

AGENDA

Meeting Planning Committee

Date Thursday 16 July 2015

Time 2.00 pm

Place Committee Room 5, City Hall, The Queen's Walk, London, SE1 2AA

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Members of the Committee

Nicky Gavron AM (Chair)

Tom Copley AM

Steve O'Connell AM (Deputy Chair)

Navin Shah AM

Andrew Boff AM

A meeting of the Committee has been called by the Chair of the Committee to deal with the business listed below.

Mark Roberts, Executive Director of Secretariat
Wednesday 8 July 2015

Further Information

If you have questions, would like further information about the meeting or require special facilities please contact: John Johnson Committee Officer; Telephone: 020 7983 4926; E-mail: john.johnson@london.gov.uk; Minicom: 020 7983 4926

For media enquiries please contact External Relations Officer; Telephone: 020 7983 4283. If you have any questions about individual items please contact the author whose details are at the end of the report.

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Certificate Number: FS 80233

**Agenda
Planning Committee
Thursday 16 July 2015**

1 Apologies for Absence and Chair's Announcements

To receive any apologies for absence and any announcements from the Chair.

2 Declarations of Interests (Pages 1 - 4)

Report of the Executive Director of Secretariat.

Contact: John Johnson; email: john.johnson@london.gov.uk; telephone: 020 7983 4926

The Committee is recommended to:

- (a) Note the list of offices held by Assembly Members, as set out in the table at Agenda item 2, as disclosable pecuniary interests;**
- (b) Note the declaration by any Member(s) of any disclosable pecuniary interests in specific items listed on the agenda and the necessary action taken by the Member(s) regarding withdrawal following such declaration(s); and**
- (c) Note the declaration by any Member(s) of any other interests deemed to be relevant (including any interests arising from gifts and hospitality received which are not at the time of the meeting reflected on the Authority's register of gifts and hospitality, and noting also the advice from the GLA's Monitoring Officer set out at Agenda Item 2) and any necessary action taken by the Member(s) following such declaration(s).**

3 Minutes (Pages 5 - 58)

The Committee is recommended to confirm the minutes of the meeting of the Planning Committee held on 16 June 2015 to be signed by the Chair as a correct record.

The appendices to the minutes set out on pages 11 to 58 are attached for Members and officers only but are available from the following area of the GLA's website:

<http://www.london.gov.uk/mayor-assembly/london-assembly/planning>

4 Summary List of Actions (Pages 59 - 60)

Report of the Executive Director of Secretariat

Contact: John Johnson; john.johnson@london.gov.uk; 020 7983 4926

The Committee is recommended to note the outstanding action arising from a previous meeting of the Committee as set out in the report.

5 Housing Supplementary Planning Guidance Consultation (Pages 61 - 64)

Report of the Executive Director of Secretariat

Contact: Paul Watling; paul.watling@london.gov.uk; 0207 983 4393

The Committee is recommended to note the report as background to the discussion with invited experts on various aspects of the Mayor's proposals to revise the Housing SPG, and to use information resulting from the meeting in the Committee's response to the Mayor's consultation.

6 Minor Alterations to the London Plan - Consultation Response (Pages 65 - 70)

Report of the Executive Director of Secretariat

Contact: Paul Watling; paul.watling@london.gov.uk; 0207 983 4393

The Committee is recommended to note the response to the Mayor's consultation as set out in Appendix 1 to this report.

7 Proposal for a Rapporteur Review: a Potential Land Value Tax for London (Pages 71 - 74)

Report of the Executive Director of Secretariat

Contact: Paul Watling; paul.watling@london.gov.uk; 0207 983 4393

The Committee is recommended to:

- (a) Note the report and agree that officers work up a proposal for a rapporteurship to investigate the potential of a Land Value Tax for London; and**
- (b) Agree to consider a detailed scoping paper for formal approval at its meeting on 17 September 2015.**

8 Planning Committee Work Programme 2015/16 (Pages 75 - 78)

Report of the Executive Director of Secretariat

Contact: Paul Watling; paul.watling@london.gov.uk; 0207 983 4393

The Committee is recommended to:

- (a) Note this report which sets out the priorities and identified future topics for developing the Committee's work programme;**
- (b) Note the priorities set out in paragraph 3.4 when opportunities for revising the work programme arise in the coming year; and**
- (c) Delegate authority to the Chair, in consultation with the Deputy Chair, to agree the scope and terms of reference for an investigation into estate regeneration which will form the main agenda item for the next Committee meeting on 17 September 2015.**

9 Date of Next Meeting

The next meeting of the Committee is scheduled for Thursday 17 September 2015 at 10am in the Chamber, City Hall.

10 Any Other Business the Chair Considers Urgent

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Subject: Declarations of Interests

Report to: Planning Committee

Report of: Executive Director of Secretariat

Date: 16 July 2015

This report will be considered in public

1. Summary

- 1.1 This report sets out details of offices held by Assembly Members for noting as disclosable pecuniary interests and requires additional relevant declarations relating to disclosable pecuniary interests, and gifts and hospitality to be made.

2. Recommendations

- 2.1 **That the list of offices held by Assembly Members, as set out in the table below, be noted as disclosable pecuniary interests¹;**
- 2.2 **That the declaration by any Member(s) of any disclosable pecuniary interests in specific items listed on the agenda and the necessary action taken by the Member(s) regarding withdrawal following such declaration(s) be noted; and**
- 2.3 **That the declaration by any Member(s) of any other interests deemed to be relevant (including any interests arising from gifts and hospitality received which are not at the time of the meeting reflected on the Authority's register of gifts and hospitality, and noting also the advice from the GLA's Monitoring Officer set out at below) and any necessary action taken by the Member(s) following such declaration(s) be noted.**

3. Issues for Consideration

- 3.1 Relevant offices held by Assembly Members are listed in the table overleaf:

¹ The Monitoring Officer advises that: Paragraph 10 of the Code of Conduct will only preclude a Member from participating in any matter to be considered or being considered at, for example, a meeting of the Assembly, where the Member has a direct Disclosable Pecuniary Interest in that particular matter. The effect of this is that the 'matter to be considered, or being considered' must be about the Member's interest. So, by way of example, if an Assembly Member is also a councillor of London Borough X, that Assembly Member will be precluded from participating in an Assembly meeting where the Assembly is to consider a matter about the Member's role / employment as a councillor of London Borough X; the Member will not be precluded from participating in a meeting where the Assembly is to consider a matter about an activity or decision of London Borough X.

| Member | Interest |
|--------------------------|--|
| Tony Arbour AM | Member, LFEPA; Member, LB Richmond |
| Jennette Arnold OBE AM | Committee of the Regions |
| Gareth Bacon AM | Chairman of LFEPA; Chairman of the London Local Resilience Forum; Member, LB Bexley |
| John Biggs AM | Mayor of Tower Hamlets (LB) |
| Andrew Boff AM | Member, LFEPA; Congress of Local and Regional Authorities (Council of Europe) |
| Victoria Borwick AM MP | Member of Parliament; Member, Royal Borough of Kensington & Chelsea |
| James Cleverly AM MP | Member of Parliament |
| Tom Copley AM | Member, LFEPA |
| Andrew Dismore AM | Member, LFEPA |
| Len Duvall AM | |
| Roger Evans AM | Deputy Mayor; Committee of the Regions; Trust for London (Trustee) |
| Nicky Gavron AM | |
| Darren Johnson AM | Member, LFEPA |
| Jenny Jones AM | Member, House of Lords |
| Stephen Knight AM | Member, LFEPA; Member, LB Richmond |
| Kit Malthouse AM MP | Member of Parliament |
| Joanne McCartney AM | |
| Steve O'Connell AM | Member, LB Croydon; MOPAC Non-Executive Adviser for Neighbourhoods |
| Caroline Pidgeon MBE AM | |
| Murad Qureshi AM | Congress of Local and Regional Authorities (Council of Europe) |
| Dr Onkar Sahota AM | |
| Navin Shah AM | |
| Valerie Shawcross CBE AM | |
| Richard Tracey AM | Chairman of the London Waste and Recycling Board; Mayor's Ambassador for River Transport |
| Fiona Twycross AM | Member, LFEPA |

[Note: LB - London Borough; LFEPA - London Fire and Emergency Planning Authority; MOPAC – Mayor's Office for Policing and Crime]

3.2 Paragraph 10 of the GLA's Code of Conduct, which reflects the relevant provisions of the Localism Act 2011, provides that:

- where an Assembly Member has a Disclosable Pecuniary Interest in any matter to be considered or being considered or at
 - (i) a meeting of the Assembly and any of its committees or sub-committees; or
 - (ii) any formal meeting held by the Mayor in connection with the exercise of the Authority's functions
- they must disclose that interest to the meeting (or, if it is a sensitive interest, disclose the fact that they have a sensitive interest to the meeting); and
- must not (i) participate, or participate any further, in any discussion of the matter at the meeting; or (ii) participate in any vote, or further vote, taken on the matter at the meeting

UNLESS

- they have obtained a dispensation from the GLA's Monitoring Officer (in accordance with section 2 of the Procedure for registration and declarations of interests, gifts and hospitality – Appendix 5 to the Code).

- 3.3 Failure to comply with the above requirements, without reasonable excuse, is a criminal offence; as is knowingly or recklessly providing information about your interests that is false or misleading.
- 3.4 In addition, the Monitoring Officer has advised Assembly Members to continue to apply the test that was previously applied to help determine whether a pecuniary / prejudicial interest was arising - namely, that Members rely on a reasonable estimation of whether a member of the public, with knowledge of the relevant facts, could, with justification, regard the matter as so significant that it would be likely to prejudice the Member's judgement of the public interest.
- 3.5 Members should then exercise their judgement as to whether or not, in view of their interests and the interests of others close to them, they should participate in any given discussions and/or decisions business of within and by the GLA. It remains the responsibility of individual Members to make further declarations about their actual or apparent interests at formal meetings noting also that a Member's failure to disclose relevant interest(s) has become a potential criminal offence.
- 3.6 Members are also required, where considering a matter which relates to or is likely to affect a person from whom they have received a gift or hospitality with an estimated value of at least £25 within the previous three years or from the date of election to the London Assembly, whichever is the later, to disclose the existence and nature of that interest at any meeting of the Authority which they attend at which that business is considered.
- 3.7 The obligation to declare any gift or hospitality at a meeting is discharged, subject to the proviso set out below, by registering gifts and hospitality received on the Authority's on-line database. The on-line database may be viewed here:
<http://www.london.gov.uk/mayor-assembly/gifts-and-hospitality>.
- 3.8 If any gift or hospitality received by a Member is not set out on the on-line database at the time of the meeting, and under consideration is a matter which relates to or is likely to affect a person from whom a Member has received a gift or hospitality with an estimated value of at least £25, Members are asked to disclose these at the meeting, either at the declarations of interest agenda item or when the interest becomes apparent.
- 3.9 It is for Members to decide, in light of the particular circumstances, whether their receipt of a gift or hospitality, could, on a reasonable estimation of a member of the public with knowledge of the relevant facts, with justification, be regarded as so significant that it would be likely to prejudice the Member's judgement of the public interest. Where receipt of a gift or hospitality could be so regarded, the Member must exercise their judgement as to whether or not, they should participate in any given discussions and/or decisions business of within and by the GLA.

4. Legal Implications

- 4.1 The legal implications are as set out in the body of this report.

5. Financial Implications

- 5.1 There are no financial implications arising directly from this report.

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| Local Government (Access to Information) Act 1985 |
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| List of Background Papers: None |
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| Contact Officer: John Johnson |
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MINUTES

Meeting: Planning Committee
Date: Tuesday 16 June 2015
Time: 10.00 am
Place: Committee Room 5, City Hall, The Queen's Walk, London, SE1 2AA

Copies of the minutes may be found at:

www.london.gov.uk/mayor-assembly/london-assembly/planning

Present:

Nicky Gavron AM (Chair)
Steve O'Connell AM (Deputy Chair)
Andrew Boff AM
Navin Shah AM
Jennette Arnold OBE AM

1 Apologies for Absence and Chair's Announcements (Item 1)

- 1.1 Apologies for absence were received from Tom Copley AM, for whom Jennette Arnold OBE AM substituted.

2 Declarations of Interests (Item 2)

- 2.1 The Committee received the report of the Executive Director of Secretariat.

2.2 Resolved:

That the list of offices held by Assembly Members, as set out on the table at Item 2 on the agenda, be noted as disclosable pecuniary interests.

3 Membership of the Committee (Item 3)

3.1 Resolved:

That the membership and chairing arrangements for the Committee, as agreed by the London Assembly at its Annual meeting on 13 May 2015, be noted as follows:

**Nicky Gavron AM (Chair)
Steve O'Connell AM (Deputy Chairman)
Andrew Boff AM
Tom Copley AM
Navin Shah AM**

4 Terms of Reference (Item 4)

4.1 Resolved:

That the terms of reference of the Committee, as agreed by the London Assembly at its Annual Meeting on 13 May 2015, be noted as follows:

- 1. To examine and report from time to time on –
 - matters of importance to Greater London; and
 - the strategies, policies and actions of the Mayor and the Functional Bodies.

- as they relate to spatial development and planning matters in London, in particular the Mayor's Spatial Development Strategy ('The London Plan').**
- 2. When invited by the Mayor, to contribute to his consideration of major planning applications.**
- 3. To monitor the Mayor's exercise of his statutory powers in regard to major planning applications referred by the local planning authorities, and to report to the Assembly with any proposal for submission to the Mayor for the improvement of the process.**
- 4. To review Local Development Documents submitted to the Mayor by the local planning authorities for consistency with his strategies overall, to prepare a response to the Mayor for consideration by the Assembly, and to monitor the Mayor's decisions with regard to Local Development Documents.**
- 5. To consider planning matters on request from another standing committee and report its opinion to that standing committee.**

6. To consider, as necessary, strategic planning matters as set out in The Town and Country Planning (Mayor of London) Order 2008 and to make recommendations as appropriate.
(The Assembly has no powers in relation to any individual planning applications.)
7. To respond on behalf of the Assembly to consultations and similar processes when within its terms of reference.
8. To take into account in its deliberations the cross cutting themes of: health of persons in Greater London; the achievement of sustainable development in the United Kingdom; climate change; and the promotion of opportunity.

5 Standing Delegation (Item 5)

5.1 Resolved

That the following standing delegation be noted:

'That a general authority be delegated to the Chair, following consultation with the lead Members of the party groups on the Committee, to respond on the Committee's behalf where it is consulted on issues by organisations and there is insufficient time to consider the consultation at a Committee meeting.'

6 Minutes (Item 6)

6.1 Resolved:

That the minutes of the meeting held on 18 March 2015 be signed by the Chair as a correct record.

7 Summary List of Actions (Item 7)

7.1 The Committee received the report of the Executive Director of Secretariat.

7.2 Resolved:

That the outstanding action arising from a previous meeting of the Committee, as set out in the report, be noted.

7.3 In accordance with Standing Order 2.2D, the Chair took the next four items in a different order than that set out on the agenda.

8 Responses to Planning Committee report 'Localism in London: What's the Story?' (Item 9)

8.1 The Committee received the report of the Executive Director of Secretariat.

8.2 **Resolved:**

That the two responses to the final report on the review of progress in London since the introduction of the Localism Act in 2011, as set out in Appendices 1 and 2 of the report, be noted.

9 Planning Committee Work Programme 2015/16 (Item 10)

9.1 The Committee received the report of the Executive Director of Secretariat.

9.2 **Resolved:**

(a) That the report be noted.

(b) That the details set out in paragraph 4.1 -4.14 of the report be agreed as the main agenda items for each meeting of the coming year; and

(c) That the priorities set out in paragraph 3.4 be noted when opportunities for revising the work programme arise in the coming year.

10 Date of Next Meeting (Item 11)

10.1 The date of the next meeting of the Committee was confirmed as Thursday, 16 July at 2.00 pm in Committee Room 5, City Hall.

11 Any Other Business the Chair Considers Urgent (Item 12)

11.1 There was no other business the Chair considered urgent.

12 Minor Alterations to the London Plan and Housing SPG Consultations (Item 8)

12.1 The Committee received the report of the Executive Director of Secretariat as background to putting questions on the Minor Alterations to the London Plan consultation to the following invited guests:

- John Lett, Strategic Planning Manager, Greater London Authority (GLA);
- Peter Heath, Senior Planner, London Plan Team, GLA;
- Peter Wright, Programme Manager, Transport for London;
- Michael Bach, London Forum of Civic and Amenity Societies;
- William McKee, Chair of the Outer London Commission; and
- James MacColl, Head of Campaigns, Campaign for Better Transport.

12.2 A transcript of the discussion is attached at **Appendix 1**.

12.3 The Committee received the report of the Executive Director of Secretariat as background to putting questions on the Housing Supplementary Planning Guidance (SPG) consultation to the following guests:

- John Lett, Strategic Planning Manager, GLA;
- Jennifer Peters, Senior Strategic Planner, GLA; and
- Celeste Giusti, Senior Strategic Planner, GLA.

12.4 A transcript of the discussion is attached at **Appendix 2**.

12.5 During the course of the discussion, Jennifer Peters agreed to supply the Committee with:

- The responses of stakeholders (such as Age UK) to the changes in wheelchair accessible dwellings as received by the Strategic Access Panel;
- As far as possible, to provide the Committee with monitoring information on the delivery of the wheelchair standard, broken down by public and private tenure.

12.6 **Resolved:**

- (a) That the report and discussion be noted; and**

- (b) That authority be delegated to the Chair, in consultation with the Deputy Chairman, to agree the Committee's final response to the consultation on: the Minor Alterations to the London Plan by 22 June 2015; and the Draft Interim Housing SPG by 7 August 2015.

