough level at key milestones through to 2031 2036 (thousand tonnes pa)	Clarification	No
5.18	Tables 5.2 & 5.3	<i>Amend table headers</i> replace MSW with H/H [see Table 5.3 in Annex]	Clarification	No
5.19	Table 5.3	<i>Replace Table 5.3 with revised Table 5.3 containing figures adjusted for an approach to rounding consistent with Table 5.2 [see Annex]</i>	Clarification	No
5.20	Table 5.3	<i>Amend table source [see Annex]</i> Source: GLA December 2009-2013—using the apportionment model prepared for the London Plan February 2008 (consolidated with Alterations since 2004) by Jacobs UK Ltd July 2007, waste arisings prepared by LRS Consultancy December 2009- GLA / SLR Consulting December 2013 , and self-sufficiency (the proportion of waste managed in London) modelled in line with the objectives of Policy 5.1	Clarification	No
5.21	Table 5.4	<i>Amend title of Table 5.4</i> Table 5.4 Projected waste exports from London Summary of apportioned and non-apportioned waste (000s tonnes) <i>Throughout table replace MSW with H/H</i> <i>Amend third row heading</i> MSW HH and C/I waste exported from London waste not apportioned to London boroughs	Clarification	No
FSC5.3	Para 5.80	<i>Insert two new sentences between the third and fourth sentences of para 5.80</i> ...	Clarification	No

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		<p>Boroughs need to examine how capacity can be delivered in detail at the local level as site allocations in LDFs to meet their apportionments. Boroughs should aim to meet their waste apportionment as a minimum. Boroughs should identify suitable additional sites for waste including waste transfer sites where practicable.</p> <p>Boroughs working collaboratively must demonstrate that their joint apportionment targets will be met, for example, through the preparation of joint waste DPDs, joint evidence papers or bilateral agreements.</p> <p>...</p>		
FSC5.4	Para 5.85A	<p><i>Add new sentence to the end of para 5.85A</i></p> <p>It should be demonstrated that capacity of the heat off-take meets the carbon intensity floor at 100% heat supply. In order to ensure the carbon intensity floor remains relevant, the Mayor will consider reviewing the CIF level in future iterations of the London Plan.</p>	Clarification	No
FSC5.5	Para 5.85B	<p><i>Add new sentence after the third bullet point of para 5.85B</i></p> <p>...</p> <ul style="list-style-type: none"> the establishment of a working group to progress the agreed steps and monitor and report performance to the consenting authority. <p>To assist in the delivery of 'demonstrable steps' the GLA can help to advise on heat take-off opportunities for waste to energy projects, particularly where these are linked to GLA supported Energy Master Plans.</p>	Clarification	No
5.22	Para 5.86	<p><i>Delete fourth sentence of para 5.86</i></p> <p>Energy recovery should be carried out through advanced conversion techniques, ie gasification, pyrolysis or anaerobic digestion, or any combination of these.</p>	Clarification	No
FSC5.6	Policy 5.19B	<p><i>Amend clause B of POLICY 5.19 HAZARDOUS WASTE</i></p> <p>B Pending outcome of the work proposed in paragraph A of this policy, d Development proposals that would result in the loss of existing sites for the treatment and/or disposal of hazardous waste should not be permitted unless</p>	Clarification	No

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		compensatory hazardous waste site provision has been secured in accordance with Policy 5.17H.		
5.23	Para 5.94	<p><i>Amend the fourth sentence of para 5.94 and delete footnote 205</i></p> <p>Boroughs should safeguard both existing, planned and potential sites for concrete batching, as well as existing, planned and potential railhead capacity which will be needed to support sustainable forms of movement all the uses and activities identified for safeguarding in paragraph 143 of the NPPF.²⁰⁵</p> <hr/> <p>²⁰⁵ National Planning Policy Framework (March 2102) paragraph 143</p>	Clarification	No
5.24	Para 5.94A	<p><i>Amend the last sentence of para 5.94A</i></p> <p>The Mayor does not consider that it would be proportionate or reasonable for the other 29 boroughs to produce their own LAAs when policy 5.20 does not identify them as mineral planning authorities likely to be producing ‘a steady and adequate supply of aggregates’, but that production of a joint LAA would be appropriate.</p>	Clarification	No

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Suggested changes to CHAPTER SIX LONDON'S TRANSPORT				
6.1	Table 6.1	<i>Amend 'DLR/Station improvement and capacity work' section of Table 6.1 [see amended Table 6.1 in Annex]</i> Increase Shadwell and Pontoon Dock station capacity to accommodate increasing...	Update – change in scope of works	No
6.2	Table 6.1	<i>Amend 'DLR/DLR Extensions' section of table 6.1 [see Annex]</i> Work to support the Mayor's ambition for enhanced rail access to Vision of DLR extension from Lewisham towards Bromley and southeast London, including Overground, rail and DLR improvements.	Clarification and update – DLR not the sole option anymore	No
FSC6.2	Table 6.1	<i>Amend the first line of the 'Bus network development' row of Table 6.1 Indicative List of Transport Schemes [see Annex]</i> Regular reviews of bus network , including reviews of the strategic priorities underlying the process approximately every five years, to cater for population, housing and employment growth ...	Clarification	No
6.3	Table 6.1	<i>Amend 'cycling projects' section of Table 6.1 as follows:</i> <i>mark mini Hollands, cycle superhubs and Better Junctions as funded through from 2013-16 to 2017-21/22 [see Annex]</i>	Update – these schemes now funded for both periods	No
6.4	Table 6.1	<i>Amend 'Walking and urban realm/improved access to stations and integration with surroundings' section of Table 6.1 [see Annex]</i> Station and interchange enhancements: Chadwell Heath and Barking Station; Woodford Bridge; Sutton Gateway; East Croydon	Update – Woodford improvements complete	No
6.5	Table 6.1	<i>Amend 'Road projects/low emission zone' section of Table 6.1 [see Annex]</i> reinstate Low Emissions Zone Further LEZ enhancements and vehicle coverage	Clarification/editing error; should not have been removed	No
6.6	Table 6.1	<i>Amend 'London river services and river crossings/ New walk/cycle Thames crossings' section of Table 6.1 [see Annex]</i> Including schemes in central London (e.g. the	Clarification/update Emirates Air Line already	No

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		Garden Bridge) and walk/cycle links to access Isle of Dogs from east and west and access between Greenwich Peninsula and the Royal Docks	delivered; no other plans at present for pedestrian crossing at this location	
6.7	Table 6.1	<i>Amend the title of the 'Other/Promoting sustainable urban mobility' section of Table 6.1 [see Annex]</i> Promoting sustainable urban mobility Sustainable transport initiatives	Clarification Title was misleading	No
6.8	Policy 6.4	<i>Amend clause Bc of Policy 6.4 and rename subsequent clauses</i> c developing Crossrail 2 d implementing a high frequency Londonwide service on the national rail network de providing new river crossings ef enhancing the different elements of the London Overground network following the to implementation of an orbital rail network fg completing the Thameslink programme developing the Chelsea Hackney line (Crossrail 2) later in the plan period gh improving and expanding London's international and national transport links for passengers and freight (for example, High Speed 2) hi seeking improved access by public transport to airports, ports and international rail termini ij improving the reliability, quality and safety of inter-regional rail services including domestic services for commuters, while safeguarding services within London jk enhancing the Docklands Light Railway and Tramlink networks	Clarification – line removed in error and does not imply a policy change	No
6.9	Para 6.19	<i>Amend first and second sentences of para 6.19</i> Proposals for a second High Speed line to link the centre of London with Birmingham, northwest England and Scotland beyond are currently being considered by Government, in the first instance, as part of a possible wider domestic high speed rail network. This is These are based on a detailed set of proposals developed by High Speed Two (HS2), the company set up by the Department for Transport (DfT) to investigate options for a new high speed line, from London to the West Midlands and	Update – project scope has changed	No

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		potentially beyond and beyond.		
6.10	Para 6.19	<i>Amend penultimate sentence of para 6.19</i> As part of the first phase, a link to HS1 through Camden is planned and Heathrow airport will be accessible to HS2 passengers via a new interchange station at Old Oak Common, connecting HS2 with Crossrail and Great Western rail services.	Update – HS1/HS2 link not currently assured	No
FSC6.4	Policy 6.9Ba	<i>Amend clause Ba of POLICY 6.9 CYCLING</i> B Developments should: a provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions). ...	Clarification	No
FSC6.5	Policy 6.9Bc	<i>Amend clause Bc of POLICY 6.9 CYCLING</i> B Developments should: c contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions). ...	Clarification	No
FSC6.6	Para 6.34	<i>Amend the first sentence of para 6.34</i> In line with the Mayor’s Vision for Cycling in London, published in March 2013, the Mayor will work with TfL and the London boroughs to deliver a number of infrastructure projects to encourage cycling and improve the safety and amenity of London’s streets in accordance with the London Cycle Design Standards (or subsequent revisions). ...	Clarification	No
6.11	Para 6.34	<i>Amend first bullet point of para 6.34</i> • a network of cycle route across London catering for different types of cyclists including Cycle Superhighways, Quietways and the Central London Grid. This will entail developing/altering the current network of	Clarification	No

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Cycle Superhighways (see Map 6.2);				
FSC6.7	Para 6.34	<i>Amend the fourth bullet of para 6.34</i> ... • creation of cycle superhubs-hubs and cycle networks around London Underground and national rail stations, and; ...	Clarification	No
6.12	Para 6.34A	<i>Amend penultimate sentence of para 6.34A</i> The Mayor will introduce a range of road safety schemes and work with the delivery and servicing sector to improve driver training and vehicle standards, and to improve road safety of cyclists and pedestrians.	Clarification / correction	No
6.13	Map 6.2	<i>Amend title of Map 6.2</i> Map 2 Cycle superhighways (Routes illustrated are currently under review and subject to change in line with the Mayor's Vision for Cycling. Timescales will be updated in the next iteration of the Plan)	Clarification – updated map will not be available until after the EiP	No
FSC6.8	Policy 6.10B	<i>Amend clause B of POLICY 6.10 WALKING</i> B Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance	Correction	No
FSC6.9	Policy 6.10Ca	<i>Amend clause Ca of POLICY 6.10 WALKING</i> C DPDs should: a identify, maintain and complete identify, maintain and promote and complete the relevant sections of the Walk London Network...	Correction	No
FSC 6.10	Policy 6.10Cd	<i>Amend clause Cd of POLICY 6.10 WALKING</i> C DPDs should... d provide for the undertaking of audits to ensure that the existing pedestrian infrastructure is suitable for its proposed use and that new development improves does not adversely impact pedestrian amenity.	Clarification	No
6.14 and	Para 6.38	<i>Amend last sentence of para 6.38 and insert new footnote 212A</i>	Clarification	No

SUGGESTED CHANGES AND FURTHER CHANGE TO DRAFT FALP				
change or further change ref no	FALP ref	suggested changes & further changes to FALP <i>(description of change in italics)</i> blue FALP alterations published on 15 Jan 2104 red changes published on 7 July 2014 green further changes (FSCs) to EiP Sept 2104 purple FSCs to EiP September 2104 orange FSCs October 2104 bold = new text strikethrough = deleted text	reason for change or further change	further IIA assessment?

FSC 6.11		Walking networks and facilities in and around all new developments should be connected, convivial, conspicuous, comfortable and convenient direct, safe, attractive, accessible and enjoyable. Guidance on accessible walking environments is provided in the Accessible London SPG ^{212A}. ^{212A} Mayor of London. Accessible London. Draft Supplementary Planning Guidance. GLA, 2014		
6.15	Para 6.45	<i>Amend last sentence of para 6.45</i> In Inner London/other locations which benefit from good access to public transport, t The Mayor strongly continues to encourages a restraint based approach to parking across all land uses in Inner London and other locations which benefit from good access to public transport.	Clarification	No
6.16	Policy 6.14	<i>Amend clause Bb of Policy 6.14</i> b promote the uptake of the Freight Fleet Operators Recognition Scheme, construction logistics plans, delivery and servicing Plans and more innovative freight solutions, reflecting the positive experience of the Olympics and seeking opportunities to minimise congestion impacts and improve safety. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight	Clarification	No
6.17	Para 6A.2	<i>Amend first sentence of para 6A.2</i> Developments Non-residential elements of a development should provide at least one accessible on or off street car parking bay designated for Blue Badge holders, even if no general parking is provided.	Clarification	No
6.18	Para 6A.3	<i>Amend last sentence of para 6A.3</i> Further details on parking for disabled people will be provided in the updated supplementary guidance on achieving an inclusive environment are provided in the Accessible London SPG .	Update	No
6.19	Table 6.2	<i>Amend the 'Parking for retail' sub-table title in Table 6.2</i> Maximum standards for retail uses: space per sq m of	Clarification	No

SUGGESTED CHANGES AND FURTHER CHANGE TO DRAFT FALP				
change or further change ref no	FALP ref	suggested changes & further changes to FALP <i>(description of change in italics)</i> blue FALP alterations published on 15 Jan 2104 red changes published on 7 July 2014 green further changes (FSCs) to EiP Sept 2104 purple FSCs to EiP September 2104 orange FSCs October 2104 bold = new text strikethrough = deleted text	reason for change or further change	further IIA assess ment?

		gross floorspace (GIA)														
6.20	Table 6.2	Amend the 'Parking for employment uses' sub table title in Table 6.2 Non-operational maximum standards for employment B1: spaces per sq m of gross floorspace (GIA)	Clarification	No												
6.21	Table 6.2	Amend the 'Maximum residential parking standards' section of the 'Parking for residential development' sub-table in Table 6.2 so text for 1-2 bed units reads: "Less than 1 per unit" (as in the London Plan July 2011, instead of "0-1 per unit" as in FALP) <table border="1" data-bbox="475 920 1026 1182"> <thead> <tr> <th colspan="4">Maximum residential parking standards</th> </tr> <tr> <th>Number of Beds</th> <th>4 or more</th> <th>3</th> <th>1-2</th> </tr> </thead> <tbody> <tr> <td></td> <td>Up to 2 1.5 per unit</td> <td>Up to 1.5 + per unit</td> <td>Less than 0-1 Less than 1 per unit</td> </tr> </tbody> </table>	Maximum residential parking standards				Number of Beds	4 or more	3	1-2		Up to 2 1.5 per unit	Up to 1.5 + per unit	Less than 0-1 Less than 1 per unit	Clarification – rationalise with the way in which standards for 3 bed and 4+ bed units are presented	No
Maximum residential parking standards																
Number of Beds	4 or more	3	1-2													
	Up to 2 1.5 per unit	Up to 1.5 + per unit	Less than 0-1 Less than 1 per unit													
6.22	Table 6.2	Amend the notes to the 'Parking for residential development' sub-table in table 6.2 All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit, and towards zero/car-free in areas of highest accessibility.	Clarification	No												
6.23	Table 6.2	Insert missing footnote 217 to the notes to the 'Parking for residential development' sub-table in table 6.2 Adequate parking spaces for disabled people must be provided preferably on-site ²¹⁷ <hr/> ²¹⁷ Mayor of London. Housing Supplementary Planning Guidance. GLA, 2012. Mayor of London. Access in London. Draft Supplementary Planning Guidance. GLA, 2014.	Factual update	No												
6.24	Table 6.3	Amend 'short stay' standard for 'health centre, including dentist' cell of Table 6.3 [see Annex] 1 space per 8 3 staff	Correction— typo	No												
6.25	Table 6.3	Add note to Table 6.3 [see Annex] Cycle parking areas should allow easy access and cater for cyclists who use adapted cycles	Clarification – existing policy (Policy 7.2)	No												
FSC6.1	Table 6.3	Amend the 'long stay' standard for the 'dwellings all' row of Table 6.3 Cycle Parking Minimum Standards	Clarification	No												

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		<i>in the Parking Addendum to Chapter 6 [see Annex]</i> ... 1 space per dwelling up to 45 sqm 1 space per studio and 1 bedroom unit ...		
FSC6.3	Table 6.1	<i>Amend the 'scheme' and 'description' cells of the 'Cycle Superhubs at rail stations' row of Table 6.1 Indicative List of Transport Schemes [see Annex]</i> Cycle Superhubs at rail and tube stations Mass cycle storage facilities with good security and cycle routes at rail and tube stations	Clarification	No
6.26	Para 6A.13	<i>Amend first bullet point of para 6A.13</i> Short-stay cycle parking should have step-free access and be located within 15 metres of the main sight entrance, where possible.	Correction – typo	No
6.27	Para 6A.13	<i>Amend third bullet point of para 6A.13</i> Where it is not possible to provide suitable on street visitor parking within the curtilage of a development or in a suitable location in the vicinity agreed by the planning authority off the public highway, the planning authority may at their discretion instead accept, in the first instance, additional long-stay provision or, as a last resort, contributions to provide cycle parking in an appropriate location in the vicinity of the site.	Clarification	No
6.28	Para 6A.13	<i>Amend sixth bullet point of para 6A.13</i> The standards are based on gross external floorspace, unless otherwise stated.	Clarification	No
6.29	Para 6A.13	<i>Add additional bullet point to para 6A.13</i> <ul style="list-style-type: none"> Where cyclists share surfaces with pedestrians, the safety and accessibility of the environment for disabled and older Londoners should be assured. 	Clarification	No