13 Close of Meeting

13.1 The meeting ended at 12.35.

Chair

Date

Contact Officer: John Johnson Committee Officer; Telephone: 020 7983 4926; E-mail: john.johnson@london.gov.uk; Minicom: 020 7983 4926

Planning Committee – 16 June 2015
Transcript of Item 8 – Minor Alterations to the London Plan and Housing SPG
Consultations
Session One: Parking Policy

Nicky Gavron AM (Chair): Thank you very much. We are going to begin, as I said a minute ago, our discussions with our expert panel – and I am going to ask them to introduce themselves in a moment – to look at the way the Government would like us to change our parking policies and what the Mayor’s approach to that is.

You just need to know that after this meeting we will be using our deliberations to inform this Committee’s response to the Mayor’s consultation document on these two sets of alterations. That has to be done by 22 June and so we have one week, just so that you are aware that this is what this is going to help us with.

I would like each of our expert panel to introduce themselves and just give us one line on their roles. Remember, this is where we are doing parking standards.

John Lett (Strategic Planning Manager, Greater London Authority): John Lett, the lead on the London Plan.

Peter Heath (Senior Planner, London Plan Team, Greater London Authority): Peter Heath. I work for John in the London Plan Team with responsibility for transport issues.

Peter Wright (Policy Manager, Transport for London): Peter Wright, Policy Manager, Transport for London (TfL), responsible for the analysis that TfL has undertaken as part of the change.

Michael Bach (London Forum of Civic and Amenity Societies): Michael Bach, London Forum. We have taken a leading role in the London Plan and the Examinations in Public. The last time around, we dealt with parking standards and we strongly supported the Greater London Authority (GLA) in resisting. I should say that in another life I was responsible for devising maximum parking standards for the national Government based on London’s experience.

Nicky Gavron AM (Chair): Planning Policy Guidance 13 (PPG13)?

Michael Bach (London Forum of Civic and Amenity Societies): And PPG3.

Nicky Gavron AM (Chair): And PPG3? OK. Thank you.

William McKee (Chair of the Outer London Commission): Will McKee – the Chair of the Outer London Commission. Parking is one of the issues that we were asked to consider by the Mayor. We are an independent body. We make our own views on the issues we are asked to look at and the Mayor and the GLA make their minds up about what we say.

James MacColl (Head of Campaigns, Campaign for Better Transport): I am James MacColl from the Campaign for Better Transport and I am the Head of Campaigns.

Nicky Gavron AM (Chair): Excellent. A very good group to help us with our deliberations. If I just kick off, Members, given that we have already very flexible policies within the London Plan, why has it been so difficult

to persuade the Government of the Mayor's approach to parking? Perhaps I should start off with John Lett and the GLA people first.

John Lett (Strategic Planning Manager, GLA): Thank you, Chair. The Mayor, as any Mayor, always keeps his plan under review and we have a constant interchange, not least through the Outer London Commission, with the various parts of London and the relevance of the policies, including parking policies. We had feedback that while, as you quite rightly say, there is flexibility in the Further Alterations' approach to parking, there could very well be more to address the distinct circumstances of those parts of outer London that have poor public transport accessibility and tend to be relatively low density. The Mayor, of his own volition, although it was subject to comment by the Government, decided to have a look at this issue again.

The Government was concerned. That is quite true. We had two sets of representations when we were doing the Further Alterations, Peter, I think. Is that correct?

Peter Heath (Senior Planner, London Plan Team, GLA): Yes.

John Lett (Strategic Planning Manager, GLA): What we have done is to commit in the light of those representations within the body of the Plan itself to look again at these particular issues in these particular areas and to take into account any guidance that the Government has issued subsequently, which it did on 25 March. This is the Mayor's response, informed by that guidance, you will see, has a very distinct outer London edge to it that is not universal in the way that the Government is suggesting it could be in its national approach. It is taking that national approach and tailoring it to the distinct circumstances of outer London. Chair, that is as far as I want to go at the moment but I am very happy to come back.

Nicky Gavron AM (Chair): Would you like to add anything, Peter Wright, perhaps?

Peter Wright (Policy Manager, Transport for London): Only that, as you say, the flexibility exists but, in looking at specific areas of outer London that have low public transport access, the policy just sets out the specific characteristics that should be considered in addition to those that were in the National Planning Policy Framework (NPPF), which did already exist and just asked to take into account local characteristics. All the policy has done is to take some of the transport connectivity measures and to use that as the basis for the final policy.

Nicky Gavron AM (Chair): James, do you want to come in?

James MacColl (Head of Campaigns, Campaign for Better Transport): Yes, I wanted to make a point that probably no one else would about the Mayor's ability to persuade the Government at the current time. We have had an election recently. We now have a new Communities Secretary. Eric Pickles [Rt Hon Eric Pickles MP, former Secretary of State for Communities and Local Government] was very much in favour of changing parking regulations and I would think that his political will was behind a lot of these changes. He is no longer in place. Instead, we now have Greg Clark [Rt Hon Greg Clark MP, Secretary of State for Communities and Local Government], who is a very different politician. The Government is also obliged to bring forward this year a national plan for reducing air pollution and I would think that that is an opportunity to engage with the Government in a different way this year.

Nicky Gavron AM (Chair): What is your response to that, actually, John? That sounds encouraging, does it not? There is a window of opportunity that was not there before.

John Lett (Strategic Planning Manager, GLA): We will certainly pay very close attention to any representations the Government may wish to make. This is a --

Nicky Gavron AM (Chair): That the Government manages to make?

John Lett (Strategic Planning Manager, GLA): The Government is being consulted on these Minor Alterations to the London Plan (MALP). The way the Government responds will of course influence the course that the Mayor takes.

Nicky Gavron AM (Chair): The Government is consulting, is it not?

John Lett (Strategic Planning Manager, GLA): No, we have consulted the Government on our MALP --

Nicky Gavron AM (Chair): I see. I get it.

John Lett (Strategic Planning Manager, GLA): -- and it will come back to us. I am not privy to Mr Clark's views on parking relative to those of Mr Pickles but, if there has been a huge sea-change in the Government's approach to parking, then I would expect that that would be reflected in any representations the Government makes to the Mayor.

Nicky Gavron AM (Chair): Yes. I do not know which of you is the most appropriate, but we do have transport impact assessments, which look at every development in relation to parking. We do have a very tailored approach already. It is not just looking at parking standards for urban, central and suburban. It is even looking at whether it is a terraced house, a block of flats, a detached house or a semi-detached house. Am I not right on this? It is all very tailored already and it is all very flexible, too.

John Lett (Strategic Planning Manager, GLA): What we are setting here is the general policy approach for the application of case-by-case consideration. Yes, you are, as I understand it, quite right. We do transport impact assessments and Peter Wright will be able to explain that. They are doing large assessments, as far as I am aware, and we are dealing very substantially with smaller ones here. Peter?

Peter Wright (Policy Manager, Transport for London): Yes, at the moment a transport assessment looks at the suburban, urban or central characteristics and the density of those developments. It does not specify whether it is a different type of house or terrace. It is based on the density of the development. The parking spaces are then defined as a result of the number of dwellings in that area.

In terms of large transport assessments for things like opportunity areas and large development applications, they would undertake their own local transport evaluation of the impact on the area and then that will also help define what section 106 contributions to public transport should happen off the back of that.

Nicky Gavron AM (Chair): We can come back to section 106. There is a question about that a bit later down the agenda. Does anyone else have any point to make just on this opening?

Michael Bach (London Forum of Civic and Amenity Societies): Yes, I would like to say something. The good thing - or the bad thing, depending how you look at it - is that it [policy responsibility] has been transferred from the Department for Transport to the Department for Communities and Local Government (DCLG) and the officers concerned are on a steep learning curve. The Government has never really understood parking standards, particularly for London.

What it also does not understand, although they would soon tell you if you obliged local authorities to conform in detail to the London Plan, is that boroughs can conform generally, which means that they can depart from the standards without needing to change the policy. In other words, one line you could take on this - apart from the political imperative to be seen to be responding to Mr Pickles - is that you do not actually need to do it [i.e. change the London Plan] to achieve what you want to achieve, which is that the boroughs that think

they need it can put it in their own plans and it will be tested at the Examination in Public. They have freedom to depart, as long as they can justify it. That is what the whole system from top to bottom, from the Government down to the local level, is about. You are only required to conform generally, not in detail, and so you do not need it.

London has been using maximum parking standards for the last nearly 50 years and has the most sophisticated set of policies in the country. I am not sure that the Government actually appreciates that. Therefore, our view is that you probably do not need to do this change other than for the imperative of the Secretary of State wanting to do something. We will come to the detail a bit later, but there is enough flexibility in the system.

Nicky Gavron AM (Chair): There are examples - and Will McKee could probably give us some - of developments that go above the maximum of two parking places per unit. Will, you must be aware of these.

William McKee (Chair of the Outer London Commission): I just wanted to say one thing about what the issue is. The Commission is independent and it includes amongst its members boroughs, TfL, developers, professional planners and businesspeople. What is interesting is that there is no dissent that I can see that people want the ability to be flexible to meet certain circumstances locally. If you were able to identify key typologies of settlements that that embraces, the key typologies are the low public transport accessibility level (PTAL) areas, 1 and 2 in particular and --

Nicky Gavron AM (Chair): Can you just explain PTAL in case there is somebody listening who does not know?

William McKee (Chair of the Outer London Commission): Sorry. Probably Peter [Wright] is better placed, but it is a measure of the accessibility of the public transport system to residential properties and other properties.

Peter Wright (Policy Manager, Transport for London): Yes. It is a definition in the London Plan. It is a detailed measure of connectivity to public transport and it takes into account the services that are provided and the frequency of them. It does not measure anything to do with demand. It just says, from a location, how connected it is to the public transport system, 0 being the lowest and 6b being the highest. Generally around stations and towards central London, it will end up with 6b, and 0 will be essentially parks and places that are suburban in the very extreme parts of outer London.

William McKee (Chair of the Outer London Commission): The essential point that I just want to make is that that is in 0 to 1 and, in some circumstances under defined criteria, PTAL area 2. The important point is that it was generally recognised that there is the need for flexibility. There is disagreement about how you express that need for flexibility, but there is not any disagreement about the need for that flexibility. Yes, we had views from the boroughs in particular and they were not always the same views, but then they were not always the same circumstances, either.

The issue for your Committee, if I could be so bold as to suggest, Nicky, is not the issue of whether there should be flexibility but the issue of how that need is expressed and whether the current policy does give you that flexibility - and I have to say that some boroughs said it did not in their view - or whether some other expression of that does meet what they consider to be the need.

Just to put it into context, the Commission very firmly did not support the abolition of maximum car parking standards and so we were not necessarily just following a wave created by the Secretary of State. That is the issue. The issue is not whether there should be flexibility. The issue is how that need is best expressed.

Nicky Gavron AM (Chair): I agree with that but, given that we at the moment have an approach that allows for flexibility, I was just trying to tease out that there are outer London boroughs where in fact you do see developments with parking standards over a maximum of two spaces per unit.

Steve O'Connell AM (Deputy Chair): It is very rare, Chair.

Nicky Gavron AM (Chair): I have not seen them.

Steve O'Connell AM (Deputy Chair): It is very rare. Can I come in now?

Nicky Gavron AM (Chair): Yes, of course.

Steve O'Connell AM (Deputy Chair): We can expand upon that point, if I may. I am glad you have brought that up. Let us get to the practicalities and actually why this debate is a live debate.

The GLA Conservatives published a report, *Parking Up*, in March 2015 and this is something that exercises very much London Assembly Members in outer London. We found evidence of boroughs that had an average from 0.37 - it was, shamefully, one of my boroughs, Sutton - per unit to 1.26 in Bromley. There is some evidence of more. For the record, our position is that we should scrap maximum parking standards and I would be interested in, Michael [Bach], why that is such a bad idea. Your point was, categorically, we would not support scrapping maximum standards in outer London. Remember what we are talking about.

My last point before both of you come in on that - and probably the planners as well - is that the fact of the matter is that the reason we are talking about this and the Government is talking about this is the potentially catastrophic effect on district centre regeneration of developments with very small parking, even if the PTAL ratings are high. I will give an example for the record. In another of my boroughs, Croydon: 200 units, 30 parking spaces, near a station. It is not yet approved, for the record, but it is a serious application that is being treated seriously and could lead to the ruination, in my view, of the district centre because of off-street parking.

They are inflammatory comments from me but, Will [McKee] and Michael, can you comment on what I have just stated?

Michael Bach (London Forum of Civic and Amenity Societies): First of all, why have maximum parking standards? London has had maximum parking standards for housing since 1969.

Steve O'Connell AM (Deputy Chair): It does not always make it a good thing.

Michael Bach (London Forum of Civic and Amenity Societies): No. Why is it sensible? First of all, land is expensive. One of the things I will say about the Integrated Impact Assessment (IIA) is that it does not deal with the big issues, which are how much land is going to be needed, what implication that has for housing delivery and what implication that has for housing prices. I do not know the answers to those questions, but they are all going in the wrong direction.

Steve O'Connell AM (Deputy Chair): There is the viability, which is what you are talking about. I understand that.

Michael Bach (London Forum of Civic and Amenity Societies): No, I am talking about affordability for affordable --

Steve O'Connell AM (Deputy Chair): Affordability and viability.

Michael Bach (London Forum of Civic and Amenity Societies): What was taking place outside London in particular was that people were being asked to provide a minimum – often it went up to five, I think, somewhere in Enfield – because the planning officers were just demanding more and more and the house-builders did not actually want to do it. They were at that stage in favour of having a maximum that was ‘realistic’, in their terms. They may not have liked the one that was introduced, which was nationally a 1.5:1 average over developments.

However, what you are talking about is not that the maximum is wrong. It is how it is interpreted in the local schemes by local planners. You say the average is coming out at 0.3, for example, when in fact the maximum is not there. It is somewhere at one or even higher. It is how it is being interpreted locally that is your problem, not the maximum parking standards themselves.

Steve O’Connell AM (Deputy Chair): A point that Will [McKee] made is that some boroughs are coming back – and John [Lett] will come in – and interpreting in different ways. Some boroughs for their own philosophical and political reasons are hanging their hats on directions from the Mayor and otherwise and are putting in very low parking spaces for green reasons or whatever reasons and that is legitimate. By removing the maximum standards, there would not be a reason for imposing very low standards. I know it is a slightly different debate --

Michael Bach (London Forum of Civic and Amenity Societies): The answer to that is very simple. If the standards were one or 1.5 or two and the local borough was demanding less than that, it is a local decision, not a mayoral decision. The mayoral ceiling is sufficiently high to deal with developments.

Steve O’Connell AM (Deputy Chair): I will come back again on that and I will bring Peter [Wright] in as well later because I have examples of 96 occasions when TfL requested a reduction in parking spaces out of 211 stage-one applications. You might say that it is up to the boroughs and the heavy hand of City Hall will not have an effect. TfL does have an effect and I would be interested in Peter’s comments around that. If we took away those maximum standards, it would not be the case. I think John wanted to leap in with a positive comment.

John Lett (Strategic Planning Manager, GLA): Chair, if I can just bring Mr Bach’s attention firstly to the IIA on page 22, section 5, where we talk about the implications for land and viability and also to the Outer London Commission report, section 4.4, which is all about land and parking.

Michael Bach (London Forum of Civic and Amenity Societies): It does not come out in the final assessment and the table. It seems to say for housing that it is a positive, whereas --

John Lett (Strategic Planning Manager, GLA): It actually says, Mr Bach, “minor positive” and “minor negative”, ie this is right on the cusp. We are not dealing, as the Outer London Commission report shows, with really substantial developments. We are dealing, nevertheless, with a significant part of London. The Mayor is not trying to do a one-size-fits-all maximum blanket across London. He recognises that there are different needs in different areas and this was raised, as Mr McKee has said, by a number of boroughs when we went around. The Assembly has also heard similar things. What we are trying to introduce here is greater flexibility to be able to address that and strong wording in policy to make sure that account is taken of it.

Michael Bach (London Forum of Civic and Amenity Societies): The NPPF sets out the criteria for local authorities for drawing up parking standards, which you are following and which the boroughs can follow.

Steve O’Connell AM (Deputy Chair): You mentioned wording and, as planners and attachments to planners, we all obsess around the wording. The Mayor’s wording in his policy is that boroughs should

“promote a more generous standard”, rather than, for example, ‘allow’ or ‘permit’. ‘Promote’, I am told, is good and is strong. From where I am sitting, it is stronger than ‘permit’. Would colleagues like to comment on the Mayor’s wording? James, do you want to come in?

James MacColl (Head of Campaigns, Campaign for Better Transport): It is unfortunate and unnecessary to use the term ‘promote’. I just want to quickly come back to your point about the flexibility. Someone said it was rare and unusual for schemes to be approved at high parking levels, but actually I have a briefing note that says that 22% of schemes were approved at higher parking levels in outer London than the current London Plan standards compared to 14%. It does not sound particularly rare to me at 22%. That is a large amount.

There does not seem to me to be any case to introduce maximum parking standards or certainly promote them at a local level. London, as Michael [Bach] has pointed out, has had maximum parking standards for 40 years and has not suffered economically as a result of that. In fact, traffic levels in London have been falling. Over the period between 2003 and 2013, there was a 10% fall in traffic in London. Therefore, if anything, the need is reduced to introduce maximum parking standards. There will be less traffic and less driving in London.

Steve O’Connell AM (Deputy Chair): Just to be helpful, I will challenge you back. One fallacy is that if you introduce one-for-one, for example, all those cars will be used every day for commuting. The research that we followed through was that the majority of those cars sit in that parking space all week while people commute. It is a fallacy that you will bring an ecological catastrophe to London by increasing the parking standards.

James MacColl (Head of Campaigns, Campaign for Better Transport): Yes. The data that that seems to rely on is the Berkeley Homes report done in 2011 that looked at the amount of car ownership, the amount of car use, the amount of car space and the relationships between those factors. It seemed to conclude that there was very little correlation between car spaces, car ownership and car use.

Actually, we looked at the table that they did and there was quite a strong correlation between those factors, in fact, a correlation with a coefficient of 0.8 between the provision of parking spaces and the level of car ownership, which is significant even for the small sample size that was used. We looked again at the 2011 Census data and compared the average number of cars per household with the percentage driving to work or commuting and actually, again, there was a very strong correlation there. It is just not true. The evidence that is relied on, based on a survey and conclusions presented by Berkeley Homes, is wrong.

Steve O’Connell AM (Deputy Chair): OK. For William and Michael [Bach], you may have agreeing or differing views. The wording that I have just quoted from the Mayor’s insertion into the plan: what is your take, exactly? Do you agree or differ?

William McKee (Chair of the Outer London Commission): It was not the Commission’s words.

Steve O’Connell AM (Deputy Chair): No, I did not say it was. What is the Commission’s opinion?

William McKee (Chair of the Outer London Commission): The fact that it was not the Commission’s words says that we were not saying that is what it should be. This is all about typologies and planning policy finds it quite difficult to relate generalised policies to specific circumstances.

The issue that was put in front of us by some parts of London - and it was put very strongly by different boroughs and not always of the same political complexion and so it was not a political point - was that the ability of their citizens to enjoy a life with the right opportunity to find jobs and with the right opportunity to carry out other aspects of their lives was compromised because of the inadequate, in their view, opportunity that public transport would provide for them. Orbital routes, for example. I will give you one. I cannot

remember the borough. It may have been Barnet. A lot of the transport availability that was there went south when a lot of their borough residents were looking for opportunities that went north.

What we as the Commission were trying to do was to say, "This is a real situation. Can we devise a way in which planning policy can respond to that?" We do not say, "Throw the baby out with the bathwater and get rid of maximum parking standards", because there are parts of London where that is an entirely appropriate planning policy to have in place. We simply addressed that --

Andrew Boff AM: Which parts of London? You are saying it is entirely appropriate --

William McKee (Chair of the Outer London Commission): Central London, for example.

Andrew Boff AM: Yes, but we are talking about outer London here.

Steve O'Connell AM (Deputy Chair): Yes, our specific recommendation is outer London.

Andrew Boff AM: Yes. Which are the parts of outer London where these are --

William McKee (Chair of the Outer London Commission): Around some of the major town centres, for example, where there is a very high density of public transport availability. If you lived in Park Lane in Croydon, for example, you really would not have any excuse to demand particularly high parking standards. You can get into the Croydon town centre quite easily without the need to use a car. That is not true of large parts of outer London.

What we were saying was asking we can see a balance of policy aspiration. We looked at all the factors and we said that we do not believe that now - or, for that matter, in the future - our public transport is likely to be able to fulfil the aspirations that the boroughs were telling us about, even with improvements. Those improvements were likely to be in terms of the frequency of a very thin network rather than the creation of a very dense network. That was one issue.

We also looked at whether if we recommended that boroughs could - where they considered it appropriate and where certain criteria were met - increase the number of parking spaces, which is likely, being realistic, to be only in the range of half a space up to possibly one space; what would that do to other mayoral and London needs, housing, for example? We came to the conclusion that that was likely to be annually somewhere between 600 and 1,000 houses, which is, in the totality of the housing issue, weighed against the accessibility issues. The balance there, we felt, was in improving the accessibility because the impact on the housing issue was marginal. The impact on the accessibility issue was considerable.

We tried to reach that balance. We were specific in saying, first of all, that this was an enabling opportunity for boroughs. They were not being told they had to do it. They were being told that it was only where certain accessibility criteria were met that it could be enabled and so it had to be in the areas of low accessibility. We tried to reach a balance.

Nicky Gavron AM (Chair): Did you come to a view on the wording?

William McKee (Chair of the Outer London Commission): Sorry, Chair. I have an ear infection.

Steve O'Connell AM (Deputy Chair): The question was about the wording. The wording that you just said is not the wording of the Commission?

William McKee (Chair of the Outer London Commission): No, that is not our wording. If you have an issue with the wording that is there, you probably ought to be asking someone else.

Nicky Gavron AM (Chair): What is your wording?

William McKee (Chair of the Outer London Commission): Our wording is “should consider”.

Nicky Gavron AM (Chair): “Should consider”? OK.

Michael Bach (London Forum of Civic and Amenity Societies): Shall I try to answer?

Steve O’Connell AM (Deputy Chair): Yes, you go on. Please do.

Michael Bach (London Forum of Civic and Amenity Societies): I went to the presentation and I was struck by the use of the word ‘promote’ and I took a punt and said, “This word is rarely used in the London Plan”. Actually, this is just the first four chapters and it is used frequently in the London Plan.

However, the feature of it is that it is a term of advocacy for the attainment of high-level objectives. Within the scheme of things, fiddling with the parking standards at the margin is not the high-level objective. It is something where you are advocating flexibility. Therefore, we are strongly opposed to it appearing to be an advocacy of departing from the general standards of the London Plan. It is not a term that justifies exceptions. You should say something like, “We will exceptionally permit this, but you have to justify it”, and that is fine.

Will [William McKee], I am treading on your toes. I had the impression that the Outer London Commission was recommending flexibility and not advocacy. In other words, ‘promotion’ is a very strong term. To ‘allow’ or ‘enable’ or ‘permit’ departures from the plan needs to put in much softer terms and we are suggesting that it should be worded in terms of ‘exceptionally permit’ rather than ‘promote’, which gives a totally different message.

Steve O’Connell AM (Deputy Chair): Before I hand over to Navin [Navin Shah AM] and I know the planners will want to come back on that, I did throw the gauntlet down to Peter earlier and it is only fair that he responds. I was talking about TfL’s invasive tactics around rejecting a significant number of applications and demanding a lower parking ratio. Do you want to briefly respond, Peter, just out of fairness?

Peter Wright (Policy Manager, Transport for London): I will, although I am not someone who assesses the plan applications that come in.

Steve O’Connell AM (Deputy Chair): Would that be better for John, possibly, or anyone at your end? OK. I just wanted to pick up that point because I did throw one singular challenge down. We can cover that and then Navin will come in.

John Lett (Strategic Planning Manager, GLA): The term ‘promote’ was used very consciously. We wanted to send a very positive and very clear message. It is exemplified, if you like, by the final table in your briefing note. It is essentially that when local plans come in to be assessed for general conformity with the London Plan, they demonstrate that they have taken this relatively small-scale, as Mr Bach says, issue into account positively and that we have not – as we have had in the past in some cases, not all cases – situations where there has been a one-size-fits-all approach to the imposition of maximum parking standards. There is – and Mr Bach has picked up on it in an earlier meeting – an apparent contradiction between ‘promote’, which is strong in policy, and then in supporting text we use ‘consider’. A strong policy political message, if you like, is being sent but the implementation of that as spelled out in the supporting text is that you have to ‘consider’.

I can run you through the various ones if you look in paragraph 6.42(i): taking into account car dependency, low PTAL, minima, on-street parking, suburban character, family housing, future public transport provision and the use of controlled parking zones (CPZs), and thinking just possibly that this might not just apply in PTALs 0 to 1 but also in some parts of PTAL 2. There are a series of considerations there and you must demonstrate that you have taken those into account. You might come to a view that maximum parking standards still pertain there, but the Mayor will want to see that an outer London borough has gone through that exercise.

Steve O'Connell AM (Deputy Chair): Thank you, Chair.

Nicky Gavron AM (Chair): Can I just ask? Is that not what an outer London borough has to do anyway in order to justify going above the maximum of two at the moment? As we have heard, boroughs do go for particular developments above the maximum of two. Is that not exactly what they have to do?

John Lett (Strategic Planning Manager, GLA): As your table clearly shows, Chair, they have been going below it.

Nicky Gavron AM (Chair): Yes. Some go below it and some go above it.

Steve O'Connell AM (Deputy Chair): A few go above it, Chair.

John Lett (Strategic Planning Manager, GLA): I think you will find that, actually, all of them go below.

James MacColl (Head of Campaigns, Campaign for Better Transport): That is necessary and is right in those cases because you will be looking at those figures and saying --

Michael Bach (London Forum of Civic and Amenity Societies): That is a one-size-fits-all view of the world, yes.

James MacColl (Head of Campaigns, Campaign for Better Transport): We do not need to say, "Some of them are going below and therefore we have to make them go higher". If they are going below, it is because that is the right thing for them to be doing.

Andrew Boff AM: Really?

Michael Bach (London Forum of Civic and Amenity Societies): No, it is what they have chosen to do. They have interpreted the Mayor's standards, which are enabling insofar as you can have anything between zero and the ceiling. If they choose to go below that, it is their choice.

Andrew Boff AM: Those standards are interpreted in planning the developments. I have moved into Barking Riverside and have been there for two years now. It is an absolutely lovely place with eco-homes, a beautiful environment and low-cost housing, but for a row of 16 four-bedroom houses they put in 12 parking spaces. The residents of Barking Riverside are a lovely bunch. We get on together like crazy. We have lunch in each other's houses and we have parties and all the rest of it. We get on like crazy. The only thing that has come close to causing fistfights is parking. The residents from Riverside have gone back to the council and said, "We want to adjust. We need more parking". These are four-bedroom houses. My next-door neighbour is a limousine driver. He needs two cars. He needs one car for his daughters and himself and his family. He needs two cars. It is not unreasonable. He is not an eco-Nazi. He is not an eco-criminal.

James MacColl (Head of Campaigns, Campaign for Better Transport): He has chosen to live there.

Andrew Boff AM: He is somebody who needs that and yet there are these restrictions. What do you say to those people who are in that situation and are struggling? We have quite a few years before we get a train link in. What do you say to those people? What do I say to those people? They hold me responsible for their parking.

James MacColl (Head of Campaigns, Campaign for Better Transport): The London Plan is not at fault, in that case. That development was built on its own proposal for improved public transport links and all sorts. It is not a result of the maximum parking standards in the London Plan necessarily that there are very few parking standards as part of that.

Michael Bach (London Forum of Civic and Amenity Societies): Within the London Plan standards, you would have had more parking and it would still have been within the standard.

James MacColl (Head of Campaigns, Campaign for Better Transport): There could have been more parking, but there was not --

Nicky Gavron AM (Chair): Sorry. What did you just say, Michael?

Michael Bach (London Forum of Civic and Amenity Societies): When you say there are only 12 spaces for 16 --

Andrew Boff AM: Yes, 16 four-bedroom houses. It is ridiculous.

Michael Bach (London Forum of Civic and Amenity Societies): Yes, but there could have been more spaces given and still be within the standard.

Nicky Gavron AM (Chair): Yes, it is down to the borough.

James MacColl (Head of Campaigns, Campaign for Better Transport): That is no reason to change the parking standards in the London Plan.

Andrew Boff AM: If, as you said earlier, 22% did not abide by the standard anyway, why bother with the standard?

James MacColl (Head of Campaigns, Campaign for Better Transport): Our case is that the standard does not need to be changed. If that is already happening and what you are asking for is flexibility, the flexibility already exists. In fact, by promoting a greater number of parking spaces in new developments, you are increasing the amount of traffic that is going to be on the roads and so it is a problem.

Andrew Boff AM: The residents of Barking Riverside will look forward to more parking being promoted.

James MacColl (Head of Campaigns, Campaign for Better Transport): Barking Riverside is a really good example of a great development. Actually, we produced a report yesterday called *Getting There* in which we put Barking Riverside as a really good example of a development that is based around public and sustainable transport.

Andrew Boff AM: Come to the residents' meeting on 30 June and see what the subject is that they are talking about.

James MacColl (Head of Campaigns, Campaign for Better Transport): That transport will improve and a lot of people in that development will be happy with it. Our research demonstrates that development around

public transport and sustainable transport is better for the economy generally, but that is a wider point. I would contest that there is a problem with Barking Riverside.

Nicky Gavron AM (Chair): Will McKee, you want to come in and then Navin [Shah AM].

William McKee (Chair of the Outer London Commission): Yes. I just wanted to make one thing absolutely clear because we are talking about words here.

When we spoke to the representatives of the outer boroughs - it was not just the elected authorities, it was also businesses as well - they said that in their view they needed more flexibility and the words did not give them a clear route to the greater flexibility that they wanted to give. In saying that, it is not me arguing for the word 'promote'. I am simply saying that it was the very clear view of the boroughs that, as drafted at present, despite what Michael [Bach] says, they did not feel that those words gave them enough flexibility.

What the Commission tried to do in selecting the words 'should consider' was to extend the meaning of those words to give that increased flexibility without ditching maximum parking standards and without saying, "You must do this in every part of London", but to give that degree of flexibility.

The point I am trying to clarify, Nicky, is that the boroughs did not feel the present words did actually do the job for them.

Nicky Gavron AM (Chair): That is very helpful to know. On the other hand, they did not go for 'promote'?

Michael Bach (London Forum of Civic and Amenity Societies): No.

William McKee (Chair of the Outer London Commission): No, it is a fair comment and they did not say that, but they did not think the words were adequate enough to give them what they wanted.

Michael Bach (London Forum of Civic and Amenity Societies): What John Lett said was that all the things to consider are in the Commission justification. What they should consider is also in the NPPF. In other words, they know what they have to do. The flexibility is there. All you need to do is to say that exceptionally you will allow them to go above the standards and they have to provide the justification and they put their standards in their plan.

Steve O'Connell AM (Deputy Chair): Navin [Navin Shah AM] is going to come in, but you have heard from Andrew [Andrew Boff AM] and me examples and from the Commission examples of the fact that it has not worked up until now and there have been negative effects on district centres and on people's quality of life. I certainly would support the strongest wording possible that we have from this Mayor, which is taking a political lead.

Nicky Gavron AM (Chair): Stronger wording, yes. Do you see any downsides to 'promote'? I very much remember being involved with the London Planning Advisory Committee (LPAC) and those boroughs on the edge of London had quite a lot of problems. They wanted to keep to maximum parking standards but on the other side of the road, for instance, there would be a free-for-all. What does that mean in terms of developers going to particular boroughs and not to others? Would it lead to some kind of developers' free-for-all?

Michael Bach (London Forum of Civic and Amenity Societies): There are two separate things here. One is the non-residential parking standards and the question is whether businesses would prefer to go outside London where there are more generous standards. However, what we are talking about here is residential parking standards, which I do not think will have any effect like that. They either want to develop in London

or they want to develop outside London. The number of parking places probably is not a deal-breaker as to whether they do a project or not.

Nicky Gavron AM (Chair): You do not think a developer would choose to build a fairly dense development with lots of car-parking in one borough with a low PTAL rather than in another?

Michael Bach (London Forum of Civic and Amenity Societies): Some might choose to do that.

James MacColl (Head of Campaigns, Campaign for Better Transport): You would need to ask the developers. I would assume that there would be more interest in developments with a larger number of parking spaces and in fact the point of this change is to make that happen. I would be surprised if they did not. The research shows that the more parking spaces, the more people drive.

Peter Heath (Senior Planner, London Plan Team, GLA): Also, the higher the cost of the house.

James MacColl (Head of Campaigns, Campaign for Better Transport): That is their interest, obviously.

Nicky Gavron AM (Chair): It would mean they would be going for higher value?

Peter Heath (Senior Planner, London Plan Team, GLA): They would have to charge for the land and development proposals.

Nicky Gavron AM (Chair): They are likely to be more expensive developments? Is that right?

Peter Heath (Senior Planner, London Plan Team, GLA): Yes.

Peter Wright (Policy Manager, Transport for London): From the interviews that we undertook with boroughs and with developers as part of the research for the Outer London Commission, we found that developers - and even people living in developments as part of our additional research - said that the level of parking was one of many factors that they would take into account and that when it came to development, it was a marketability rather than a viability issue and they could use it as marketing to residents who want to live in those kinds of developments, but it was not a factor that would really determine a price differential when they were developing.

Nicky Gavron AM (Chair): Really? If you put more parking spaces in, you get less development and therefore the value of the development that is being marketed has to be higher and the price has to be higher?

Peter Wright (Policy Manager, Transport for London): It becomes a choice of what they provide as part of the development. From what they were saying, you could have a larger garden or more parking and those things could be taken into account within a development.

Nicky Gavron AM (Chair): Does anyone else want to come in on the value?

James MacColl (Head of Campaigns, Campaign for Better Transport): I understood that the representation from Berkeley Homes was that they wanted the option to provide more parking spaces with housing because it might, in some instances, be housing that then could be sold at a higher value. You would need to ask them what they are doing there.

Nicky Gavron AM (Chair): On the whole, you have to have a greater land take and that means less housing, does it not? It could even mean less affordable housing.

James MacColl (Head of Campaigns, Campaign for Better Transport): Yes, and more traffic and congestion on the roads, do not forget.

Nicky Gavron AM (Chair): All right. John?

John Lett (Strategic Planning Manager, GLA): You need to bear in mind, Chair, that the Berkeley Homes research had one sample of PTAL 0 to 1?

Peter Wright (Policy Manager, Transport for London)(?): It was very much an inner London focus.

John Lett (Strategic Planning Manager, GLA): Yes, it was an inner London focus. It is not actually relevant to this.

James MacColl (Head of Campaigns, Campaign for Better Transport): Yes. We did look at the figures in that piece of research. Even with the very low sample numbers, we did see a correlation that was significant between car-parking spaces and car use, contrary to their conclusions.

John Lett (Strategic Planning Manager, GLA): It is irrelevant.

James MacColl (Head of Campaigns, Campaign for Better Transport): It is not because that research and that survey seem to be the basis of a large number of these policy changes through the national Government and also here in London. Therefore, it does not seem to me to be irrelevant and it is necessary for us to criticise and shine a light on their incorrect conclusions from their own survey data.