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Suggested changes to CHAPTER SEVEN LONDON'S LIVING PLACES AND SPACES				
7.1	Policy 7.1A	<i>Amend clause A of Policy 7.1</i> A In their neighbourhoods, people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Their neighbourhoods should also provide a character that is easy to understand, and relate to based on the lifetime neighbourhoods principles set out in (see para 7.4A)	Clarification	No
FSC7.5	para 7.4A	<i>Amend the third point of para 7.4A</i> 7.4A Three principles have been developed to help frame the concept of lifetime neighbourhoods as places where people at all stages of their lives: 1. can get around – neighbourhoods which are well-connected and walkable; 2. as far as possible, can have a choice of homes, accessible infrastructure and services, places to spend time and to work, with a mix of accessible and adaptable uses; and 3. belong to a cohesive community which fosters diversity, social interaction and social capital.	Clarification	No
7.2	Para 7.5A	<i>Amend first sentence of para 7.5A</i> The Mayor will assist boroughs and other agencies in developing lifetime neighbourhoods by providing advice and guidance in the updated supplementary guidance on 'Accessible London: achieving an inclusive environment' SPG , and through the Mayor's Housing SPG and Shaping Neighbourhoods SPG.	Factual update	No
7.3	Para 7.6B	<i>Amend first part of second sentence of para 7.6B</i> Community-led projects in general or Community Rights that give powers to the communities to take more control over the area where they live, ...	Correction – typo	No

SUGGESTED CHANGES AND FURTHER CHANGE TO DRAFT FALP				
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7.4 and FSC7.6	Para 7.6B	<i>Amend last part of second sentence of para 7.6B</i> ... such as through Community Assets, are an alternative a complementary route to the usual planning process and can help community-led groups build new community space, new shops or housing; save valued local amenities; or take over local services.	Clarification – referenced in Localism Act	No
7.5	Para 7.9	<i>Delete last sentence (added through FALP) of para 7.9</i> The Mayor will revise the Supplementary Planning Guidance ‘Accessible London: Achieving an inclusive environment’.	Factual update – SPG now revised	No
7.6	Policy 7.13	<i>Amend clause C of Policy 7.13</i> C Boroughs should work with the Mayor and other stakeholders to ensure their LDF policies provide for the spatial aspect of London’s emergency plans and safeguard them so that London remains resilient against, and well able to cope with, emergencies, with minimal loss of life or property. Mayor’s Office for Policing and Crime, the Metropolitan Police service, the London Fire and Emergency Planning Authority and other agencies such as the City of London Police and the British Transport Police to identify the community safety needs, policies and sites required for their area to support provision of necessary infrastructure.	Clarification	No
FSC7.1	Policy 7.15Bb	<i>Amend clause Bb of Policy 7.15 REDUCING AND MANAGING NOISE, IMPROVING AND ENHANCING THE ACOUSTIC ENVIRONMENT AND PROMOTING APPROPRIATE SOUNDSCAPES</i> B Development proposals should seek to reduce manage noise by: ... b mitigating and minimizing the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing of businesses; ...	Clarification	No

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FSC7.7	Policy 7.15Bc	<i>Amend policy clause Bc of Policy 7.15 REDUCING AND MANAGING NOISE, IMPROVING AND ENHANCING THE ACOUSTIC ENVIRONMENT AND PROMOTING APPROPRIATE SOUNDSCAPES to remove duplication with clause Cb</i> improving and enhancing the acoustic environment and promoting appropriate soundscapes (including identifying and protecting Quiet Areas and spaces of relative tranquillity);	Clarification	No
7.7	Policy 7.15Cb	<i>Amend clause Cb of Policy 7.15 REDUCING AND MANAGING NOISE, IMPROVING AND ENHANCING THE ACOUSTIC ENVIRONMENT AND PROMOTING APPROPRIATE SOUNDSCAPES</i> b identify and nominate new Quiet Areas and protect existing Quiet Areas in line with the procedure in Defra's draft Noise Action Plan for Agglomerations²⁴⁶. to be formally identified under Environmental Noise (England) Regulations 2006 (as amended) and consider protection of spaces of relative tranquillity or high soundscape quality, particularly through borough open space strategies.	Clarification / update	No
FSC7.2 FSC7.8 FSC7.9 and FSC 7.10	Para 7.52	<i>Amend para 7.52</i> 7.52 The management of noise is about encouraging the right acoustic environment in the right place at the right time – to promote good health and a good quality of life within the wider context of achieving sustainable development. It is important that noise management is considered as early as possible in the planning process, and as an integral part of development proposals. In certain circumstances it can also mean preventing unacceptable adverse effects from occurring^x. Managing noise includes improving and enhancing the acoustic environment and promoting appropriate soundscapes. This can mean allowing some places or certain times to become noisier within reason, whilst others become quieter, and where appropriate could include considering the noise sensitivity of receptors at internationally	Clarification	No

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		<p>important nature conservation sites. Noise management includes promoting good acoustic design of buildings whenever opportunities arise. See, for example, the guidance on planning and design in Section 5 of BS 8223:2014. It will include traditional and innovative noise reduction measures in otherwise unacceptable situations. It can also encompass, for example, deliberately introducing wanted sounds designed to mitigate the adverse impact of existing sources of noise or to enhance the enjoyment of the public realm in some circumstances to increase the vibrancy of an acoustic environment or the identification and protection of relative tranquillity and quietness where such features are valued. The Mayor's published Ambient Noise Strategy contains policies and proposals on noise related to road and rail traffic, aircraft, water transport and industry. The London Plan addresses the spatial implications of the Ambient Noise Strategy.</p> <hr/> <p>^x National Planning Practice Guidance (Noise) Paragraph 005 Reference ID: 30-005-20140306 – How to recognise when noise could be a concern? DCLG revision date: 06.03.2014</p>		
FSC7.3	Policy 7.18	<p><i>Amend the policy title and clauses B, Ca and Cb of Policy 7.18 PROTECTING OPEN SPACE AND ADDRESSING DEFICIENCY</i></p> <p>POLICY 7.18 PROTECTING LOCAL PUBLIC OPEN SPACE AND ADDRESSING LOCAL DEFICIENCY</p> <p>Strategic</p> <p>A The Mayor supports the creation of new open space in London to ensure satisfactory levels of local provision to address areas of deficiency.</p> <p>Planning decisions</p> <p>B The loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment</p>	Clarification	No

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		<p>area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate.</p> <p>LDF preparation</p> <p>C When assessing local open space needs LDFs should:</p> <ul style="list-style-type: none"> a include appropriate designations and policies for the protection of publically accessible local open space, to address deficiencies b identify areas of deficiency in publically accessible open space deficiency, using the open space categorisation set out in Table 7.2 as a benchmark for all the different types of open space identified therein c ensure that future publically accessible open space needs are planned for in areas with the potential for substantial change such as opportunity areas, regeneration areas, intensification areas and other local areas. d ensure that open space needs are planned in accordance with green infrastructure strategies to deliver multiple benefits. <p>D Use the CABE Space/Mayor of London Best Practice Guidance 'Open Space Strategies' as guidance for developing policies on the proactive creation, enhancement and management of open space. Boroughs should undertake audits of all forms of open space and assessments of need¹. These should be both qualitative and quantitative, and have regard to the cross-borough nature and use of many of these open spaces.</p>		
FSC7.4	Para 7.57	<p><i>Amend the third sentence of para 7.57</i></p> <p>... The categorisation of publically accessible open space in Table 7.2 provides a benchmark for boroughs to assess their own provision for the different categories of open space found throughout London. ...</p>	Clarification	No
7.8	Policy 7.19	<p><i>Add footnote 252B to clause Da of Policy 7.19</i></p> <p>a give the highest protection to sites with existing</p>	Clarification and update	No

¹ National Planning Policy Framework DCLG March 2012 paras 73 and 74

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		<p>or proposed international designations²⁵¹ (SACs, SPAs, Ramsar sites) and national designations²⁵² (SSSIs, NNRs) in line with the relevant EU and UK guidance and regulations²⁵³</p> <hr/> <p>²⁵³ Conservation of Species and Habitats Regulations (2010) (as amended)</p>		
7.9	Para 7.53	<p><i>Amend first and sixth sentences of para 7.53</i></p> <p><i>In July 2013 January 2014 the Government consulted on issued three draft Noise Action Plans for roads, railways and agglomerations (large urban areas)...</i></p> <p><i>In the consultation, Defra have identified small parts of Metropolitan Open Land and Local Green Spaces (identified by Local or Neighbourhood Plans in line with paragraphs 76 and 77 of the NPPF) as potential quiet areas that boroughs may wish to designate.</i></p>	Update – Action Plans now issued	No
7.10	Para 7.84	<p><i>Amend third sentence of para 7.84</i></p> <p>Consents for and the use of nn^{ew} moorings should be managed in a way that respects the character of the waterways and the needs of its users.</p>	Clarification	No
7.11	Para 7.103	<p><i>Amend second and third sentences of para 7.103</i></p> <p>Improving public access to, and activity on these water spaces can support the regeneration of the surrounding area and contribute to the creation of new jobs and homes. To help achieve this, development into parts of these water spaces may facilitate this transformation, provided that any such development maintains the visual integrity, openness and historic character of the relevant dock and provided that navigation, hydrology, flood risk management and biodiversity are not compromised.</p>	Clarification	No

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Suggested changes to CHAPTER EIGHT IMPLEMENTATION, MONITORING AND REVIEW				
8.1	Para 8.6A	<p><i>Amend first sentence of para 8.6A and insert new footnotes 263A, 263B, 263C and 263D to bullet points</i></p> <p>The Mayor will work with partners including boroughs and communities to realise the potential of large development areas. Where appropriate, this may include promoting Mayoral Development Corporations (MDCs), Enterprise Zones (EZs), Tax Increment Finance (TIF) initiatives, or Housing Zones (HZs).</p> <ul style="list-style-type: none"> • MDCs can be established by the Mayor^{263A} and are designed to drive regeneration in designated areas by providing a range of coordinated planning and, if necessary, land use related powers. The Mayor designated London's first MDC, the London Legacy Development Corporation, in 2012. • EZs are designated by Government^{263B} working with Local Enterprise Partnerships and other partners to provide incentives for business to invest including business rate discounts and, to support regeneration, local retention of growth in business rates for 25 years. London's Local Enterprise Partnership drives the activities of the capital's first EZ, the Royal Docks, which was designated in 2011. • TIFs are innovative funding mechanisms^{263C} deploying projected future tax gains in an area to finance regeneration, especially infrastructure investment. Within the Vauxhall Nine Elms Battersea Opportunity Area a TIF will fund the Northern Line Extension. • HZs represent a new initiative proposed through the Mayor's draft Housing Strategy 2013. Measures in a HZ could include targeted tax incentives and effective land assembly to unlock development and optimise delivery^{263D}. The Mayor will work with Government on developing implementation options for 	Clarification	No

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		<p>these Zones, and with boroughs on potential locations.</p> <hr/> <p>^{263A} For further details see: Localism Act 2011 (c. 20), Part 8, Chapter 2</p> <p>^{263B} For further details see: www.gov.uk/government/publications/enterprise-zone-prospectus</p> <p>^{263C} For definition of TIFs see Glossary</p> <p>^{263D} For further details see: www.london.gov.uk/priorities/housing-land/increasing-housing-supply/housing-zones</p>		
8.2	Table 8.2	<p><i>Amend KPI #5 ('an increased supply of affordable homes') to match relevant policy target (Policy 3.11)</i></p> <p>Completion of 13,200 16,000 17,000 net additional affordable homes per year.</p>	Correction – target in Policy 3.11 is 17,000	No

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Suggested changes to ANNEXES				
A.1	Annex 1 Table A1.1	<i>Amend 'area' of Opportunity Area #2 Bromley</i> ... Area (Ha): 39 69 ...	Factual correction to match adopted Bromley town centre boundary	No
A.2	Annex 1 Table A1.1	<i>Amend and add to last sentence of description of Opportunity Area #6 Colindale/ Burnt Oak</i> ... Barnet Council adopted the Colindale Area Action Plan in March 2010 and the document may be reviewed and updated. The Council intends to update the AAP through production of a Supplementary Planning Document.	Clarification	No
A.3	Annex 1 Table A1.1	<i>Amend fifth sentence of description of Opportunity Area #8 Croydon</i> ... An integrated approach to a number of sites will be needed, including East Croydon station, Fairfield Halls, Croydon College, Park Place and the Whitgift redevelopment extension (for which a planning permission has been granted application has been submitted by Hammerson and Westfield). ...	Factual update	No
A.4	Annex 1 Table A1.1	<i>Amend 'indicative employment capacity', 'minimum new homes' and fourth sentence of description of Opportunity Area #12 Euston</i> ... Indicative employment capacity: 5,000 7,700 – 14,100 depending on station design and constraints Minimum new homes: 1,000 2,800 – 3,800 depending on station design and constraints ... A draft 'Euston Area Plan' for the area around Euston Station has been consulted upon and a submission version prepared for independent examination in summer 2014. ...	Factual update following publication of Euston Area Plan Submission Draft January 2014	No

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A.5 and FSCA.1	Annex 1 Table A1.1	<p><i>Amend the description of Opportunity Area #27 Old Oak Common</i></p> <p>Old Oak Common has significant regeneration potential for new housing and jobs and could make a major contribution to London's position as a world business centre. Regeneration would centre on a new strategic public transport infrastructure hub at Old Oak Common on the HS2 line between London, and Birmingham and beyond with an interchange with Crossrail 1, other national main lines and the London Overground. This should include a new branch of Crossrail 1 linking from Old Oak to the West Coast Main Line and extending via Wembley to Watford and potentially beyond. Provision of public transport infrastructure on this scale would drive substantial development which could yield 24,000 new homes and, subject to capacity and demand, up to 55,000 jobs and a variety of complementary and supporting uses in a commercial hub around the station and in the wider area. The potential for a network of new open spaces and green links connecting Old Oak Common station to North Acton, Willesden Junction, Wormwood Scrubs and the Grand Union Canal should be investigated. Public transport accessibility and availability of amenity space should support high density development which could include a cluster of tall buildings around the interchange. Wormwood Scrubs would provide a major amenity to support this scale of development and improved access to the Scrubs is essential to deliver sustainable residential communities. Planning for Old Oak Common should be integrated with the wider Park Royal Opportunity Area, including scope for business relocations. Linkages with Kensal Canalside and White City Opportunity Areas should also be considered, including the Imperial College campus expansion and associated potential for business creation and development at Old Oak/Park Royal. A vision document for Old Oak was published in June 2013 setting out a direction of travel for the future development of the area.</p>	Correction— project scope has changed.	No
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change or further change ref no	FALP ref	suggested changes & further changes to FALP <i>(description of change in italics)</i> blue FALP alterations published on 15 Jan 2104 red changes published on 7 July 2014 green further changes (FSCs) to EiP Sept 2104 purple FSCs to EiP September 2104 orange FSCs October 2104 bold = new text strikethrough = deleted text	reason for change or further change	further IIA assessment?

A.6	Annex 1 Table A1.1	<i>Amend 'area', and 'indicative employment capacity' of Opportunity Area #29 Southall</i> Area (Ha): 46 87 Indicative employment capacity: 2,000 2,500 3,000	Factual corrections for consistency with Draft Southall Opportunity Area Planning Framework	No
FSCA.4	A1.4	<i>Insert new paragraph after Table A1.1 of ANNEX ONE</i> A1.4 The Mayor is working with boroughs and other partners to identify, assess and realise the potential for new Opportunity and Intensification Areas in terms of Policy 2.13 including in the London boroughs of Haringey (Haringey Heartlands), Sutton (Sutton Hospital), and Hounslow (Great West Corridor including the 'Golden Mile') and in the Royal Borough of Kingston upon Thames (Kingston town centre).	Clarification	No
FSCA.2	Annex 2	<i>Amend Annex 2, Table A2.1 to reinstate 103 Plumstead, 121 Elm Park and 152 Lee Green centres – see below</i>	Clarification	No

Ref	Centre	Borough	Classification	Night time economy clusters	Policy directions	Office guide-lines
103 103	Plumstead Plumstead	Greenwich Greenwich	District* District*		Medium-R Medium R	
121 121	Elm Park Elm Park	Havering Havering	District* District*		Medium Medium	
152 152	Lee Green Lee Green	Lewisham Lewisham	District* District*		Medium Medium	

A.7	Annex 2 Table A2.1	<i>Amend description of Upton Park District Centre (Ref 160)</i> ... Green Street /Upton Park ...	Factual correction	No
FSCA.3	Annex 2	<i>Amend the 'policy direction' of 186 Whitechapel centre in Table A2.1 – see below</i>	Clarification	No

Ref	Centre	Borough	Classification	Night time economy	Policy directions	Office guide-
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SUGGESTED CHANGES AND FURTHER CHANGE TO DRAFT FALP				
change or further change ref no	FALP ref	suggested changes & further changes to FALP <i>(description of change in italics)</i> blue FALP alterations published on 15 Jan 2104 red changes published on 7 July 2014 green further changes (FSCs) to EiP Sept 2104 purple FSCs to EiP September 2104 orange FSCs October 2104 bold = new text strikethrough = deleted text	reason for change or further change	further IIA assessment?