William McKee (Chair of the Outer London Commission): Can I just add a little bit of clarity to that? This is about what was said during our rounds and that is that neither is it true that a household with two car spaces has twice the exact use of that car in exactly the same pattern of usage as a one-car household. The point that was made several times was that, for example, one car may well go out on the road in the peak hour and add to peak-hour congestion, but another car may actually come out of that garage space at the weekend and another one may come out in the middle of the day. The point that was being made to us was that you cannot assume that a house with two parking spaces has simply twice the impact on London as a house with one parking space. It is different.

James MacColl (Head of Campaigns, Campaign for Better Transport): No, but there is a correlation. The more parking spaces you have, the more driving you have and that is a fact. We can show that through looking at the census data. It is not exactly one-for-one but there is a relationship.

William McKee (Chair of the Outer London Commission): That is a fair point, but the point that was made in outer London was that, first of all, the need to make those extra journeys in a low-PTAL environment has a bigger impact on the quality of life and the choices people can exercise from those locations than in central London where they have other opportunities to exercise those choices.

John Lett (Strategic Planning Manager, GLA): Chair, just a point of fact. I am not aware that the census shows trip generation, as implied by the gentleman at the end.

Nicky Gavron AM (Chair): Do you want to comment on that, James?

James MacColl (Head of Campaigns, Campaign for Better Transport): I can show you. We have compared the average number of cars per household with the percentage driving to work and there is quite a clear correlation coefficient of 0.71.

Nicky Gavron AM (Chair): Did you hear that, John?

James MacColl (Head of Campaigns, Campaign for Better Transport): I do not know if you can see the picture, but I have it.

Nicky Gavron AM (Chair): You will have to show the evidence to John and to us. Thank you, James. Navin?

Navin Shah AM: Chair, it is interesting hearing the panel. I have always believed that the flexible approach in the London Plan for outer London borough parking has been very effective and has worked extremely well. This table that we have in front of us does give great evidence of how the distinctive requirements of boroughs, as John [John Lett] mentioned, have been met through this approach. Whilst you have an average outer London parking space per dwelling unit of 0.73, you find that some of the boroughs like Bromley have the highest parking space rate at 1.26 and the lowest are Kingston and Sutton at 0.37.

What is interesting also is from the boroughs that I represent and know extremely well in terms of their makeup and aspirations. Brent, which is nearer central London, is better served with public transport. There the space is like 0.54 spaces per unit. Harrow has 0.76, where public transport accessibility is not that great.

Given this evidence, it is wrong for the Mayor now to promote actively - which is how I see it and is generally the tone of what I have heard from the panel as well - greater parking standards. It is actually wrong and totally unnecessary. That is where I am with the Commission. The wording should be, actually, "should consider". That is more appropriate because you are giving out the wrong message. You are basically telling developers and boroughs to increase car parking standards, which is unnecessary. The current policies as they are have worked extremely well.

Steve O'Connell AM (Deputy Chair): They are catastrophic.

Navin Shah AM: You could tip the balance whereby you are actually destroying what has been achieved in terms of sustainable transport aspects, which are so critical, quite frankly.

I sat on the Planning Committee for 10 or 15 years in Harrow - we had huge discussions on the old Unitary Development Plans (UDPs) as well as the Local Development Framework (LDF) as to what the borough needs were. Yes, the major outcry you always get with housing development is parking, particularly where you have issues with public transport, but that is where the change in flexible approach in the London Plan for outer London boroughs has actually helped boroughs like Harrow and Bromley and wherever else.

Why should we then have a necessity for the Mayor and the London Plan to actively "promote"? It is wrong and it is actually going to destroy the other major achievements that we have had in the sustainable transport agenda. That is certainly my view.

Nicky Gavron AM (Chair): Does any member of the panel want to come in on this?

Michael Bach (London Forum of Civic and Amenity Societies): I would like to say that at the moment people do have a ceiling on what they can do, but the thing that I do not like in policy is even suggesting that minimum parking standards be promoted.

Nicky Gavron AM (Chair): That is in the supporting text, is it not?

Michael Bach (London Forum of Civic and Amenity Societies): That is in the text, yes.

Nicky Gavron AM (Chair): It is “should consider minima” and that is alongside “should promote generous”.

John Lett (Strategic Planning Manager, GLA): No ‘should’.

Michael Bach (London Forum of Civic and Amenity Societies): There is no ‘should’, just ‘consider’.

Nicky Gavron AM (Chair): Just ‘promote’?

John Lett (Strategic Planning Manager, GLA): The term ‘promote’ is defined in the supporting text in terms of considerations.

Michael Bach (London Forum of Civic and Amenity Societies): Promoting considerations is a very strange --

Nicky Gavron AM (Chair): Just let us get this right because wording is everything in this. What is the policy? The policy is not “should promote more generous standards”. What is in front of ‘promote’?

John Lett (Strategic Planning Manager, GLA): It is “should promote”, yes. That is in the policy.

Nicky Gavron AM (Chair): That policy is paramount. The supporting text amplifies it.

John Lett (Strategic Planning Manager, GLA): Then 6.42(i) to 6.42(k) defines that:

“Outer London boroughs should take account of residents’ dependency on the car in areas with low public transport accessibility, generally ...”

Nicky Gavron AM (Chair): Yes. You have read it before.

John Lett (Strategic Planning Manager, GLA): Yes.

Nicky Gavron AM (Chair): And “should consider minima”.

John Lett (Strategic Planning Manager, GLA): Yes, “should consider”.

Nicky Gavron AM (Chair): Yes, OK, but you have “should promote” and then “consider minima standards”.

Navin Shah AM: Chair, it is actually worse than I thought. From the information I have here in the briefing, it actually says that the Mayor has decided to phrase the policy proposal that boroughs should promote “more generous” parking standards. It is not just “generous” but “more generous” parking standards.

Steve O’Connell AM (Deputy Chair): John was in mid-flow and continuing when he was interrupted.

John Lett (Strategic Planning Manager, GLA): Nicky, it says “which could include minima”. There is some misrepresentation going on here.

Navin Shah AM: Chair, I do not think it is representation. Justification or explanation under the policy does not quite fit in with what the actual policy states. If you are talking about appropriate standards and that they should consider what the relevant standards are, it is not reflected in the policy itself. If you want to use ‘promote’, why can it not be “promote appropriate standards” rather than “more generous parking standards”? It is actually giving out the wrong message. You are saying that, “Yes, please have more generous parking standards”, which I do not believe you are actually saying in your explanation under the policy.

Steve O'Connell AM (Deputy Chair): What we are dancing around is that the Mayor and others, including us, want to promote more generous standards. Colleagues may not like that and that is a legitimate position to take, but also that is the overarching steer and underneath it is a subset of considerations that are complementary, not contrary. That is my understanding, John [John Lett], unless I have that wrong.

Nicky Gavron AM (Chair): Could I just make the point? We did hear a little bit earlier that if you do that, in terms of someone buying that land knowing that it is OK to have more generous parking standards, it will up the value of the house price. I do not know the circumstances of your row of terraced houses.

Andrew Boff AM: They are all very different. In that case, there is the commercial imperative.

Nicky Gavron AM (Chair): I know, but I imagine they are not the people who are pretty affluent. One of the reasons that people are able to be there - and they are in a very good position because there is going to be very good public transport soon - is because they can afford those homes. We are very concerned about the lack of affordable housing. I am not just talking about social housing and social rent or affordable rent or part rent-part buy. I am just talking about low-cost home ownership. There is an issue.

Andrew Boff AM: No, there are two things to look at here. There is a ratio of parking places per building, which is what has been applied in that case, and there is also physically what you can do. Physically, you could put in more parking spaces in Barking Riverside, for example - I am a bit parochial, sorry - without hardly any effect upon any other usage of land. You would have slightly less road space and slightly less green space, perhaps, but it would solve an awful lot of problems. I mean slightly; we are not talking about the massive removal of huge areas of parkland. We are talking about small compromises. However, what stops people from doing that is the parking standard and there is this general drive now, even in outer London, to discourage people from driving. Actually, aspirational people buy cars.

James MacColl (Head of Campaigns, Campaign for Better Transport): In that case, the amount of parking per property is already much below the maximum. The maximum is not the problem in that case. Removing the maximum would have no effect.

Michael Bach (London Forum of Civic and Amenity Societies): It is the standard that has been applied rather than the standard constraining it.

Andrew Boff AM: Why have a standard at all? I do not see the point. In outer London, if you are going to allow exceptions and allow local decisions to be made, why bother with a standard? In that, we disagree with the Mayor.

James MacColl (Head of Campaigns, Campaign for Better Transport): For all sorts of reasons: for air pollution, for climate change and for encouraging modal shift, which is something that has happened very successfully here in London and is an example for the rest of the country. Getting people out of their cars onto buses and onto trains is much better.

Andrew Boff AM: People need to make up their own minds about what mode they use. Do not tell them what to do.

James MacColl (Head of Campaigns, Campaign for Better Transport): It saves lives. People die because of air pollution. It saves lives.

Steve O'Connell AM (Deputy Chair): You can have a modal shift if there is the transport infrastructure, but there are great swathes of outer London that do not have the transport infrastructure to be subject to your --

James MacColl (Head of Campaigns, Campaign for Better Transport): What you should be doing is investing in that transport infrastructure and not just public transport but also sustainable transport including cycling and walking. There are people who do not need to use their cars to get around.

William McKee (Chair of the Outer London Commission): Can I come in on that? That is a fair point to make and the Commission gave that very clear consideration. What the Commission said was, "What is the realistic prospect of that?" The answer was, "Not much", because of the low densities of outer London. Yes, some of the existing arteries may well be made more frequent. Yes, the chance of significant rail investment in London is practically negligible. The first thing that was ruled out when the Commission first met was the chance of an orbital route around outer London. Therefore, these are valid points to make.

However, they have to be seated in a realistic planning assessment of weighted pluses and minuses. Yes, of course people do not want to be killed by pollution but, yes, they do also want to be able to get to work and have some employment. In outer London those weighted balances are not the same weighted balances as in inner London for two reasons. One is that inner London has far more transport and the other is that inner London has far more pollution.

There is the Commission's very careful choice of the words 'should consider'. What that means is: weigh the evidence and take a balanced decision having considered all the relevant arguments, your ones as well as the other ones, and then reach a decision.

Michael Bach (London Forum of Civic and Amenity Societies): We agree with all the considerations. That is not the problem. All of those things should be taken into consideration. The boroughs, if they do have circumstances where they need to have different parking standards, can justify it.

The one thing I do not understand - and I am sure you will tell me there are lots of parking problems on the roads in Barking Riverside - is that a lot of people choose to park on the road and that may be the problem. Even if they have a garage that they do not use for a car or even if they have a front drive or forecourt, they often choose to do it. If people choose to do it and if it is a problem, CPZs may be one of the answers.

Andrew Boff AM: Absolutely, but enforcement becomes more just when there is an adequate provision of parking spaces. It becomes quite unjust when you know that as a result of putting in such controls, you are going to cause incredible difficulty and economic hardship as well to an awful lot of residents because they will no longer be able to use their cars. That works if at least the authorities are trying to accommodate. When the authorities are saying, "Actually, no, we are going to insist that everybody goes to work in a horse-and-trap", while they continue to do that, you are going to create resentment.

James MacColl (Head of Campaigns, Campaign for Better Transport): Could I pick up on one phrase that was used there? If you are telling people they can no longer use their cars, it is not the case that parking standards are getting tougher. Traffic is falling in London and so it is not the case that more people want to drive and therefore the existing standards need to be raised or removed. Fewer people want to drive and so those existing standards are actually becoming easier. If anything, if it were to stay the same, those maximum standards would be reduced but they are not. They are just being --

Andrew Boff AM: It depends whether or not you see things in the aggregate. By what individual people are saying, these parking regimes are crazy because of the restrictions they put on people. In aggregate, you are absolutely right. We did not actually need the congestion charge. We want to abolish that as well. We did not actually need it because car usage was declining anyway into inner London. There was not any great contribution from the congestion charge.

Nicky Gavron AM (Chair): Car usage might have been declining because there were about 14 different measures, including the London Plan, which led to a staggering reduction compared with other cities in people moving out of the car into other types.

Andrew Boff AM: It was a daft thing to do. I do not know why people are driving less. I cannot understand it.

Nicky Gavron AM (Chair): Navin, did you want to come in?

Navin Shah AM: OK. Probably James and Michael [Michael Bach] might want to respond to this. How will these parking proposals sit with the Mayor's strategic policy approach in Policy 6.1, which is to "encourage patterns of development that reduce the need to travel", especially by car?

James MacColl (Head of Campaigns, Campaign for Better Transport): It seems to me that there is a conflict between that strategy and changing the plan in this way. Not only is it unnecessary but it is very much promoting more car use and that is certainly the effect that it will have. Therefore, it is in conflict with that strategic policy.

Michael Bach (London Forum of Civic and Amenity Societies): It is even madder in a way because, if it is a move to lower densities, then it cannot support local services in the area and so people will have to go further to get their daily needs and they will have to drive for many of the trips they will have to make. It would basically be getting lower densities and fewer local services and people having to use their cars more than they would do if it could support local services including public transport.

James MacColl (Head of Campaigns, Campaign for Better Transport): Yes. We know that car dependency is bad for local economies and we have information that we can provide to show you that.

Navin Shah AM: Peter, from a transport perspective, what is your view on this?

Peter Wright (Policy Manager, Transport for London): Policy 6.1 does also link into table 6.1 in the London Plan, which is around this big strategic piece of investment, and the scale of the number of developments we are talking about will not have any effect on the strategic transport requirements for London.

It has been touched on in various examples already. It is an integrated approach of which the standards are only one part. Parking management is another. Design is another. Provision of other services or facilities for walking and cycling is another. All of those things will make an area attractive for public transport, walking and cycling. If there is less public transport available, then the car may be an appropriate mode in those locations.

Therefore, I do not think it undermines it, but there has to be an integrated way of looking at what should be provided in order to get a mix of modes. A car driver is also a cyclist is also a pedestrian and so you cannot say, just because there is a car there, it is the only mode that they are going to use.

John Lett (Strategic Planning Manager, GLA): Just to underscore what Mr Wright has said and at the risk of sounding as though I am in an examination-in-public, which one of my colleagues has indicated at the end here, you have to read the policy in the round. It says that "the Mayor will work with all relevant partners to encourage the closer integration of transport and development", through the schemes that Peter [Wright] has just mentioned in the proposals in 6.1, "encouraging patterns of development that reduce the need to travel, especially by car", which is what is promoted in your background note. That is essentially looking at the big bits of kit and the higher PTAL areas. We are looking at these exceptional, lowest PTAL areas where we do

need to have an integration of land use and transport and it has to be realistic. We have to recognise that in those sorts of areas there is a higher dependency on the motorcar because the big bits of kit - the big schemes in table 6.1 - probably are not going to bear on them in the same way as they will in the higher PTAL areas, almost by definition.

Nicky Gavron AM (Chair): Can I just come in? This policy could lead, as we have just heard, to lower densities, not higher densities. Lower densities mean we all pay because all the utilities and so on have to go further. Sprawl, as every single urban economist has proved, is expensive for all the citizens. There is something self-reinforcing about this because the lower the densities, the less you can make a case for proper public transport, even for a bus.

We have a situation where it was pointed out earlier that in Barnet the roads are going south. They are not in Haringey. You still have to take three buses to cross the borough east-to-west. We do not yet have a good enough bus service in outer London, let alone other transport. That does not mean that that is not an overarching objective of every single mayor to improve public transport.

What we are doing here is making that case much more difficult because there will not be the necessary demand. I really worry about us entrenching a policy that actually goes against so much of what the London Plan is about. Does anyone want to respond?

Michael Bach (London Forum of Civic and Amenity Societies): Yes. I would accept Mr Lett's suggestion and Mr Wright's suggestion that we are talking about things at the margin in both geographical and scale terms. If I can use a different metaphor, it is not the direction of travel that the plan is promoting. In other words, it is departing from the general direction.

We can have departures, but planned departures that are based on local evidence. It does not actually have to be promoted from the centre. We think that there is sufficient in the recent justification to tell people what they should take into consideration and, if it can be justified, adopt slightly different standards locally.

Navin Shah AM: Chair, also, there is this other factor. Whilst it talks about low densities in outer London, given the economic growth areas - for example, opportunity areas, etc - that we are promoting in outer London boroughs, there is certainly a case for better quality and an extension of public infrastructure. Should we not be using that opportunity to actually address the whole issue about the poor infrastructure and poor public transport that you come across in outer London boroughs? That will then respond to the whole issue about excess and sustainability as well. That is where it is dangerous to change a policy that says that you promote more generous parking standards because you have to look at the entirety rather than say *per se* that there is a case for low-density housing in outer London boroughs and therefore we should just have more parking spaces, which is what the new approach seems to be leading to.

John Lett (Strategic Planning Manager, GLA): We are not precluding improvements, possibly not in rail. There are only three big schemes on the stocks at the moment because that is the sensible way, but we do consider buses. We do not preclude an improvement in bus services --

Navin Shah AM: I am not saying you are precluding. What I am saying is, given that situation and given that scenario, is it really necessary or appropriate even to have the kind of wording we are using as against what has been promoted by the Outer London Commission?

Nicky Gavron AM (Chair): Jennette, do you want to come in?

Jennette Arnold OBE AM: OK. From what I have heard, it has been touched on, but can I just start by asking Peter Wright from TfL, based on his position in terms of how much clarity he can bring to this

discussion, a straightforward question? Will the policy significantly damage the prospect of securing better public transport for outer London? I have to declare an interest here as a representative of Chingford, Waltham Forest and Leyton, places where they are desperately in need of greater transport infrastructure. Can you tell us with some clarity what this policy will do?