				clusters		lines
186	Whitechapel	Tower Hamlets	District		High Medium R	
A.8 and FSCA.7	Annex 4 Table A4.1	<i>Add note to bottom of Table A4.1</i> Note: National Planning Practice Guidance: all non-self-contained residential accommodation including specialist housing for students and older people (both C2 and C3 use class) may count towards housing targets for monitoring purposes (whether in use class C2, C3, C4 or SG).		Clarification		No
A.9	Annex 5 Table A5.1	<i>Amend table header</i> annual target indicative requirement benchmarks		Clarification		No
A.10	Annex 6 Glossary	<i>Insert new Glossary entry for 'Household Waste'</i> Household Waste: all waste collected by Waste Collection Authorities under section 45(1) of the Environmental Protection Act 1990, plus all waste arisings 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/Reuse and Recycling Centre wastes, drop-off/'bring' systems, clearance of fly-tipped wastes, weekend skip services and any other household waste collected by the waste authorities.		Clarification		No
A.11	Annex 6 Glossary	<i>Insert new Glossary entry for 'MedCity'</i> MedCity An enterprise that brings together the life sciences sector in London and the greater south east in order to stimulate greater economic growth. There are several proposed medical and life sciences research districts in London including, but not exclusively, (1) around Euston Road including centres such as the University College		To clarify the purpose of MedCity and to ensure consistency with text in paragraph 3.96 and Annex 1 Ref 3		No

SUGGESTED CHANGES AND FURTHER CHANGE TO DRAFT FALP				
change or further change ref no	FALP ref	suggested changes & further changes to FALP <i>(description of change in italics)</i> blue FALP alterations published on 15 Jan 2104 red changes published on 7 July 2014 green further changes (FSCs) to EiP Sept 2104 purple FSCs to EiP September 2104 orange FSCs October 2104 bold = new text strikethrough = deleted text	reason for change or further change	further IIA assessment?

		Hospital, the Wellcome Trust and the Francis Crick Institute; (2) around Whitechapel, associated with the Queen Mary University London; (3) Imperial West at White City; (4) Canada Water, associated with King’s College and (5) Sutton for Life, based around the Royal Marsden Hospital and Institute of Cancer Research.		
FSC6.12	Annex 6 Glossary	<i>Insert new Glossary entry for ‘Pedestrian amenity’</i> Pedestrian amenity encompasses a range of factors that, in combination, support environments that encourage more walking. These amenity factors include safety, attractiveness, convenience, information and accessibility.	Clarification	No
A.12 and FSCA.5	Annex 6 Glossary	<i>Insert new Glossary entry for ‘Private rented Sector’</i> Private Rented Sector All non-owner-occupied self-contained dwellings that are being rented out as housing (not including forms of affordable housing). All non-owner-occupied property other than that rented from local authorities and housing associations plus that rented from private or public bodies by virtue of employment. This includes property occupied rent free by someone other than the owner. Where the term ‘private sector’ is used in housing policy and housing statistics, it is generally meant “private housing” sector or non-social housing sector ie owner-occupied dwellings and those rented privately, including those that go with a job or business and not those owned by housing associations. All local authority dwellings are public sector dwellings. (the above is taken from ‘Definition of General Housing Terms’, DCLG 2012—see https://www.gov.uk/definitions-of-general-housing-terms#public-and-private-sectors)	Clarification	No
A.13	Annex 6 Glossary	<i>Insert new Glossary entry for ‘Tax Increment Financing (TIF)’</i> Tax Increment Financing (TIF) A tool which permits local authorities to borrow money for infrastructure against the anticipated tax receipts resulting from the infrastructure. It is an instrument used widely in the United States	Clarification	No

SUGGESTED CHANGES AND FURTHER CHANGE TO DRAFT FALP				
change or further change ref no	FALP ref	suggested changes & further changes to FALP <i>(description of change in italics)</i> blue FALP alterations published on 15 Jan 2104 red changes published on 7 July 2014 green further changes (FSCs) to EiP Sept 2104 purple FSCs to EiP September 2104 orange FSCs October 2104 bold = new text strikethrough = deleted text	reason for change or further change	further IIA assessment?

		<p>and in other countries, but in England its development has been limited so far. For further information see: http://www.parliament.uk/business/publications/research/briefing-papers/SN05797/local-government-in-england-capital-finance</p>		
A.14 and FSCA.6	Annex 6 Glossary	<p><i>Amend the first two bullet points of the Glossary entry for 'Specialist accommodation for older people'</i></p> <p>Specialist accommodation for older people. There are a number of different types of specialist accommodation for older people including:</p> <ul style="list-style-type: none"> • Sheltered accommodation: self-contained residential accommodation specifically designed and managed for older people (minimum age 55) in need of no or a low level of support. A warden, scheme manager, community alarm/telecare or house manager interacts with residents on a regular basis and is the first point of contact in an emergency. Each household has self-contained accommodation and the schemes normally include additional communal facilities such as a residents lounge. • Extra care accommodation (sometimes also referred to as close care, assisted living, very sheltered or continuing care housing): Self -contained residential accommodation and associated facilities designed and managed to meet the needs and aspirations of people who by reason of age or vulnerability have an existing or foreseeable physical, sensory, cognitive or mental health impairment. • ... 	Clarification	No

ANNEX to DRAFT FALP SUGGESTED CHANGES: Tables 1.1, 5.3, 6.1 and 6.3

FALP suggested change **1.4**

Table 1.1 Employment projections ~~2007–2031~~ 2011–2036 by borough

Adjusted triangulated forecasts projections (*000)	2011	2016	2021	2026	2031	2036	% growth 2007– 2031 2011– 2036	absolute growth 2011– 2036
Barking and Dagenham	52	53	55	57	59	61	17.3%	9
Barnet	143	146	153	159	157	163	13.7%	20
Bexley	76	81	78	80	82	84	10.6%	8
Brent	111	117	122	126	131	137	23.2%	26
Bromley	118	120	123	127	130	134	13.6%	16
Camden	318	334	347	361	375	389	22.4%	71
City of London	418	418	432	445	460	475	13.5%	57
Croydon	134	136	142	148	153	159	18.7%	25
Ealing	143	141	144	148	152	156	9.1%	13
Enfield	108	111	113	115	118	121	12.7%	14
Greenwich	79	85	89	93	97	101	27.2%	22
Hackney	109	105	109	113	117	121	11.6%	13
Hammersmith & Fulham	136	145	155	163	169	175	28.5%	39
Haringey	73	77	80	85	90	95	29.5%	22
Harrow	75	79	81	83	84	86	14.1%	11
Havering	81	88	91	87	89	90	11.0%	9
Hillingdon	197	212	215	222	226	230	17.1%	34
Hounslow	146	144	149	154	160	166	14.1%	21
Islington	196	215	223	231	240	249	27.1%	53
Kensington and Chelsea	134	139	144	149	154	157	17.6%	24
Kingston upon Thames	78	83	84	86	88	91	16.0%	13
Lambeth	146	151	152	157	163	169	15.7%	23
Lewisham	73	77	81	85	89	93	27.8%	20
Merton	84	85	88	92	96	97	15.6%	13
Newham	87	88	91	94	98	102	18.0%	16
Redbridge	74	82	85	88	87	89	20.6%	15
Richmond upon Thames	94	94	97	101	104	106	12.9%	12
Southwark	242	260	270	280	292	304	25.4%	62
Sutton	76	74	77	80	83	87	13.4%	10
Tower Hamlets	246	248	256	263	272	281	14.4%	35
Waltham Forest	70	74	77	80	80	82	17.3%	12
Wandsworth	123	130	136	141	150	156	26.7%	33
Westminster	656	666	684	704	727	750	14.3%	94
Total	4,896	5,057	5,224	5,396	5,573	5,757	17.6%	861

Source: GLA Economics 2013

FALP suggested changes **5.18, 5.19 and 5.20**

Table 5.3 Waste to be managed in London apportioned by borough (thousand tonnes per annum)

Borough	apportionment (% share of waste to be managed in London)	2016			2021			2026			2031			2036		
		MSW HH	C&I	Total	MSW HH	C&I	Total	MSW HH	C&I	Total	MSW HH	C&I	Total	MSW HH	C&I	Total
Barking & Dagenham	6.1	139 140	210	349 350	164 166	237	402 404	204	280 281	484	210	282 283	492 493	216	286	502
Barnet	2.7	62	93	155	73 74	105	178 179	90	124	214	93	125	218	96	126 127	222
Bexley	5.5	126	189	315	148 150	214	362 364	184	253	436 437	189	255	444	195	258	452 453
Brent	3.4	78	117	195	92 93	132	224 225	113 114	156	270	117	157 158	274 275	120	159	280
Bromley	3.0	69	103	172	81 82	117	198 199	100	138	238	103	139	242	106	141	247
Camden	2.3	53	79	132	62 63	90	151 152	77	106	182 183	79	107	186	81 82	108	189
City	n/a	50	50	100	50	50	100	50	50	100	50	50	100	50	50	100
Croydon	3.0	69	103	172	81 82	117	198 199	100	138	238	103	139	242	106	141	247
Ealing	4.4	101	151 152	252	118 120	171	290 291	147	202	349	151 152	204	355	156	206	362
Enfield	3.7	85	127	212	100 101	144	244 245	123 124	170	294	127	171	299	131	173	304 305
Greenwich	4.0	91 92	138	229	108 109	156	263 265	133 134	184	317 318	138	185	323	142	187	329
Hackney	2.5	57	86	143	67 68	97	165 166	83 84	115	198 199	86	116	202	88 89	117	206
Hammersmith & Fulham	3.0	69	103	172	81 82	117	198 199	100	138	238	103	139	242	106	141	247
Haringey	2.3	53	79	132	62 63	90	151 152	77	106	182 183	79	107	186	81 82	108	189
Harrow	2.2	50	76	126	59 60	86	145 146	73 74	101	175	76	102	178	78	103	181
Havering	4.0	91	138	229	108 109	156	263 265	133 134	184	317 318	138	185	323	142	187	329
Hillingdon	3.7	85	127	212	100 101	144	244 245	123 124	170	294	127	171	299	131	173	304 305