Peter Wright (Policy Manager, Transport for London): The policy sets out that we should take into account existing PTALs and how connected they are currently and also in the future.

We have recently produced a new online way of presenting PTALs that looks at current PTALs and you can add in future scenarios. In the case of the constituents in the areas you are looking at, if there is a major development going in there, you can estimate what the future public transport accessibility will be, both on the rail schemes - and, as John [John Lett] says, there are not significant numbers of rail schemes - and also on bus services. For instance, Barking Riverside is an area where the modelling looks at the planned future bus network for the area and says, "This is the level of public transport that will be expected there", and that should be what you set your future parking standard on, not just on the existing. For all of the major developments and places like the opportunity areas, where you would be looking for much higher modal sharing --

Jennette Arnold OBE AM: This is west London, particularly.

Peter Wright (Policy Manager, Transport for London): Yes, west and north and down into Croydon as well. In those places, you would be looking for a much higher modal share of public transport, walking and cycling. Normally, you would be providing significantly more public transport in order to unlock them and that would be the scenario you would use to assess the future public transport accessibility. That would then mean that the funding would still be dependent on what you say the future PTAL requirements would be rather than on the existing.

Jennette Arnold OBE AM: That is for those areas we know about in terms of growth where the investment currently is, but what about those huge pockets of residential and whatever other use goes on there? The cry is for greater public infrastructure. Will this plan help or would that be a greater disadvantage?

Peter Wright (Policy Manager, Transport for London): The bus network is always under constant review and that will take into account the demand as new developments come on line with the housing that is available in them.

Going back to one of the points that we were talking about earlier, in many cases in arguments people will say that cars are being left at home and are not used, for instance, for commuting to work. There are various numbers that are reported in the evidence pack as well. A significant number of people do not use their cars for commuting purposes and they might use them for weekends or during the day. In addition to that, you would take into account what that demand is and then which bus services are already there and the additional requirements as more developments come online. That would be something that we take into account as we have more developments.

Jennette Arnold OBE AM: Can I just flag this up? I would not call it a phenomenon but it is a known activity where, for instance, a constituent of mine lives on the edge of Chingford and would drive then into, say, Leyton Park up in Leyton and take the Central Line or the accessible transport. How do you factor in the growth in an area in outer London, which is residential use? Do you just write them off and say, "Basically, you are going to have to either use your car for limited use or we can provide you with buses"? Is the option for them only going to be buses and cars?

Peter Wright (Policy Manager, Transport for London): Public transport provision does depend a lot on the amount of people who live in an area and the demand to where they are going. What you are describing is 'railheading', where someone might drive to an area and park. That would only be one option for those residents. If there is significant additional demand, then a bus service could be provided. Otherwise, various outer London boroughs, as part of the Mayor's Vision for Cycling, are investing heavily in cycling infrastructure - Enfield, Waltham Forest and Kingston - to have the cycling facilities to get people into those centres. That is just one part of the Mayor's vision, alongside the cycle Quietways as well, to try to improve access via cycling as well as public transport.

Jennette Arnold OBE AM: Develop these hubs, and then expect people to find their way into these hubs, a bit like Tottenham Hale, for that wider area?

Peter Wright (Policy Manager, Transport for London): Yes.

Jennette Arnold OBE AM: As well, I received a number of emails - when it was shown that I was substituting for the wonderful Mr Copley [Tom Copley AM] - from my activists and can you just clarify? What is the timeline in terms of TfL's plans and this London Plan? Can you just confirm how their timelines fit together?

Peter Wright (Policy Manager, Transport for London): I will hand over to John for clarity, but the London Plan has obviously been revised in the Further Alterations. With the Mayor's Transport Strategy, 2031 was the planning horizon. You had additional allowances for the population projections. You went slightly further now.

John Lett (Strategic Planning Manager, GLA): Yes. The Further Alterations take it through to 2036.

Jennette Arnold OBE AM: Yes, 2036, and the TfL plan goes to 2030.

John Lett (Strategic Planning Manager, GLA): It is 2031, I think.

Peter Wright (Policy Manager, Transport for London): 2031 was the Mayor's Transport Strategy.

John Lett (Strategic Planning Manager, GLA): We are now, as officers, looking at options for the next full review of the plan for a future mayor, and it looks very broadly as though the population projections of 75,000 a year, half as much again as we have had in historic plans, are OK, give or take, as far as one can tell. There is an issue about household growth. We think that might be out by about 5,000 a year.

Jennette Arnold OBE AM: This is the projected 10 million?

John Lett (Strategic Planning Manager, GLA): Yes. This is going forward to the 10 million.

Jennette Arnold OBE AM: Going forward?

John Lett (Strategic Planning Manager, GLA): Is it going to be sooner rather than later? That is the big issue for us. We are working with colleagues in TfL and elsewhere, trying to work out the most likely set of projections for the future growth that the future Mayor might want to consider and that then feeds back into the sorts of schemes that Peter and his colleagues in TfL are thinking about for moving people around London. At the moment we are looking at three big schemes: Crossrail 2, the Bakerloo line extension and the Gospel Oak to Barking Line (GOBLIN) at Gospel Oak. Those are the big three at the moment. Should we look at more? As officers, we are obviously thinking about it.

Jennette Arnold OBE AM: All right, because that makes sense and tries to put it into some context in terms of people out there who are livid and campaign and their concerns. Thank you for putting that on the record. You are indicating you had something to say, Mr McKee?

William McKee (Chair of the Outer London Commission): What I was going to say was this. The art of policymaking, which is what we are talking about, has to be grounded in a proper relationship between what is realistic and practical and what is theoretical and potentially unlikely.

Jennette Arnold OBE AM: And mayoral promises that cannot be met.

William McKee (Chair of the Outer London Commission): Yes. Could I use an example, just particularly picking up what you said? It is an extreme example and so do not laugh too hard.

If TfL had come to the Commission's deliberations and said, "We believe and it is in our plans that there is a realistic opportunity that, by the period of the plan, the density of bus network in outer London will be tenfold compared with what it is now", the Commission would have taken a different view. Also, the boroughs probably would have put to us a different view.

Of course we understand the theoretical relationship between transport and accessibility and between that and sustainability and a whole range of things, but what we are looking for is a realistic aspirational assessment of what is likely. We are not talking about Croydon. We are not talking about Bromley. I mean the town centres, not the boroughs. They have high PTAL ratings. They will get different parking standards applied to them than other parts of outer London. When you take a realistic view of what is likely to be the change that will happen in outer London - and John Lett just now was talking to us about only three rail schemes and so on - the assessment of the Commission was that it is not going to significantly alter. Against that background, the Commission made its views known.

This is not an argument about 'promote' or 'should'. This is just about how policy is related to the realities of planning the future growth of London and how London will develop in the future, and that is how we looked at it.

James MacColl (Head of Campaigns, Campaign for Better Transport): If the reality is that nothing will change and everything will stay the same, then we do not need to change the London Plan. Actually, what is going to happen --

William McKee (Chair of the Outer London Commission): I did not say nothing would change. What I actually said was the density of public transport is unlikely to significantly change. Other things may change.

Steve O'Connell AM (Deputy Chair): It is basing policy on the real world, as opposed to an aspirational world.

James MacColl (Head of Campaigns, Campaign for Better Transport): Yes, which would dictate that you do not need to make these changes.

Jennette Arnold OBE AM: Yes.

William McKee (Chair of the Outer London Commission): Not in the slightest. No, that does not follow in the slightest.

Nicky Gavron AM (Chair): We are entrenched.

Jennette Arnold OBE AM: We are entrenched. Can I go to Mr McKee? I will take the two dynamics you have set out. I think you missed the third and that is the political dimension. It just seems to me that if your two dimensions were all there was, then that would be fine; we would live in a different world. There is a third dimension of politics and in London we have mayoral aspirants at the moment campaigning, as the Americans said, in poetry, which has little to do with the policies that they do introduce or follow. I am saying that in terms of - I do not know whether you met them - the longstanding, well-respected campaigners for the GOBLIN - a system that is so overcrowded it is a joke - who have been campaigning for 20 years because they knew that people were coming and that there would be this demand. Yet it seemed that it was below the radar of all your transport planners and everybody else or it was not significant enough. This is the reality that we face as politicians. That is why we are here today: to try to see if we can just bring a little bit more light to the matter. Thank you.

I have another question. People have talked about the demand for public transport and the business case for investment. I was a bit concerned when I heard about Berkeley being referred as a reference point because in two thirds of my constituency you are never going to find a Berkeley home. You would find other developers. I do not know how you factor in their research. This is just a point to make. Are the proposals likely to damage or affect the future relationship between the business case for investment and public transport? Can anybody bring any clarity to that?

Michael Bach (London Forum of Civic and Amenity Societies): At the lowest densities, the likelihood is that there will not be a business case for public transport.

Jennette Arnold OBE AM: That is right.

Michael Bach (London Forum of Civic and Amenity Societies): If the answer is to make it lower density still, it does not really help. Actually, getting to the point where you do have a business case is probably requiring higher densities than that. When you look at places - sorry, can I say Barking - and all opportunity areas, the problem is that public transport does not arrive before the people. The people have to come there and rely on what there is not, which there is no public transport, and so they do go to use their cars. That is going to be a problem with all the opportunity areas, where one of their problems has been that they have been poorly served by public transport. You do not get public transport, particularly high-capacity public transport, overnight. Buses are the only flexible short-term and medium-term option for most places and that will need a lot of fine-tuning. You can expand capacity as population grows, but you are not going to get any of the big projects going to many of these places unless they already have it or a large bung from the Chancellor of the Exchequer.

Jennette Arnold OBE AM: OK. Mr Lett, anything to put on record about this?

John Lett (Strategic Planning Manager, GLA): The realities of the relationship between public transport and investment and development are correct. The French system, which is held up as a paragon, is supposed to put the public transport in first. I am not altogether certain that they do, invariably. Is this a bad thing or not?

It is certainly the way London has been planned since the mid-1980s. London's macro level has done quite well since then. Our contribution to national gross domestic product (GDP) has gone up - I can remember from the mid-1980s - from around 12% to nearly 25%. The population has gone up from 6.7 million around about the mid-1980s to 8.6 million. Employment has gone up from just under 4 million just before the crash in 1990 to 5.6 million. This is not blueprint planning by any stretch of the imagination and it is not 'solutioneering', but the cumulative impact has supported the greatest growth in a city certainly in Western Europe.

I agree with Michael [Michael Bach]. In an ideal world we would put the transport in first, but the reality is that this sort of typical London way has not totally failed and some would say it has done quite well in aggregate. It does not mean to say that there have not been issues.

Jennette Arnold OBE AM: OK. Thank you.

Nicky Gavron AM (Chair): Thank you. Jennette, are you finished?

Jennette Arnold OBE AM: Yes.

Nicky Gavron AM (Chair): All right. We have to move on to housing standards. I would just like to say, though, that you have just talked about that world and we have heard about the third dimension. Will McKee, I actually do think the Outer London Commission's wording is helpful. What I do not think is that we should actually be ensuring that we do not have a tenfold increase in bus transport in outer London because we absolutely need --

William McKee (Chair of the Outer London Commission): We did not say you should not. What we said was it was likely.

Nicky Gavron AM (Chair): You are saying it was not realistic and we should be absolutely pushing for that. As John Lett has said, you always have to have the demand - and even latent demand, not just manifest demand - before you create the actual infrastructure itself. The concern is that we are only in parts of London, I agree, at the moment anyway, where what we are recommending - this is what the Mayor is recommending - is where there is a low PTAL rating, we should actually have lower densities and a greater land take for the lowest density service land user, which is the car, and we should up the value of homes, which is quite worrying. I do not know. I would say to Steve [Steve O'Connell AM] that what we have now is probably in the spirit of localism because it allows boroughs to be flexible. That is not saying you should promote more generous parking. It is saying you can where you want to.

Steve O'Connell AM (Deputy Chair): Out there, there is a problem that we have talked about at length, leading to stalling in regeneration in district centres --

Jennette Arnold OBE AM: Poor Croydon.

Steve O'Connell AM (Deputy Chair): -- and other issues, partly because there is no significant parking. We have debated it fully and it has been an excellent debate.

Nicky Gavron AM (Chair): All right. You have given us a lot of information and a lot of expertise and good discussion so that we can actually form a report that reflects the different opinions and that will be our response in the consultation that goes in next week. Thank you all very much for that.

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Planning Committee – 16 June 2015
Transcript of Item 8 – Minor Alterations to the London Plan and Housing SPG
Consultations
Session Two: Housing Standards Consultation

Nicky Gavron AM (Chair): We are now going to turn our attentions to the Government's Housing Standards Review and the Mayor's proposals - and he has a consultation out - for are how we are going to reflect the Housing Standards Review. This is about housing standards in the London Plan and how many are going to change, whether they are going to change and whether they should. Our panel, would you just introduce yourselves for those who are watching?

John Lett (Strategic Planning Manager, GLA): John Lett, lead on the London Plan. May I take this opportunity, Chair, to introduce Jennifer Peters, who is the new Strategic Planning Manager responsible for land use policy and local plans, who I do not think has been in front of you before?

Nicky Gavron AM (Chair): Welcome, Jennifer.

Jennifer Peters (Strategic Planning Manager, GLA): Hello. Thanks for having me.

Celeste Giusti (Senior Strategic Planner, GLA): Celeste Giusti, also from the London Plan Team, dealing with our climate change policies.

Nicky Gavron AM (Chair): Thank you very much. I will kick off, then. The London Plan has pretty strong housing standards. You have been making representations on these. Can you tell us how you got on and what have been your priorities in terms of what you bargained for? This is quite a wide-ranging area and will shape the way new homes are created and to be lived in in the future.

Jennifer Peters (Strategic Planning Manager, GLA): We were involved quite in-depth with the Government and its changes to the housing standards, although we started the process in 2012, looking at the Red Tape Challenge and looking at the Housing Standards Review. Because we had standards in London already, it was important to them to talk about how we had standards, but also we felt it was important for us to be involved to ensure we influenced them. John sat on the steering group as part of the housing review. There were a lot of different groups. We sat on the overall steering group. We also sat, a mixture of myself and John, on the access subgroup, and also Julie Fleck and Neil Smith, for a time, our Access Advisors, sat on the access group. We also did the two formal consultations and responded in-depth to both of those.

In terms of our priorities, I suppose the space standards, which we have embedded in the London Plan from 2011, were one of the key things we wanted to make sure we kept. There was a lot of debate about whether they were going to have space standards at all, whether they were going to be in building regulations and whether they were going to be applied through planning. We wanted to make sure, if they did have space standards, that they were fit for purpose for London. We also had some priorities around the carbon and energy-saving agenda. I do not know, John, if there were other areas. Access, of course. We were very keen to ensure access.

John Lett (Strategic Planning Manager, GLA): Access, Lifetime Homes and, in particular, the wheelchair housing standards were particular ones as well. Water was raised and I sat through several groups on that as well.

Celeste Giusti (Senior Strategic Planner, GLA): We had separate, more technical meetings on our energy policies and trying to work out how they could work in with what the Government wanted to do.

Nicky Gavron AM (Chair): Yes. We can come back to all these, though. In fact, you had a quite wide range of issues to discuss and to prioritise.

Jennifer Peters (Strategic Planning Manager, GLA): Yes.

Celeste Giusti (Senior Strategic Planner, GLA): Yes. Some of the areas were with different offices at the Department for Communities and Local Government (DCLG). Some of them were with specialists. The energy ones were with specific people from the building regulations side.

John Lett (Strategic Planning Manager, GLA): I was dealing with effectively the head of building control who was co-ordinating the whole exercise at DCLG, the DCLG officer there.

Nicky Gavron AM (Chair): I do not know if you put it as sharp as 'battles', but how have you fared? What have you won?

Jennifer Peters (Strategic Planning Manager, GLA): The space standards in terms of the gross internal areas were quite a win. I know that you will probably notice that the standards for larger homes are slightly smaller than we have in the London Plan at the moment, but as we primarily deliver flats in London and where we deliver houses they almost always exceed the space standards anyway, we did not feel that was much of a problem. We were really pleased to get those pretty much where we have them as well in the London Plan. Also, getting the access standards, three options within the building regulations, is a really big win not just for London but for the rest of the country. Those would be my key wins.

Celeste Giusti (Senior Strategic Planner, GLA): Energy is slightly different in that it is not an optional standard. It is more of a policy statement. In the policy statement, they did specifically mention decentralised energy.

Nicky Gavron AM (Chair): They mentioned decentralising?

Celeste Giusti (Senior Strategic Planner, GLA): Yes, in terms of what the Government's policy is should not preclude developers or borrowers still seeking decentralised energy.

Nicky Gavron AM (Chair): That is a win. OK.

John Lett (Strategic Planning Manager, GLA): Chair, as Jen [Jennifer Peters] alluded to; there was a lot of toing and froing on this. We went in with - I paraphrase here - a preferred option: just leave London alone because we have our standards and we are working.

Nicky Gavron AM (Chair): Yes.

John Lett (Strategic Planning Manager, GLA): It became obvious that that was not going to work and that there was a strong demand to have national standards. Then came an issue as to how we, as London, could preserve as much as possible of what we have already without undermining the Minister's clear indication that he wanted a national approach, which is how we have ended up - and one never knows what goes on in DCLG - with two-tier standards: an upper tier that you elect to, and we have to do a minor alteration to go through that election process, and lower-tier ones, which are effectively the default standards. What we are doing here is going for the upper ones, which are pretty much what we had before with a few minor exceptions, which you have picked up on.

Nicky Gavron AM (Chair): What are the default standards, then?