Hounslow	3.5	80	120 121	200 201	94 95	136	230 232	117	161	278	120 121	162	283	124	164	288
Islington	2.4	55	83	137 138	65 66	93 94	158 158	80	110	190 191	83	111	194	85	112 113	197 198
Kensington & Chelsea	2.4	55	83	137 138	65 66	93 94	158 159	80	110	190 191	83	111	194	85	112 113	197 198
Kingston upon Thames	1.8	41	62	103	48 49	70	119	60	83	143	62	83	145 146	64	84	148
Lambeth	2.7	62	93	155	73 74	105	178 179	90	124	214	93	125	218	96	126 127	222
Lewisham	2.5	57	86	143	67 68	97	165 166	83 84	115	198 199	86	116	202	88 89	117	206
Merton	2.9	66	100	166	78 79	113	191 192	97	133	230	100	134	234	103	136	238 239
Newham	4.9	112	169	281	132 134	191	323 324	164	225	389	169	227	396	173 174	230	403
Redbridge	1.9	43 44	65	109	51 52	74	125 126	63 64	87	151	65 66	88	153 154	67	89	156
Richmond upon Thames	2.2	50	76	126	59 60	86	145 146	73 74	101	175	76	102	178	78	103	181
Southwark	3.0	69	103	172	81 82	117	198 199	100	138	238	103	139	242	106	141	247
Sutton	2.4	55	83	137 138	65 66	93 94	158 159	80	110	190 191	83	111	194	85	112 113	197 198
Tower Hamlets	3.8	87	131	218	102 104	148	250 252	127	175	301 302	131	176	307	134 135	178	312 313
Waltham Forest	2.4	55	83	137 138	65 66	93 94	158 159	80	110	190 191	83	111	194	85	112 113	197 198
Wandsworth	3.8	87	131	218	102 104	148	250 252	127	175	301 302	131	176	307	134 135	178	312 313
Westminster	1.5	34	52	86	40 41	58	99	50	69	119	52	69 70	121	53	70	123 124
London total	100.0	2334 2336	3487 3491	5821 5827	2739 2776	3938 3941	6677 6717	3384 3387	4642 4647	8026 8034	3489 3492	4676 4681	8165 8173	3585 3589	4729 4734	8315 8323

Note: Boroughs may collaborate by pooling their apportionment requirements. Provided the aggregated total apportionment is met (**MSW HH** plus C/I), it is not necessary for boroughs to meet both **MSW HH** and C/I apportionment figures individually.

Source: ~~GLA December 2009-2013—using the apportionment model prepared for the London Plan February 2008 (consolidated with Alterations since 2004) by Jacobs UK Ltd July 2007, waste arisings prepared by LRS Consultancy December 2009~~ GLA / SLR Consulting December 2103, ~~and self-sufficiency (the proportion of waste managed in London) modelled in line with the objectives of Policy 5.16~~