John Lett (Strategic Planning Manager, GLA): The space standards that Jen [Jennifer Peters] has mentioned are ones that you have to elect to. With the access standards, the Government has effectively done away with the Lifetime Homes.

Nicky Gavron AM (Chair): It is a lifetime, is it not, John?

John Lett (Strategic Planning Manager, GLA): Indeed. It is rather a while. Lifetime Homes and our own wheelchair, but those have been replaced with three options - M1, 2 and 3 - and they are almost there. Not quite, but almost.

Nicky Gavron AM (Chair): We are going to go into a bit more detail in a minute.

John Lett (Strategic Planning Manager, GLA): Yes, we are. The water one, once you have played around with the remaining five litres, is where we started off with. Then we have various other things to do with security and bins and things like that, which are actually enshrined in building regulations anyway now.

Nicky Gavron AM (Chair): I want to know everything. We can unpick a bit more of this.

Andrew Boff AM: On that, this is a sort of overarching question. What effect do the national standards have on our standards? Somebody builds a building. It is somewhere between our standards and the national standards. Are they going to be able to appeal and get through their standards anyway? What effect is it actually going to have on developments in London?

John Lett (Strategic Planning Manager, GLA): Our feeling as officers is that, by and large, they will probably strengthen our hand because, rather than just having the Mayor and Supplementary Planning Guidance (SPG), we now have them enshrined nationally where there is policy or through the building regulations. There is more weight behind them, but we have to go through this elective process to be able to take them on board to have them properly tested. The fact that we have gone through the testing process twice already is perhaps an irritation, but we think we will get something stronger out of this process.

Jennifer Peters (Strategic Planning Manager, GLA): It is probably also worth saying that where they are the building regulations, access and water, they are going to be applied differently. They will be applied through the building regulation process, which some people would say is almost more stringent than the planning process because there are definite after-building checks to make sure that they have been built to the standard that you agreed.

Andrew Boff AM: Thank you. Good. Thanks.

Nicky Gavron AM (Chair): Can we go on to our next question?

Navin Shah AM: Yes. Chair, before I come to that, following Andrew's line, where we have, say, divisions between what national standards say - ceiling height, which is what I am coming on to now, where they are saying 2.3 metres and we actually have met the standard - on appeal, will we be able to defend our 2.5 metres as against national standards? What happens there?

John Lett (Strategic Planning Manager, GLA): We are hoping that the form of words that we have put in, which is to strongly encourage 2.5 rather than 2.3, will prevail in the unique circumstances of London and that we will have a reasonable inspector who will take our arguments. We think the combination of the heat island

effect, the very high densities, seven-eighths of our output is flats; those are convincing arguments. Then we will turn to the Secretary of State and say, "We think this is right. The inspector thinks it is right. What do you think about London and localism?"

Navin Shah AM: Yes. Then this is about quality of life. We have better quality of life through space standards, and space standards are not two-dimensional. They are three-dimensional. Volume is critical. When you imagine a 2.1-metre door head height, only about 8 inches above, that puts everything in perspective, how low the ceiling will be, even for your average rooms. Obviously we are all singing from the same hymn sheet in this case, but the question is, will the strongly encouraging ceiling height to 2.5m be sufficient to push developers to follow? Probably the answer is yes, from what you were saying before.

John Lett (Strategic Planning Manager, GLA): If we get it into the London Plan, then yes. It would of course have been preferable to have 2.5m in the Government guidance but, as a second-best, it is a pretty good second-best.

Navin Shah AM: Yes. Is there any room to lobby the Government to change this to follow our better standards at all? Can we do something?

John Lett (Strategic Planning Manager, GLA): You have rather put me on the spot there. I would prefer not to respond to that one at the moment.

Navin Shah AM: Is something being done? Can I put it that way?

John Lett (Strategic Planning Manager, GLA): I cannot go into that.

Navin Shah AM: Is lobbying in process, then? I take it, as you are not able to answer, that there is something being looked at to see whether there can be a different result than the current situation we have.

John Lett (Strategic Planning Manager, GLA): You can take it that the Mayor would not have put "strongly encourage" in his draft London Plan if he was not going to put his force behind it.

Navin Shah AM: Good. That is the end of my question, then. Thank you. Good.

Nicky Gavron AM (Chair): First of all, lower ceiling heights. Just quickly rattle off the things they affect.

Jennifer Peters (Strategic Planning Manager, GLA): It is ventilation, the daylight and the sunlight that it gets. It can heat up because of the ventilation. Also, just the feeling of comfort and openness.

Navin Shah AM: It is a flow thing, really.

Jennifer Peters (Strategic Planning Manager, GLA): Yes, exactly.

John Lett (Strategic Planning Manager, GLA): We build at, using DCLG stats, just over four times the national density and seven-eighths of our output are flats. We are completely different to the rest of the country.

Nicky Gavron AM (Chair): We have a very, very strong case.

John Lett (Strategic Planning Manager, GLA): As GLA officers, we would say that.

Navin Shah AM: John, how does this compare with the old Parker Morris [Parker Morris space standards]? I tried to look it up but I could not find whether it had a minimum ceiling height.

John Lett (Strategic Planning Manager, GLA): I cannot remember the Parker Morris ceiling height.

Nicky Gavron AM (Chair): It was seven feet, six inches.

Navin Shah AM: Yes. That is 2.3 metres.

John Lett (Strategic Planning Manager, GLA): It is 2.3, is it not?

Navin Shah AM: No, 2.3 metres is 7 feet and 6.5 inches; 2.5 is 8 feet and 2.5 inches. We are talking about 8 inches in difference, which is quite a lot.

John Lett (Strategic Planning Manager, GLA): Yes. It really does give you that extra sense of space. We have been around a lot of new developments and looked at them ourselves, as well as having architects working for us.

Nicky Gavron AM (Chair): Can I ask? Are they reducing the ceiling height? That means you might keep the space standards and I believe we have to get on to that and just find out what has been lost in this keeping of the space standards. It means you can have more storeys, does it not?

Andrew Boff AM: What was the evidence base for suggesting 2.3m rather than 2.5m? I am curious as to why they chose that figure.

John Lett (Strategic Planning Manager, GLA): There were very strong representations from the private sector. Sorry. That is my perception.

Andrew Boff AM: OK, sure. Thanks.

Navin Shah AM: My view is that this is to increase density in a different way, to talk about more dwelling units, because by reducing, depending on how high you are going, you could add another floor or two. To me, the proportions will be wrong, visually, architecturally. Once you start squeezing the box flatter and flatter, it just will not look right, in my view. It has serious implications for people living in and using that accommodation. We are talking about minimum room standards, which is what developers and designers are applying. If you are going to reduce that even in volume, it is going to have a very negative impact. Anyway, we are on the same side.

Nicky Gavron AM (Chair): Shall we move on to the next area?

Andrew Boff AM: I just wonder why the GLA has not chosen to strongly encourage the old London Plan policies such as the requirement for ten square metres per extra bed space in homes for more than six people, the old space standards for larger houses and the requirements for temporary bed space access there. We had standards and we do not seem to have --

John Lett (Strategic Planning Manager, GLA): We basically have a longer list, Chair.

Jennifer Peters (Strategic Planning Manager, GLA): Yes. On those particular ones that you mentioned, in terms of the extra space for larger units, the Government's nationally described space standards table actually goes up to eight-person units. Ours only went up to six before and in general we do not tend to get

much more than that in London. We feel that that covers that and so it is just not necessary to have that in there. We still might mention it in the SPG as a rule of thumb.

Then, in terms of the bed space, it was a Lifetime Homes requirement. Now, when it comes to access, we can only apply what is in those building regulation requirements, and when it is the building regulations, it is even more difficult to try to apply a different standard. It would be very hard because it is a different regime. Also, although you do not have to say there is a specific bed space, most places, if you meet the space standards, would be able to put a bed on the ground floor.

There is also the fact that although the Housing Standards Review is quite implicit about not being able to do extra standards beyond that, it only covers technical internal standards, more or less. There are some access ones which are access to the property, but more or less it is technical internal standards. A lot of the stuff that we have in the housing SPG, which links to the policy of 3.5, is still there: dwellings per core, the numbers of lifts needed and things like that. The number of lifts needed depending on the floors. We are keeping those in our SPG. A lot of standards we have kept. We have not just gotten rid of things.

Andrew Boff AM: The room size standards? I was not quite clear.

Jennifer Peters (Strategic Planning Manager, GLA): We have kept the overall gross internal area because that is obviously in the Government's standards and we have kept the bedroom size standards. We have not kept our best practice standards that we had, which were about the living room areas and the kitchen sizes, basically because they are just not part of the Government's standards. However, again, within the SPG we have some text which says about, for example, if you have dwellings for five people or more, you should have two separate living areas. We have tried to keep as much guidance to get good-quality dwellings as possible, but within the regime that Government has set you have to either take their standards, more or less, or no standards.

Andrew Boff AM: You also decided not to encourage standards for the areas of the home not covered by building regulations or by the nationally described space standards.

Jennifer Peters (Strategic Planning Manager, GLA): No, we do still have a lot of those where they are not technical standards related to the internal layout of the home. We have kept a lot of those in the housing SPG. Actually, at the back of the SPG --

Nicky Gavron AM (Chair): Enlighten us. Tell us.

Jennifer Peters (Strategic Planning Manager, GLA): Like I say, dwellings per core. We say eight dwellings per core per floor. Promotion of dual aspect, balconies, outside space, private open space. Things like that. We have kept those. We had lots of detailed discussions with Government about whether they fell into the review or they did not, and we understand that we can keep these standards and we would like to do so.

Andrew Boff AM: Did the Government come to a view on outside space?

Jennifer Peters (Strategic Planning Manager, GLA): Yes. It said it is not part of the review and so we can ask whatever we want.

John Lett (Strategic Planning Manager, GLA): We very much wanted that. We wanted it to come to that view so that we could keep it.

Jennifer Peters (Strategic Planning Manager, GLA): Yes, keep our standards.

John Lett (Strategic Planning Manager, GLA): There was quite an exchange about whether balconies should be in or out.

Nicky Gavron AM (Chair): Because they do not have it, it means you can keep it?

John Lett (Strategic Planning Manager, GLA): It means that we can keep it, yes.

Jennifer Peters (Strategic Planning Manager, GLA): It is not a technical internal space standard. To be fair, with this whole process, it is not very clear what is what, and we have had to go through many conversations with Government officials, saying, "Is this part of your review or is it not? If it is not, can we keep it?" It has been quite a hard process to get some clarity on that. What we have settled on is what we have in the Minor Alterations to the London Plan (MALP) and then we have it in our updated housing SPG, which is also out to consultation. It sets out what we are keeping and what we cannot keep because of the Government's standards review.

Nicky Gavron AM (Chair): It seems to me, Andrew [Andrew Boff AM], that what is falling out of it are the larger homes or they may not reach the standards we would want them to reach. You are saying for larger, over five, you are not being allowed to keep the internal layout, two living rooms, or you have to have a kitchen and living room all in one or something?

Jennifer Peters (Strategic Planning Manager, GLA): Yes. We cannot have a standard like that that is conditioned on a development through the planning process, but we can encourage it through the housing SPG, which is what we have done.

John Lett (Strategic Planning Manager, GLA): On houses, as opposed to flats - houses are about an eighth of our output - it looks, if you just look at the table, as though they are two to three metres smaller than what we have in the old SPG. In fact, that is largely because the way stairs are accommodated has now been calculated differently. There is a dog's leg in the new configuration of stairs and that saves you two or three square metres. That, as far as we can see, looking through, does actually explain most of the difference. Perhaps not all of it.

Nicky Gavron AM (Chair): You know that that is not a Lifetime Home. How on earth --

John Lett (Strategic Planning Manager, GLA): No, we have checked this.

Nicky Gavron AM (Chair): How on earth can you get a stair-lift in?

John Lett (Strategic Planning Manager, GLA): You can get a Stannah around the bend. We have had advice from about three architects on this.

Nicky Gavron AM (Chair): You have to get a stair-lift down, across the landing, down?

Jennette Arnold OBE AM: Who is going to pay for it?

John Lett (Strategic Planning Manager, GLA): It would always have to have been paid for.

Nicky Gavron AM (Chair): Yes, but it is much easier to just go, "Hmm, hmm".

John Lett (Strategic Planning Manager, GLA): Yes, you are perfectly right. There is once up and then usually a reveal at the top. This is reveal, down, and then down again.

Nicky Gavron AM (Chair): Yes. It means a nifty design, which allows you to have a smaller hall.

John Lett (Strategic Planning Manager, GLA): Yes.

Nicky Gavron AM (Chair): What about storage in that hall? Is that still being kept?

Jennifer Peters (Strategic Planning Manager, GLA): There is specific built-in storage within the space standards, as there always was with our own space standards, but they have been quite clear about that. There will always be built-in storage as part of the gross internal area.

Nicky Gavron AM (Chair): Bike spaces?

Jennifer Peters (Strategic Planning Manager, GLA): That is not part of the Government standards review, but we still keep it. In fact, it is in the London Plan.

Andrew Boff AM: We have already touched on your question in regard to wheelchairs.

Nicky Gavron AM (Chair): We are getting on to it in a moment.

Andrew Boff AM: If I can step back from that for just a second, in your view, is this going to discourage people from building larger houses with more bedrooms?

Jennifer Peters (Strategic Planning Manager, GLA): No, not at all. When we did our research for when we brought in the space standards in the 2011 plan, we found that where dwellings were falling below the space standards were the one- and two-bedroom flats, not the bigger houses, because people buy bigger houses because they want the extra space. I do not think it will have much effect on houses in London, to be honest.

Andrew Boff AM: Not on the quantum of houses or homes?

Jennifer Peters (Strategic Planning Manager, GLA): No, nor the quality or size of them. Because of the market that houses are aimed at, as John [John Lett] mentioned, they are quite a small outfit when it comes to the overall number of units that we deliver and so they are going for a particular market.

Andrew Boff AM: That is for market-value homes?

Jennifer Peters (Strategic Planning Manager, GLA): Yes.

Andrew Boff AM: Of course, a lot of family homes were built as a result of section 106 agreements.

Jennifer Peters (Strategic Planning Manager, GLA): Yes, that is true.

Andrew Boff AM: Do you feel that it is going to affect those? They are going to be able to get away with building smaller homes, are they not?

Jennifer Peters (Strategic Planning Manager, GLA): Potentially. Our housing and land allowance one is still going through the process of working out what their standards will be for partner-funding arrangements and that will be seeing how the MALP goes through the IP. They have not come to that conclusion yet in terms of what standards they will be asking for. The likelihood is they will go for the Government's standards, which may mean smaller homes. That is to be seen.

Andrew Boff AM: Yes, OK. Thank you.

Nicky Gavron AM (Chair): Jennette?

Jennette Arnold OBE AM: Yes. Can I go to you, Mr Lett? You have started to talk about it earlier and that is the concerns that have been identified regarding wheelchair-user dwellings and standards applying to them. Can I ask you a direct question and then you can take me further? Policy 3.49(a) has also been amended to determine that M4/3, which says:

“Wheelchair-user dwellings should only be applied to dwellings where local authority is responsible for allocating or nominating a person to live in that dwelling.”

Does that mean that there will be a limited market in new homes for disabled people?

John Lett (Strategic Planning Manager, GLA): You have picked up on a significant change there. In accepting - and we do not have any option but to accept - the wheelchair M3 standard, the ones that are finished, ie are actually wheelchair-accessible from the day they can be occupied, will only be effectively affordable housing. The private sector stuff will be wheelchair-adaptable. The supports will be there. The doors will be the right width. The layout will be correct and the space will be correct. The space is actually very significant. There is a big difference between M2 and M3.

Nicky Gavron AM (Chair): Difference between?

John Lett (Strategic Planning Manager, GLA): M2, which is the old Lifetime Homes, which applies to 90% of London's future output, and M3, which is the wheelchair-accessible and applies to 10%.

Jennette Arnold OBE AM: What then applies to private dwellings? M2? It will only be adaptable.

John Lett (Strategic Planning Manager, GLA): No. It is M3, adaptable.

Jennifer Peters (Strategic Planning Manager, GLA): Can I just come in? The way the Government has done it is slightly confusing. There is an overall category, which is wheelchair-user dwellings, and that can be applied across the board, so any tenure. Then that is broken down into two specifics. One is wheelchair-accessible, which is fully kitted out, ready for use. That is the one where the local authority has to nominate or allocate, so we are assuming it has to be affordable housing. Then there is wheelchair-adaptable, which, as John says, has all the space and layout correct but does not have all the fittings, and that is the one that you can ask the private sector to deliver.

Nicky Gavron AM (Chair): Sorry about this. There is a figure, Jennette, of 10% of homes will be wheelchair-accessible or wheelchair-accessible and adaptable.

Jennifer Peters (Strategic Planning Manager, GLA): Yes, both. Wheelchair-user dwellings.

Nicky Gavron AM (Chair): That is a change.

John Lett (Strategic Planning Manager, GLA): Wheelchair-user.

Nicky Gavron AM (Chair): That is bad.

Jennette Arnold OBE AM: When you look at, it seems to me, where we were heading, to where we are now deviating to, it is going to have a real impact on wheelchair users, is it not?

Jennifer Peters (Strategic Planning Manager, GLA): It is not actually a significant change from what we had before.

John Lett (Strategic Planning Manager, GLA): The wording, from memory - Jen is just looking it up - is pretty similar.

Nicky Gavron AM (Chair): Sorry, Jennette, to come in just for clarification, do you mean it was always at 10%? It was always a mixture of accessible and adaptable?

Jennifer Peters (Strategic Planning Manager, GLA): Yes.

John Lett (Strategic Planning Manager, GLA): Yes. It always said accessible and/or adaptable. Sorry, I cannot remember the exact phrasing.

Nicky Gavron AM (Chair): You have just explained there is a major difference in the size.

John Lett (Strategic Planning Manager, GLA): Yes. The Government has basically highlighted a distinction that we have always recognised all the way back through all generations of the London Plan.

Jennifer Peters (Strategic Planning Manager, GLA): We used to say that 10% of new housing is designed to be wheelchair-accessible or easily adaptable for residents who are wheelchair users, and now we say 10% wheelchair-user dwellings. In fact there is not much difference between what was there before and what is there now.

Nicky Gavron AM (Chair): OK.

Jennette Arnold OBE AM: That applies across to both private and affordable?

John Lett (Strategic Planning Manager, GLA): Affordable, yes.

Jennette Arnold OBE AM: Or just affordable?

Jennifer Peters (Strategic Planning Manager, GLA): Wheelchair-user dwellings is across both. When it comes to wheelchair-accessible, completely kitted out, you can only require that as a local planning authority if you are the allocating or nominating authority and so, yes, affordable housing. A local authority will have to decide when it comes to their affordable stock coming through whether they need it to be accessible or adaptable. They would have the choice, depending on their evidence. When it is private sector, it could only be adaptable and so it has all the size and layout right but it will not be fully kitted out.

Jennette Arnold OBE AM: If I can just finish, the legislation then only applies to the local authority? Private developers are outside that requirement?

Jennifer Peters (Strategic Planning Manager, GLA): No. The 10% that we are requiring is for all tenures. How you split it - whether it is wheelchair-accessible, which is a fully wheelchair-user kitted-out dwelling - that can only be social, affordable dwellings, but if it is wheelchair-adaptable - the layout and the size is correct, it is not yet fully kitted-out but it can be in the future - that is for the private sector.

Jennette Arnold OBE AM: OK. If you are a young person now and you are planning to buy a house once this amendment is made, what is going to be your experience? You are going to have to find the cash to actually adapt your dwelling if you are proposing to buy in a private development. Is that the case now?

Jennifer Peters (Strategic Planning Manager, GLA): It can be, yes.

John Lett (Strategic Planning Manager, GLA): I would have thought so, yes. Sorry, you know this better than us, Jennette. It is the grab-rails, the heights, the units, things like that. Usually in the private sector, as we understand it, you have to pay extra for that nowadays, or a developer will kit it out for you. That is the way it is. What we will effectively end up with, we suspect as officers, is a second tier of larger flats. The one- and two-beds will be a lot bigger than the standard what we call M2s, the Lifetime Homes flats, and the doors will be wider and the access to the bathroom will be so that you can get a chair in and orientate yourself around.

Jennette Arnold OBE AM: You said that this was a significant issue. Have you received much lobbying or responses to this change?

John Lett (Strategic Planning Manager, GLA): We have not had the consultation responses back. The Government was certainly very alive to the concerns when Jen [Jennifer Peters] and I were on the review group. We did end up getting a larger M3 categorisation - it was pretty hard-fought - because there was a lobby that said Lifetime Homes is sufficient.

What we were aiming for was as close as we could possibly get to what was in the London Plan at the moment, which is pretty darn close, actually. We have always had this distinction, although it has not been played out much, between what is adaptable and what is immediately accessible and that has been there forever.

Nicky Gavron AM (Chair): I have never known that.

Jennette Arnold OBE AM: No. You would just expect, in a world where we are trying to enable everybody to live their lives, especially people with disabilities, that their homes would come equipped because they are being built now. We are so used to the old stock, where you are told, "It cannot be developed, it cannot be changed". When I visit homes, and the machinations that people have to go through to park their car, move it, chairs from their car park, to be lifted up a couple of flights of steps and then to go into some contraption that takes them into their homes, it is shocking. To think that they are going to have to do that in some instances unless they can pay for adaptations is pretty horrifying.

Jennifer Peters (Strategic Planning Manager, GLA): The idea is that the layout and the size would all be ready for those needs, but this is what the Government is saying and we hear it anecdotally as well. Sometimes these dwellings are built to fully accessible standards, but it is not actually the right accessibility for the person who then comes on and buys it. Then the kit that is in it has to be ripped out and new kit put in. The idea here is that you are only kitting it out where you definitely know the person who is going to be moving in, which is where it comes through the allocation and nominations route. There is some justification for it that is not just trying to save money. It is trying to make it bespoke. In the private sector, I suppose it might mean that people have to pay that extra for the kit.

Jennette Arnold OBE AM: Yes. No, that makes sense. Thank you. I do not know. In putting your argument forward, did you produce any evidence or find any evidence of the need for wheelchair accessibility in the private rented sector (PRS)? Is there any evidence around that?

Jennifer Peters (Strategic Planning Manager, GLA): Not specifically, but our view was that wheelchair-user dwellings on the whole should be cross-tenure so that people have the choice.

Jennette Arnold OBE AM: Yes. Going back to what you just say, it is possible now to be thinking that in the PRS or private development the option is there now for a more bespoke fitting.

Jennifer Peters (Strategic Planning Manager, GLA): Yes.

Jennette Arnold OBE AM: That is what you would --

John Lett (Strategic Planning Manager, GLA): The only circumstances where that might not apply would be if we had a separate use class order for the PRS, which is an idea that has been bandied about, and most of the potential investors in PRS stuff actually do not want that because they want to be able to sell on at a later date. They do not want to be lumbered with a separate use class. Providing there is not a separate use class, this is cross-tenure and it will apply to them.

Jennette Arnold OBE AM: That was my third question, John. Thank you for answering it before I asked it.

John Lett (Strategic Planning Manager, GLA): I am sorry.

Jennette Arnold OBE AM: No, that is lovely. That is a sign of a great officer. It was about the possibility of seeking this extra through parliamentary lobbying or those sorts of means on this new category. Categories come about through lobbying. You were saying that that sector would be against it.

John Lett (Strategic Planning Manager, GLA): That is the message that we get from most of them, not all of them. There are some who want a separate use class because they think that will then depress the value of land and it will be cheaper to build, and then most of them think, again, after 15 or 20 years, they want to get the money back, basically, and sell them on the private market. Of course, if it is a separate use class, you then have to get planning permission to sell them on the private market, and various planning constraints such as affordable housing policy would apply.

Jennette Arnold OBE AM: Yes, but we also know from experience that the private sector sometimes has to be pushed and shown the right way. Maybe in future --

John Lett (Strategic Planning Manager, GLA): It is not just the Mayor. Certainly the Planning Officers Society has long negotiations with the Government and the private sector on how to incentivise PRS, and this is something that has been ongoing for some time and I think will probably continue. There has been a slight uptick in PRS starts, rather than output. Am I right in thinking that?

Jennifer Peters (Strategic Planning Manager, GLA): Yes. It depends how you classify them.

John Lett (Strategic Planning Manager, GLA): Yes.

Jennette Arnold OBE AM: OK. Thank you.

Nicky Gavron AM (Chair): Navin, did you want to come in?

Navin Shah AM: Jennette [Jennette Arnold OBE AM] has raised an interesting issue about consultation. Do you know, John or Jennifer, whether we have been in contact with the stakeholders like Age UK or the physical disability groups to get their perspective of the changes proposed?

Jennifer Peters (Strategic Planning Manager, GLA): Yes. We have our strategic access panel that actually met last week and we had quite a full discussion about the MALP. We had their views in that meeting and then our access officer is going to collate their response to the consultation. Yes.

Navin Shah AM: OK.

Jennette Arnold OBE AM: There is no way of that being referenced to us, is there?

Jennifer Peters (Strategic Planning Manager, GLA): Once we have received it, we can send you a copy, yes. It is not a problem.

Jennette Arnold OBE AM: That would be of interest.

John Lett (Strategic Planning Manager, GLA): Yes. These are all published and so they are available.

Nicky Gavron AM (Chair): Can I just ask? How on earth do you get to know you have 10% across all the sectors? I can see how you can do it in the public sector. How do you know from the rest?

Jennifer Peters (Strategic Planning Manager, GLA): That we are delivering it?

Nicky Gavron AM (Chair): Yes.

Jennifer Peters (Strategic Planning Manager, GLA): We monitor the delivery of the wheelchair standard and we do deliver about 8%, which is quite good. We do not break it down by tenure actually - I am not quite sure why - at the moment. It is just the way our system works.

Nicky Gavron AM (Chair): Can we recommend that you do break it down by tenure?

Jennifer Peters (Strategic Planning Manager, GLA): We could look into that, yes.

John Lett (Strategic Planning Manager, GLA): We can certainly look into it, yes. The London Development Database is a rather marvellous creature.

Nicky Gavron AM (Chair): Could you write to us about that and how you intend to do it? Do it through the --

John Lett (Strategic Planning Manager, GLA): It can actually be a lot more complicated than it sounds because we have to get 33 boroughs to sign up to this and that can take time. As a general proposition, yes.

Nicky Gavron AM (Chair): Does older people's housing count as part of the 10%?

Jennifer (Strategic Planning Manager, GLA): Specialist accommodation is not covered by the standards.

Nicky Gavron AM (Chair): It is something different outside of it?

Jennifer Peters (Strategic Planning Manager, GLA): Yes.

Nicky Gavron AM (Chair): Your 10% is not about specialist older people's housing?

Jennifer Peters (Strategic Planning Manager, GLA): No. It is conventional housing.

Nicky Gavron AM (Chair): That is additional?

Jennifer Peters (Strategic Planning Manager, GLA): Yes.

John Lett (Strategic Planning Manager, GLA): Yes.

Jennette Arnold OBE AM: Just to check, can I just come back and say that it is a tricky one, is it not? Sometimes we want evidence gathered when it is so obvious. If you look at the King's Cross development, the huge development there, there is some great designing there about accessibility. Because it is so big and because they have really pushed the boat out, every unit there is Lifetime Homes standard and accessible and the numbers are so huge you could just look at that and get your 8%. Do you know what I mean? Figures like that do not tell the true story because developments elsewhere could be in a really poor state.

Jennifer Peters (Strategic Planning Manager, GLA): In terms of Lifetime Homes and wheelchair housing, we do pretty much across the board - and I am sure I have printed it out - meet the standards.

John Lett (Strategic Planning Manager, GLA): They are talking about the 8%.

Jennifer Peters (Strategic Planning Manager, GLA): No, but for Lifetime Homes, which is the --

John Lett (Strategic Planning Manager, GLA): For Lifetime Homes, it is at about 75% or 80%.

Jennifer Peters (Strategic Planning Manager, GLA): Here we go. In the last annual monitoring report, of new-build homes, 93% met Lifetime Homes and 10% met wheelchair homes. We are doing pretty well.

Jennette Arnold OBE AM: That is good.

Nicky Gavron AM (Chair): OK. Celeste, you are going to have to explain a bit here. I want to ask you about 'allowable solutions'. You need to explain to us what they are because it is a new term. These next three questions are all basically around how sustainable the homes are going to be in terms of climate-proofing and environment and carbon reduction. Correct? If you could just tell us a bit more about allowable solutions?

Celeste Giusti (Senior Strategic Planner, GLA): OK. It is an element of the Government's 'zero carbon' definition. From 2016, all new housing will have to be zero carbon and that comprises an onsite element. Developers will have to meet a certain energy efficiency or carbon reduction onsite and beyond that they can either choose to do more onsite, more near to the development, or pay into a fund called an allowable solution.

Nicky Gavron AM (Chair): How does that differ from what you have in the London Plan now?

Celeste Giusti (Senior Strategic Planner, GLA): It is not that different. It is just that the allowable solution may be a national scheme. None of this has been particularly finalised. The allowable solution may be a national fund that a developer can pay into. We are not sure exactly what price that may be, whether it can be a local price or a national price, and then delivery agents will draw down into that pot and deliver carbon-saving measures across the country.

Nicky Gavron AM (Chair): It will be hypothecated?

Celeste Giusti (Senior Strategic Planner, GLA): Yes.

Nicky Gavron AM (Chair): Distributed where?

Celeste Giusti (Senior Strategic Planner, GLA): Wherever people choose to deliver those projects.

Nicky Gavron AM (Chair): You do not have any clarity on that?

Celeste Giusti (Senior Strategic Planner, GLA): Not at the moment. We are pushing the devolution lobby to lobby that London can ring-fence its allowable solutions that it generates to London. There is a figure being bandied around that London will generate £90 million worth of allowable solutions funds every year.

Nicky Gavron AM (Chair): Right. The Mayor is lobbying for it to come to London. Is he lobbying for it to go to the local area?

Celeste Giusti (Senior Strategic Planner, GLA): The Environment team is just doing a piece of work now with the boroughs. We have had several meetings with the boroughs to see who already has funds, funds under the London Plan as opposed to allowable solutions funds, whether or not they are collecting money, whether they have funds and how they are delivering and whether or not they would like to continue delivering under a national scheme. There is nothing to prevent boroughs from becoming delivery agents. The only problem is that in London their schemes may be more expensive to deliver than perhaps in the north, where you do not have such congestion, parking issues and storage issues. The Environment team is going to do that piece of work in the next month to try to establish whether the Mayor could set up a London-wide delivery agent or a portal that would list all the projects that the boroughs want to do. I am not sure whether the Mayor would become the delivery agent or he could use RE:FIT and RE:NEW or whether the boroughs want to. That is a piece of work that is currently being done.

Nicky Gavron AM (Chair): Can I just ask about big schemes, the sort that come to the Mayor? Would developers not argue viability and say, "We cannot do it onsite"? Let me just give you one example. I have heard Lend Lease talk about the possibilities of a small anaerobic digestion plant on a site so that it could provide renewable energy for that development; a rather exemplary developer. Would it make it difficult for us to be able to condition those kinds of things if we want to go forward?

Celeste Giusti (Senior Strategic Planner, GLA): Under the MALP or under the national zero carbon?

Nicky Gavron AM (Chair): Under the London Plan.

Celeste Giusti (Senior Strategic Planner, GLA): OK. Under the London Plan at the moment it would not make it more difficult. We probably would not for an anaerobic digester. We are technology --

Nicky Gavron AM (Chair): I just threw that out. It could be solar panels.

Celeste Giusti (Senior Strategic Planner, GLA): Yes. We are technology-neutral. We would still seek that they meet the target in the most efficient way possible.

Nicky Gavron AM (Chair): That would be onsite for a big development?

Celeste Giusti (Senior Strategic Planner, GLA): Yes.

Nicky Gavron AM (Chair): I can actually see - this is from experience too - that the onsite argument has been highly contested, has it not? I can see viability being argued and people using it as a way of getting out of putting anything onsite and maybe not giving very much money, etc.

Celeste Giusti (Senior Strategic Planner, GLA): We do not get quite as much pushback on energy policies. It is quite ingrained and it must not be as dispensable as delivering affordable housing because that is where we always get the pushback. In meeting our energy targets, we have always taken quite a pragmatic view and to date the industry has kept pace with the Mayor's moving targets. We do have specialists that we employ to review all the energy strategies. They have the technical expertise to know what is technically roughly possible and then how much that would cost. They do not specifically make the viability assessment. That is up to the planner to assess the overall deliverability of the scheme.

Nicky Gavron AM (Chair): OK. I have it. I have to end on that. Is it Andrew next? Andrew, are you asking a question?

Andrew Boff AM: Before we do that, can you just explain to me what this zero-carbon requirement is? Is it the ongoing carbon that might be produced by a development or the carbon used to construct?

Celeste Giusti (Senior Strategic Planner, GLA): Yes, it is just in use. The Government's consultation is the carbon emitted by that development over 30 years.

Andrew Boff AM: For which there would be a payment, which would be expected to mitigate 30 years' worth of carbon?

Celeste Giusti (Senior Strategic Planner, GLA): Yes, for whatever they do not achieve onsite.

Andrew Boff AM: OK. It is mitigating over a 30-year period?

Celeste Giusti (Senior Strategic Planner, GLA): Yes. Obviously, it is still subject to what the Government has put out on consultation. None of this has been finalised yet.

Andrew Boff AM: OK. I might get involved in that consultation. Is there an option for encouraging homes with lower levels of water consumption than their 110 litres per day per head, using the Mayor's preferred fittings-based approach?

Celeste Giusti (Senior Strategic Planner, GLA): We mention the fittings-based approach in the MALP. It is in the supporting text at the end and it is also strongly encouraged in the sustainable design and construction SPG. We advocate it as a simple list of standards that developers can use so that it is easy for them just to hand the standards to a contractor and say, "My development needs to meet this", as opposed to using the water calculator. We are already encouraging a fittings-based approach.

Andrew Boff AM: That is an encouragement that the developers will feel. Rather than just asking them nicely, there will be sanctions if they do not.

Celeste Giusti (Senior Strategic Planner, GLA): I would argue that it is easier for them to use a fittings-based approach and it is now mentioned in the building regulations as part of the Housing Standards Review.

Andrew Boff AM: The developer would find it simpler?

Celeste Giusti (Senior Strategic Planner, GLA): Yes. Before, it was only the water calculator in the building regulations.

Andrew Boff AM: OK. That is an incentive?

Celeste Giusti (Senior Strategic Planner, GLA): Yes.

Andrew Boff AM: OK. Yes. That is fine. It is a good response.

Nicky Gavron AM (Chair): The Sustainable Homes Code has gone, has it not?

Celeste Giusti (Senior Strategic Planner, GLA): Yes.

Nicky Gavron AM (Chair): The zero-carbon home is coming in 2016 but, first of all, what are we going to lose with the dropping of the Sustainable Homes Code?

Celeste Giusti (Senior Strategic Planner, GLA): The Code for Sustainable Homes has brought together a whole lot of different standards, some that are covered by the building regulations, some that developers may already be doing and some by the planners. For example, the energy ones are set out in the building regulations or the Housing Standards Review. There are certain things like drying space and energy-labelled goods which will not be covered by planning or building regulations.

Nicky Gavron AM (Chair): Sorry, drying space?