FALP suggested changes **6.1 to 6.7, FSC6.2 and FSC6.3**

Table 6.1 Indicative list of transport schemes

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
Rail					
Crossrail 1	Core scheme: Maidenhead and Heathrow in the west to Shenfield and Abbey Wood in the east	H			
High Speed 1	International services stopping at Stratford	L			
High Speed 1	Direct services to a wider range of European destinations (making use of new European infrastructure)	L			
High Speed 2	London to the West Midlands and beyond.	H			
High Speed 1	Enhanced Domestic Services	L			
Improved rail freight terminals to serve London	New and/or expanded rail freight terminals to serve London	L			
Improved rail freight routes	Rail link from Barking - Gospel Oak line to West Coast Main Line	M			
Improved rail freight routes	Further capacity enhancement for the Felixstowe - Nuneaton route	M			
Crossrail 1 extensions	Westerly extension(s) potentially to Reading/Milton Keynes/ Watford/ Staines (via Airtrack) and/or additional services to Heathrow and West Drayton Easterly extension from Abbey Wood - Gravesend	M			
Crossrail 2 (formerly Chelsea Hackney line)	Enhanced southwest – northeast London capacity and connectivity. Scheme detail to be reviewed to ensure maximum benefits and value for money	H			
London Overground- Capacity Improvement Programme	Scheme to provide a fifth carriage (and associated infrastructure works on the north, west and east London lines, as well as the Euston – Watford ‘DC’ line)	M			
London Overground	Further train lengthening	L			
London Overground	Diversion of Watford services to Stratford (instead of Euston) to release capacity for High Speed 2 at Euston	M			
London Overground	Programme of expansion and enhancement of services all completed by 2012	M			
London Overground	Barking - Gospel Oak line – electrification and train lengthening	L			
London Overground	Extension from Barking to Barking Riverside	M			
West Anglia	12-car capability to Stansted and Cambridge	L			
West Anglia	Stratford –Angel Road capacity enhancement to enable the running of 4 trains per hour.	M			
West Anglia	Further service enhancements (including four-tracking) across the whole of the Lea Valley line	M/H			
Thameside South Essex	Twelve-car capability on all routes (HLOS-CP4)	M			
Thameside South Essex	Further capacity increases	M			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
Essex Thameside	Further capacity increases including increased speeds on the Tilbury loop and more 12 car services	M			
Chiltern	Enhanced inner-suburban service (HLOS-CP4)	£			
South Central London	Ten-car capability on inner suburban Twelve-car capability and additional fast services (HLOS CP4)	M/L			
South Central London	Further CP5 capacity increases	M			
Southeast London	Works to allow 12 car running on Sidcup Bexleyheath, Greenwich, Woolwich, Dartford, Rochester, Hayes & Sevenoaks routes and redevelopment work at Victoria and Charing Cross Train lengthening on services to Cannon Street/Charing Cross (HLOS-CP4)	M			
Southeast London	Further CP5 capacity increases	M			
Southwest London	Ten-car capability on inner suburban and Windsor lines (HLOS CP4)	M			
Southwest London	Further CP5 capacity increases	M			
Great Western	Train lengthening (HLOS-CP4)	£			
Great Western	Electrification with associated change in rolling stock allocation	H			
Great Northern	Train lengthening (HLOS CP4)	L			
Great Northern	Further CP5 capacity increases	L			
Great Eastern	Further CP5 capacity increases including Bow Junction remodeling which will help increase frequency of outer suburban services from 24 to 28 tph	L			
Great Eastern	Additional and longer outer services (HLOS-CP4). Additional inner services (HLOS-CP4)	£			
West Coast	Train lengthening and frequency improvements (HLOS-CP4)	£			
West Coast	Further CP5 capacity increases	L			
Thameslink	December 2011 12 car capability on most of mainline and 16 trains per hour through core	H			
Thameslink	End of 2018: 24 trains per hour through core, expanded network	H			
Thameslink	Make greater use of 12-car capability coverage	M			
Rail termini enhancement	Passenger congestion relief/onward movement capacity enhancement works. Schemes under development including the provision of step free access.	M			
Strategic Interchanges	Programme of schemes under development	M			
Improved access to enhanced rail services	For example, enhanced bus services and interchange at selected Crossrail and/or Thameslink stations	£			
Airport access	Improved access to Heathrow Airport from south London being considered	M			
Airtrack	Link South West Trains network to Heathrow (part-funded)	M			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
Tube					
Jubilee line	Jubilee line upgrade in delivery phase to provide additional capacity and improve journey times. Under the World Class Capacity programme, further peak service train increases are planned, subject to fleet expansion.	M			
Northern line	Phase 1: Northern line upgrade in delivery phase to provide additional capacity and improve journey times by the end of 2012	M			
Northern line	Phase 2: Northern line Upgrade 2 to deliver a further 20 per cent increase in capacity through the simplification and recasting of service patterns	M			
Northern line Extension	Extension of the Northern line from Kennington to Battersea to support the regeneration of the Vauxhall/Nine Elms/Battersea area	M			
Victoria line	Victoria line upgrade in delivery phase including new rolling stock and signalling to provide additional capacity and improve journey times. Under the World Class Capacity programme, further peak service train increases are planned, subject to fleet expansion.	M			
Piccadilly line	Piccadilly line upgrade to provide additional capacity and improve journey times First new trains expected to be delivered 2021/22	M			
Sub-Surface Railway (SSR)	Circle, District, Hammersmith & City and Metropolitan lines upgrade (including new air-conditioned rolling stock and new signalling) to provide additional capacity and improve journey times	H			
Metropolitan line	Croxley rail link to Watford Junction	M			
Central line	Central line upgrade: Including new energy efficient and high capacity rolling stock and signalling	M			
Bakerloo line	Bakerloo line upgrade: Including new energy efficient and high capacity rolling stock and signalling	M			
Bakerloo line	Bakerloo line southern extension; potential scheme and route under investigation	H			
Station refurbishment/modernisation/programme	Continuing programme of refurbishment/modernisation of stations	H			
Core asset renewal	Programme of core asset renewal to lock in benefits from the upgrades and maintain assets in a state of good repair	H			
Tube station congestion relief schemes Further tube station congestion relief schemes	Congestion relief (and step free access) schemes, including Victoria, Tottenham Court Road, Bond Street, Bank (part funded) , Paddington (Hammersmith & City line), Holborn, Camden. A targeted station capacity programme looking at further congestion relief schemes	H			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
Energy-saving initiatives Regenerative braking and automatic train control	Initially, A programme of trials work to include low energy lighting, smart electricity metering at stations and low loss conductor rails To be implemented as an integral part of the Tube upgrade programme	L/M			
DLR					
Reconfiguration of train interiors	To temporarily relieve crowding until additional trains are procured	L			
North Route Double Tracking (works associated with Crossrail funded- to be delivered by 2019)	To increase reliability, frequency and capacity of line	L			
Additional Rolling Stock	To support large scale developments e.g. Royal Docks and Olympic Park	L/M			
Station Improvement and capacity work:	Improved efficiency of interchange to accommodate increased passenger flows resulting from large scale developments, including: Royal Albert and Gallions Reach station capacity upgrades Congestion relief at Canning Town Increase capacity for interchange between DLR and Crossrail (eg Custom House) to support Royal Docks developments Increase Shadwell and Pontoon Dock station capacity to accommodate increasing passenger flows	L			
DLR Extensions	Work to support the Mayor's ambition for enhanced rail access to Vision of DLR extension from Lewisham towards Bromley and southeast London, including Overground, rail and DLR improvements. Work towards potential extensions of west of Bank, and east of Gallions Reach	H			
Network wide capacity upgrade to three car services	Enabling a 50 per cent increase in capacity	M			
Extension Stratford to Canning Town	To be completed summer 2011	M			
Further DLR network enhancements	Potential extensions and/or capacity increases such as Gallions Reach — Dagenham Dock, bank to Victoria Stratford international to Walthamstow central via Leytonstone, Lewisham to Catford/Catford Bridge/Hither Green, Hayesbeckenham via Catford	M			
Tramlink					
Further	Potential extensions and/or capacity increases	L/M			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
enhancements to the Tramlink network	Double tracking to Wimbledon	L			
Buses and bus transit					
East London Transit	(Phase 1a Ilford — Dagenham Dock completed 2010) Phase 1b (Barking to Dagenham Dock via Barking Riverside), services starting in 2013	L			
Bus network development	Regular review of bus network, including reviews of the strategic priorities underlying the process approximately every five years, to cater for population, housing and employment growth, maintain ease of use, attractive frequencies and adequate capacity, reliable services, good coverage, effective priority and good interchange with other modes. This would include possibilities for further East London transit schemes.	M			
Low emission buses	Intention that all new buses entering London's fleet post 2012 be low emission (initially diesel hybrid)	M			
Bus stop accessibility programme	Improved accessibility of bus stops- ensure that 95% of bus stops are accessible by the end of 2016	L			
High Quality Bus Priority	Bus priority / transit corridors- investment supporting economic revitalisation in London's Opportunity Areas by providing new links and services	L			
Bus Reliability	Bus reliability pinch points (annualised scheme) – scheme to identify around 30 sites where bus priority measures will be implemented to improve bus and road network reliability	L			
Bus Priority	Implementation of bus priority measures to maintain service reliability	M			
Cycling projects					
Central London Grid	Delivery of a central London 'Bike Grid' of high quality, high-volume cycle routes, using a combination of segregation and quiet shared streets, along with some innovative use of existing infrastructure.	L			
Quietways	A well-signed network of radial and orbital routes, mainly on low-traffic back streets, for those wanting a more relaxed cycle journey. Includes a central London 'Bike Grid' of high quality, high volume cycle routes, using a combination of segregation and quiet shared streets along with some innovative use of existing infrastructure	L			
Greenways	A network of attractive and functional routes for walking and cycling to, and through, green spaces across the Capital.	L			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
Cycle Super highways	New radial routes to central London and improvements to existing Cycle Superhighways. Including fast and substantially segregated cycle superhighways providing north-south and east-west routes through central London.	L			
Biking Boroughs	Final year (2013-14) of delivery of a package of infrastructure and supporting measures by thirteen outer London Boroughs.	L			
Mini-Hollands	Transformational change in up to four Outer London town centres to provide exemplar facilities for cyclists. Programmes will be based around providing cycle-friendly town centres, cycle routes and cycle superhubs at local railway stations.	M			
Cycle Superhubs at rail and tube stations	Mass cycle storage facilities with good security and cycle routes at rail and tube stations.	L			
Cycle to School partnerships	Partnerships between boroughs, schools and local communities all working to make cycling to school easier and safer. Local infrastructure improvements will be delivered alongside supporting activities at a cluster of schools within a geographical area.	L			
Cycle parking	Continued delivery towards target of 80,000 spaces by 2016.	L			
Better Junctions	Better junctions that are addressing cyclist and pedestrian safety at over 30 key junctions in London, including: Bow roundabout; Holland Park roundabout; Aldgate gyratory; Swiss Cottage; Nags Head	L			
Central London cycle hire scheme	Around 6,000 bikes for hire in central London; scheme opening in 2010	£			
Additional cycle parking	Around 66,000 additional cycle parking spaces in London	£			
Cycle superhighways	Two initial trial radial routes to central London; followed by further routes	£			
London cycle hire scheme enhancement	Expansion of area covered and/or additional bikes in London cycle hire scheme	£			
Cycling initiatives in outer London town centres	Biking boroughs and potential radial cycle highways; additional parking, cycle hire schemes etc	£			
Walking and urban realm enhancements					
Enhanced urban realm and pedestrian environment	London-wide 'better streets' initiatives to improve pedestrian connectivity and urban realm such as: Brixton Central square Exhibition Road Gants Hill Oxford Circus Woolwich Town Centre A range of gyratory removal schemes such as:	M			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
	Aldgate; Tottenham Court Road and Gower Street; Canning Town; Kender Street Series of urban realm / town centre enhancements such as: Camberwell; Clapham Gateway; Manford Way; Bromley North; Tolworth Broadway; Twickenham				
Access to stations and surroundings Improved access to stations and integration with surroundings	Targeted programme of works to improve accessibility and personal security on walk and cycle routes to stations and bus stops Targeted programme of works to improve access to stations by different modes (walk, cycle, bus), enhance interchange and ensure local benefits, including: Crossrail urban realm complementary measures schemes at Bond Street; Tottenham Court Road and a number of inner/outer London stations Station and interchange enhancements: Chadwell Heath and Barking Station; Woodford Bridge; Sutton Gateway; East Croydon Enhanced bus services and interchange at key Crossrail / Thameslink stations	M			
Walking Information and campaigns Improved Wayfinding	Walking campaigns, including in 2011 ‘year of walking’ that will focus on walking routes, wayfinding, events and activities Targeted introduction of on-street wayfinding specifically designed for pedestrians through Legible London at a variety of locations	L			
Increased tree and vegetation coverage	Additional 10,000 street trees by 2012 (funded) with a Target of five per cent increase in trees in London's parks, gardens and green spaces by 2025	L			
Road Projects					
Achievement of a good state of repair of road infrastructure	Ongoing programme of maintenance to maintain the TLRN to a state of good repair through the renewal of carriageways, footways, tunnels, structures, bridges, drainage, vehicle restraint systems and other assets.	-			
Enhanced safety features- improving safety for all road users	Implementation of a number of projects including: Identifying locations for Dutch style roundabouts Early start traffic signal technology Technology to protect all vulnerable tunnels and structures by 2016	L			
21st Century road works- reducing delay	Projects include: Lane rental charges to minimise road work disruption Underground utility corridors to reduce the	L/M			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
	need for roadworks				
Greener Streets-implementation of a range of environmental measures	A range of projects being implemented, including but not limited to: Extra low voltage traffic signals and centrally managed lighting systems Mayor's air quality fund eg green walls, no engine-idling campaigns, local green action zones Supporting expansion of car clubs Supporting more environmentally friendly vehicles, including introducing a Euro IV and NOx standard for London Buses in 2015 Provision of infrastructure to support low emission road vehicles, including distribution networks for other alternative fuels including hydrogen and biofuels (unfunded)	L/M			
Re-imagined streets and places	A series of schemes to support growth and transform key areas of London including: Elephant and Castle northern roundabout; Kings Cross; Euston Road; Old Street; Waterloo IMAX	L			
Better management of road space to improve journey time reliability	Implementation of a programme of schemes to improve journey time reliability on the TLRN including: Upgrading traffic signal control information to SCOOT (split cycle optimisation technique). Traffic Signals timing review at over 1,000 sites across London. A scheme to actively manage the Inner Ring Road	L			
Better Crossings-improved safety for pedestrians	New Crossing points (list of potential new crossing points on TLRN published by mid-2014) 200 pedestrian countdown units at traffic signals by April 2014	L			
Congestion hotspot busting- tackling key congestion areas	Implement Mayor's £50m Blackspot fund by 2016 Continued programme of smaller scale corridor improvements to address congestion hotspots and improve journey time reliability. Bus and cycle priority points- implemented at key locations to improve journey times for these modes	L			
Capital Projects to support growth and tackle congestion	Series of capital schemes (often linked to developer funding) to help unlock growth, regenerate key areas; provide enhanced connections and tackle congestion / key constraints on the network, including: A13; Removal of Tottenham Hale Gyratory;	M			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
	Vauxhall; Wandsworth; Croydon				
Further gyratory, one-way system and bottleneck improvement works	Works to improve facilities and conditions for pedestrians and cyclists, and to smooth traffic flow, proposed include: Ealing Broadway, Swiss cottage, Aldgate, Highbury Corner, Brent Cross/ Cricklewood, Wandsworth, Shoreditch Triangle, Stockwell, A10 Stoke Newington, Vauxhall Cross, Kings Cross	M			
Improved road management to smooth the flow of traffic Permit schemes for roadworks	Measures to smooth traffic flows, manage congestion and improve journey time reliability for all people and freight movements, and maximize the efficiency of the road system from a business and individual perspective Introduction and development of a permit scheme and lane rental scheme aimed at utility companies undertaking roadworks	M/L			
Bounds Green (A406)	Safety and environmental improvements	£			
Henleys corner junction works	Safety improvements, consents yet to be obtained	£			
Renwick Road/A13	Provision of a grade-separated junction, subject to developer funding	M			
Blackwall Tunnel (northbound)	Refurbishment of tunnel, phasing of work to be determined	£			
Removal of Tottenham Hale gyratory	Existing one-way system to be converted to two way, improved pedestrian crossing and cycling facilities	£			
Car Club Support	Support expansion of car clubs	£			
Low Emissions Zone	Further LEZ enhancements and vehicle coverage	L			
Provision of infrastructure to support low emission road vehicles	Introduction of electric vehicle recharging points by 2013 (funded) — and support distribution networks for alternative fuels including hydrogen and biofuels (unfunded)	£			
Continue to work with Government on road pricing feasibility programme	As appropriate (see para 6.39A) review the option of road user charging and/or regulatory demand management measures to influence a shift to more CO2 efficient road vehicles and lower carbon travel options, such as walking, cycling and public transport. Share expertise and engage with development programmes as appropriate	L			
London river services and river crossings					
Implement River Action Plan to achieve Mayoral target of 12 million passenger journeys on the river by 2020	The Action Plan aims to develop river services to their full potential. Its content is divided into four themes: Better Piers, Better Information and Integration, Better Partnership Working and Better Promotion	L			
New vehicle ferry between Gallions Reach & Thamesmead	In advance of a potential fixed link	L			
Promote the use of Thames and other	Enable freight access to waterways	L			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
waterways for freight movement					
New walk/cycle Thames crossings	Including schemes in central London (e.g. the Garden Bridge) and walk/cycle links to access Isle of Dogs from east and west and access between Greenwich Peninsula and the Royal Docks	M			
New and enhanced road vehicle river crossing(s) in east London (package of measures)	Programme of works under development to improve cross-Thames road links in east London including Silvertown tunnel	M			
Encourage improved passenger Thames services	Consistent service standards, examine opportunities for enhanced pier facilities (including at North Greenwich and Isle of Dogs) and development of river concordat.	£			
Other					
Transport system climate change adaptation	Risk assess the transport system and prioritise actions to improve resilience and safety to the impacts of climate change.	£			
Enhanced travel planning tools	Ongoing enhancements to information availability, including journey planner	L			
Promoting sustainable urban mobility Sustainable transport initiatives	Initiatives to reduce the environmental impact of travel, make more efficient use of limited transport capacity and/or encourage active travel such as walking and cycling. Sustainable business travel should be influenced through the provision of integrated travel solutions and real time information delivered through mobile applications. Sustainable residential travel should be encouraged through the promotion of car free development, the use of car clubs, flexible working and active travel (walking and cycling)	L			
Targeted smarter travel initiatives	Smarter travel initiatives to reduce the environmental impact of travel, make more efficient use of limited transport capacity and/or encourage active travel such as walking and cycling	£			
Increased use of travel plans	Increased use and power of travel plans for workplaces, residences and schools and individuals	L			
Continued development and roll-out of TfL Freight Plan initiatives	Town centre and area based Delivery and service plans, construction and logistics plans and promotion of collaborative approaches such as consolidation centres and/or break bulk Implementing a programme of measures, drawing upon lessons learnt from the 2012 Olympic Road Freight Management programme Other measures include: Town centre and area based Delivery and Service Plans, relocating servicing to side streets to improve access, Construction and Logistics Plans and promotion of collaborative approaches such as consolidation centres and/or break-bulk	L			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
	facilities				
Promotion of freight best practice	Development and incentivisation of membership of the Fleet Operators Recognition Scheme (FORS) and develop improved communications with the freight sector.	L			
Changing behaviour/ managing demand	A variety of freight related projects to examine when and how deliveries are made	L			

KEY to Table 6.1 Indicative list of transport schemes and proposals

scheme cost	L	low	£0 - £100 million
	M	medium	£100 million - £1 billion
	H	high	£1 billion +
funding		funded	unfunded

FALP suggested changes **6.24, 6.25** and **FSC6.1**

Table 6.3 Cycle Parking minimum standards

Land use		Long-stay	Short-stay
A1	food retail	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm thereafter: 1 space per 300 sqm
	non-food retail	from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	from a threshold of 100 sqm: first 1000 sqm: 1 space per 125 sqm thereafter: 1 space per 1000 sqm
A2-A5	financial / professional services	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm
	cafes & restaurants		
	drinking establishments		
	take-aways		
B1	business offices	inner/ central London: 1 space per 90 sqm outer London: 1 space per 150 sqm	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm
B1	light industry and research and development	1 space per 250 sqm	1 space per 1000 sqm
B2-B8	general industrial, storage or distribution	1 space per 500 sqm	1 space per 1000 sqm
C1	hotels (bars, restaurants, gyms etc open to the public should be considered individually under relevant standards)	1 space per 20 bedrooms	1 space per 50 bedrooms
C2	hospitals	1 space per 5 staff	1 space per 30 staff
C2	care homes / secure accommodation	1 space per 5 staff	1 space per 20 bedrooms
C2	student accommodation	1 space per 2 beds	1 space per 40 beds
C3-C4	dwellings (all)	1 space per dwelling up to 45 sqm 1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units
D1	nurseries/schools (primary and secondary)	1 space per 8 staff + 1 space per 8 students	1 space per 100 students
	universities and colleges	1 space per 4 staff + 1 space per 20 FTE students	1 space per 7 FTE students
	health centre, including dentists	1 space per 5 staff	1 space per 8 3 staff
	other (e.g. library, church, etc.)	1 space per 8 staff	1 space per 100 sqm
D2	other (e.g. cinema, bingo, etc.)	1 space per 8 staff	1 per 30 seats
	sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 staff	1 space per 100 sqm
Sui generis		as per most relevant other standard e.g. casino and theatre = d2	
Stations		to be considered on a case-by-case basis through liaison with tfl	
Notes:			
<ul style="list-style-type: none"> in outer London town centres that are designated as ‘mini-Hollands’ or which have high PTALs, cycle parking standards are expected to match those of inner/central London. where the size threshold has been met, for all land uses in all locations a minimum of 2 short-stay and 2 long-stay spaces must be provided. Cycle parking areas should allow easy access and cater for cyclists who use adapted cycles 			