Celeste Giusti (Senior Strategic Planner, GLA): Internal drying space so that you do not have to use an electric dryer. If you have drying space to hang out your washing --

Nicky Gavron AM (Chair): Internally?

Celeste Giusti (Senior Strategic Planner, GLA): Internally or externally.

Nicky Gavron AM (Chair): That is gone?

Celeste Giusti (Senior Strategic Planner, GLA): It does not mean developers cannot do it. It just means it is not an element of the code. Remember that in the code there were a couple of absolutes but things like that were not absolute requirements. You had to reach a certain target pointed system in the code. You could pick and choose which elements best suited your development or your clientele. There are certain things that developers do now as standard like a home user guide or contractor schemes. Those types of things developers do. We are losing some of the materials policies because they do not fall within any other planning or building control standard.

Nicky Gavron AM (Chair): Sorry, what do you --

Celeste Giusti (Senior Strategic Planner, GLA): The environmental impact of building materials.

Nicky Gavron AM (Chair): That is not good, is it?

Celeste Giusti (Senior Strategic Planner, GLA): The materials industry does have a very strong lobby group and I guess the Government is leaving it to the private sector to lead that one.

Nicky Gavron AM (Chair): You could have more carbon-intensive materials, taking Andrew's [Andrew Boff AM] point about embodied carbon?

Celeste Giusti (Senior Strategic Planner, GLA): Yes.

Nicky Gavron AM (Chair): Embodied energy?

Celeste Giusti (Senior Strategic Planner, GLA): The European Union is taking some of those elements forward.

Nicky Gavron AM (Chair): It is not clear yet?

Celeste Giusti (Senior Strategic Planner, GLA): No.

Nicky Gavron AM (Chair): We could lose it?

Celeste Giusti (Senior Strategic Planner, GLA): From a planning point of view, we can no longer condition those kinds of things.

Nicky Gavron AM (Chair): Sustainable design construction has had a spear struck through it, yes?

Celeste Giusti (Senior Strategic Planner, GLA): Maybe just the materials element. If you speak to lots of developers, they use a whole-lifecycle analysis anyway and materials forms part of that analysis.

Nicky Gavron AM (Chair): You may not get recycled materials being used?

Celeste Giusti (Senior Strategic Planner, GLA): That is linked to waste and I would say that the Landfill Directive really encourages developers to generate a lot less waste. While there might not be planning or building control requirements, there are other incentives for developers to do some of these elements. That is one of the reasons the Government decided that it did not need the code anymore. Some of the elements are already entrenched and some of the elements already have other incentives or sticks.

Nicky Gavron AM (Chair): Can I ask, going back a bit to space elements: was space for storing recycling bins and so on included internally before?

Celeste Giusti (Senior Strategic Planner, GLA): Yes.

Nicky Gavron AM (Chair): Is it now included internally?

Celeste Giusti (Senior Strategic Planner, GLA): It is part of the building regulations as ensuring that you have sufficient storage for waste.

Nicky Gavron AM (Chair): Inside the home?

Celeste Giusti (Senior Strategic Planner, GLA): It does not have to be internal, no.

Nicky Gavron AM (Chair): It does not have to be. That is not good, is it?

Celeste Giusti (Senior Strategic Planner, GLA): I know. The space standards include space for storage.

Nicky Gavron AM (Chair): Choosing between a bike and your recycling. Yes, OK.

John Lett (Strategic Planning Manager, GLA): We do have balconies, Chair.

Nicky Gavron AM (Chair): Yes, OK. Sorry. What I am hearing in a way is that a national common denominator is --

Celeste Giusti (Senior Strategic Planner, GLA): The recycling storage was just those drawers that had different compartments. That is a relatively cheap option for a developer to do or even a house --

Nicky Gavron AM (Chair): OK, yes. It is just that when you go into German homes you see exactly how it is done. It just worries me a bit, listening, that you have all been trying to hang on to where we are rather than us being able to go forward and step forward and move into the future or progress, basically. You have been hanging on to what we have. You will not be able to answer that, but that is what it sounds like to me, that you had a lot of battles to have what you have.

What about the zero-carbon homes, just quickly, because we have to finish? Would the Sustainable Homes Code have helped us get to zero-carbon homes? How do we suddenly jump to zero-carbon homes?

Celeste Giusti (Senior Strategic Planner, GLA): In London we have always been slightly ahead of the game anyway. The code set the impetus and it set a clear timetable for zero carbon. It came out in 2006 and so developers have already been on that trajectory, and I think it has already set that trajectory in tow. We are supposed to be zero-carbon next year and so I would hope that the development industry has already thought about it for the last eight years.

Nicky Gavron AM (Chair): Does that mean all the applications that come to the Mayor for the future have to be zero-carbon?

Celeste Giusti (Senior Strategic Planner, GLA): It is all new housing.

Andrew Boff AM: Can I just ask how many homes in London are zero-carbon currently?

Celeste Giusti (Senior Strategic Planner, GLA): Actually, to be fair, that will depend on the Government's definition because the current London standard buildings will perform better than the current consultation version of zero-carbon homes.

Andrew Boff AM: For my own education, is this the same as sustainable code 6? Is it code 6 housing? Is that the same thing or something different?

Celeste Giusti (Senior Strategic Planner, GLA): No. The Government's current definition of zero carbon is somewhere between codes 4 and 5.

Nicky Gavron AM (Chair): We are already doing it. London is already at code 4, is it not?

Celeste Giusti (Senior Strategic Planner, GLA): Yes, hence the very strong lobbying that we are doing.

Nicky Gavron AM (Chair): That is not very ambitious.

John Lett (Strategic Planning Manager, GLA): A higher trajectory is something that we want to maintain in the plan and that is clear as a point of difference between us and Government.

Celeste Giusti (Senior Strategic Planner, GLA): That is why we are readopting our standards. If we did not readopt these standards in the MALP, it could be that developers will argue that they only have to do code 4 in terms of energy. At the moment we are asking them to do a bit more, between codes 4 and 5, in terms of energy.

Andrew Boff AM: I suddenly understand now because I was thinking, “I do not know of many homes that are zero-carbon by London’s definitions”. There are not that many. What you are saying is that, under Government definitions, actually we have quite a few.

Celeste Giusti (Senior Strategic Planner, GLA): Yes.

Andrew Boff AM: All the new developments are. Yes. OK. Now I understand.

Nicky Gavron AM (Chair): You can also pick and choose in the Sustainable Homes Code a bit, can you not?

Celeste Giusti (Senior Strategic Planner, GLA): Yes. Yes. There are a few mandatory targets in the code. The energy and the water use ones were mandatory and maybe a few others. I am sorry. I have not used it for a long time. I cannot remember. Most of them were optional and you just had to get up to a certain level to get either ‘good’, ‘very good’, ‘excellent’ or ‘outstanding’. There were about 105 credits and to get ‘outstanding’ you needed to get about 87.

Nicky Gavron AM (Chair): You can do trade-offs?

Celeste Giusti (Senior Strategic Planner, GLA): Yes.

Jennifer Peters (Strategic Planning Manager, GLA): That was wider than carbon and it had other elements to it, whereas what has been taken on when we are talking about zero carbon and codes 4 and 5 is just that element of the code.

Celeste Giusti (Senior Strategic Planner, GLA): Energy.

Jennifer Peters (Strategic Planning Manager, GLA): That energy element.

Nicky Gavron AM (Chair): Just the energy sector. You cannot trade between energy and something else?

Jennifer Peters (Strategic Planning Manager, GLA): Not anymore, no.

Celeste Giusti (Senior Strategic Planner, GLA): No.

Nicky Gavron AM (Chair): OK. All right. We could go on, but we do have an examination-in-public coming up, do we not, on this?

Celeste Giusti (Senior Strategic Planner, GLA): Yes.

John Lett (Strategic Planning Manager, GLA): Indeed.

Nicky Gavron AM (Chair): We do. I just want to thank you very much. The next stages are that we put in a consultation response and then, towards the end of this spring, there will be an examination in public. Is that right?

John Lett (Strategic Planning Manager, GLA): No, it is October because there is a certain period when the inspector must consider the representations, and they have the summer holidays, and October was the first time we could get an inspector in that particular slot.

Celeste Giusti (Senior Strategic Planner, GLA): October this year.

John Lett (Strategic Planning Manager, GLA): Yes. This is a very tight alteration.

Nicky Gavron AM (Chair): Very tight.

John Lett (Strategic Planning Manager, GLA): We really do need to get it out.

Nicky Gavron AM (Chair): When will the MALP be in the plan?

John Lett (Strategic Planning Manager, GLA): March next year.

Nicky Gavron AM (Chair): March next year. OK. That has been very helpful. We have learned quite a lot, too. Thank you very much and thank you, Members, for participating and thanks to our audience.

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Subject: Summary List of Actions**Report to: Planning Committee****Report of: Executive Director of Secretariat****Date: 16 July 2015****This report will be considered in public****1. Summary**

1.1 This report sets out for noting an action arising from a previous meeting of the Committee.

2. Recommendation2.1 **The Committee is recommended to note the outstanding action arising from a previous meeting of the Committee, as set out below.****Meeting of 18 November 2014**

| Minute item | Subject and action required | Status | Action by | Deadline, if applicable |
|--------------------|---|--------------------|-----------------------|--------------------------------|
| 6. | <p>The Mayor's Strategic Planning Decisions</p> <p>GLA planning officers agreed to supply the Committee with some statistics around the number of London planning applications which are, and which are not, determined within the boroughs' 16 week target.</p> | Awaiting response. | GLA planning officers | n/a |

List of appendices to this report:

None.

Local Government (Access to Information) Act 1985

List of Background Papers:

All agenda papers and minutes for meetings of the Planning Committee.

Contact Officer: John Johnson, Committee Officer

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Subject: Housing Supplementary Planning Guidance Consultation

Report to: Planning Committee

Report of: Executive Director of Secretariat

Date: 16 July 2015

This report will be considered in public

1. Summary

- 1.1 This report sets out the background to the consultation on the Mayor's proposals to amend his Housing Supplementary Planning Guidance. The Committee has delegated authority to the Chair, in consultation with the Deputy Chair, to agree a response to the consultation by 7 August.

2. Recommendation

- 2.1 **That the Committee notes this report as background to the discussion with invited experts on various aspects of the Mayor's proposals to revise the Housing SPG, and to use information resulting from the meeting in the Committee's response to the Mayor's consultation.**

3. Background

- 3.1 The Mayor produces Supplementary Planning Guidance (SPG) documents to provide further detail on particular policies in the London Plan. This guidance can be useful where:
- The level of detail is inappropriate for a development plan, for example development briefs, design guides and master plans for areas of intensive change; and
 - There is a need for an urgent policy response to an emerging issue.
- 3.2 The Housing SPG provides guidance on how to interpret and apply the housing policies of the London Plan and will play a key role in ensuring that boroughs attempt to meet the objectively assessed need for 49,000 new homes a year.
- 3.3 The existing (2012) Housing SPG is being revised to reflect the 2015 London Plan, and to provide updates and clarity where necessary. This has required a significant rewrite of some of the chapters (in particular the Supply chapter which deals with housing numbers).
- 3.4 At its last meeting on 16 June, the Committee dealt with the Mayor's proposed Minor Alterations to the London Plan (MALP) - Housing Standards which are also reflected in this SPG.

4. Issues for Consideration

4.1 It is suggested that this meeting focus on a number of revisions:

- Those that have been made in response to recent Government policy (e.g. housing zones and vacant building credits), and;
- Policy on negotiating affordable housing where the London Plan (March 2015) has indicated the need for a revised SPG is required.

Negotiating affordable housing

4.2 The supporting text to London Plan Policy 3.12 (paragraph 3.72) indicates further guidance will be provided on the exceptional circumstances where the full amount of available public investment for affordable housing will not be sought. Members may wish to discuss the details of this guidance and how will this affect the delivery of affordable housing in London.

Fixed affordable housing percentages

4.3 Paragraph 4.3.24 of the SPG discusses how fixed affordable housing percentages may be usefully applied to specific areas such as housing zones and opportunity areas. With the application of a fixed percentage, where an applicant meets the affordable housing target, there would be no requirement to assess if that is the maximum reasonable for that site. Members may wish to discuss the implications of this guidance for maximising the delivery of affordable housing in London.

Vacant building credit

4.4 The vacant building credit was announced by Government on 28 November 2014. Revised planning practice guidance says that where a vacant building is brought back into any lawful use or demolished for replacement, the developer should be offered a financial credit equivalent to the existing gross floorspace of "relevant" vacant buildings in the local authority's calculation of any affordable housing contribution to be sought.

4.5 The SPG will require boroughs to set out how they will assess if a building was made vacant for the sole purpose of redevelopment; this could include setting a minimum vacancy period and marketing requirement. In addition, local policy must be clear that the credit would not be applied to sites with an extant or recently expired permission. Members may wish to discuss how this national policy will potentially affect London and whether this guidance sufficient to protect boroughs from significant loss of affordable housing contributions.

Contingent obligations

4.6 Contingent obligations/review mechanisms are used to maximise affordable housing output by putting in place provisions for re-appraising the viability of schemes or phases prior to implementation in whole or in part. The draft SPG has more detailed guidance on how to engage in such reviews. Members may wish to discuss how the Mayor envisages this policy working and the effect this will have on the delivery of affordable housing.

4.7 The consultation period closes on 7 August 2015. At its last meeting on 16 June, Members delegated authority to the Chair, in consultation with the Deputy Chair, to agree a response to the consultation.

Invited guests

4.8 The following guests have confirmed their attendance at the meeting:

- John Lett, GLA, Strategic Planning Manager, London Plan Team;
- Jennifer Peters, GLA, Senior Strategic Planner, London Plan Team; and
- Alan Benson, GLA, Senior Manager, Housing and Land.

4.9 Additionally, a number of external guests are also expected to attend the meeting.

5. Legal Implications

5.1 The Committee has the power to do what is recommended in this report.

6. Financial Implications

6.1 There are no direct financial implications to the GLA arising from this report.

List of appendices to this report:

None

Local Government (Access to Information) Act 1985

List of Background Papers: none

The Draft Interim Housing Supplementary Guidance is available at

<http://www.london.gov.uk/sites/default/files/Draft%20Interim%20Housing%20Supplementary%20Planning%20Guidance.pdf>

Contact Officer: Paul Watling, Scrutiny Manager

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Subject: Minor Alterations to the London Plan consultation response

Report to: Planning Committee

Report of: Executive Director of Secretariat

Date: 16 July 2015

This report will be considered in public

1. Summary

- 1.1 This report asks Members to note the Committee's final response, on behalf of the London Assembly, to the Mayor's consultation on his Minor Alterations to the London Plan.

2. Recommendation

- 2.1 **That the Committee notes the response to the Mayor's consultation as set out in Appendix 1 to this report.**

3. Background

- 3.1 On 11 May 2015, the Mayor published for six weeks public consultation two sets of Minor Alterations to the London Plan – on Housing Standards and on Parking Standards. These minor alterations have been prepared to bring the London Plan in line with new national housing standards and car parking policy.
- 3.2 On 19 May 2015 the Chair of the London Assembly wrote to the Chair of the Planning Committee asking the Committee to formally respond to the consultation on the Assembly's behalf.

4. Issues for Consideration

- 4.1 At its last meeting, on 16 June, the Committee discussed with a range of experts various aspects of the Mayor's the Mayor's proposals to revise the London Plan.
- 4.2 Members agreed to delegate authority to the Chair, in consultation with the Deputy Chair, to agree the Committee's final responses the consultation by 22 June 2015.
- 4.3 On 22 June the Chair wrote to the Mayor with the Committee's comments. This is attached as Appendix 1 to this report.

5. Legal Implications

5.1 The Committee has the power to do what is recommended in this report.

6. Financial Implications

6.1 There are no direct financial implications to the GLA arising from this report.

List of appendices to this report:

Appendix 1 - Public consultation: Minor Alterations to the London Plan 2015 - Housing Standards and Parking Standards

Local Government (Access to Information) Act 1985

List of Background Papers:

Minor Alterations to the London Plan – Housing Standards and Parking Standards

<http://www.london.gov.uk/priorities/planning/london-plan/minor-alterations-to-the-london-plan-2015>

Draft Interim Housing SPG

<http://www.london.gov.uk/sites/default/files/Draft%20Interim%20Housing%20Supplementary%20Planning%20Guidance.pdf>

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London Assembly Planning Committee

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Boris Johnson
Mayor of London
City Hall
The Queen's Walk
London
SE1 2AA

Our ref:
Date: 22 June 2015

Dear Mayor Johnson,

Public consultation: Minor Alterations to the London Plan 2015 - Housing Standards and Parking Standards

On 8 May 2015, Stewart Murray (Assistant Director, Planning) wrote to the Chair of the Assembly to invite comments on the Draft Minor Alterations to the London Plan – Housing Standards and Parking Standards.

The Chair of the Assembly subsequently asked me, as Chair of the Planning Committee, to ensure the Committee formally respond to the consultation on the Assembly's behalf.

Please find our comments below and I look forward to participating at the next stage, the Examination in Public, this autumn.

Parking standards

The Committee recognises that the Mayor's proposals have been tabled in response to Government's pressure to ensure the London Plan is in conformity with the national requirement to remove maximum parking standards for residential development.

Each group on the Committee will be submitting its own response to the consultation.

The Committee, however, would welcome the Mayor providing further guidance on the considerations to be taken into account as set out in paragraph 6.42k, in terms of other

aspects of traffic management, housing design and layout and other provision of sustainable transport options.

Housing standards

Since 2011 the London Plan has provided the basis for a range of housing standards that address the housing needs of Londoners and these are brought together in the Housing Supplementary Planning Guidance (SPG). This is a part of a manifesto pledge to ensure Londoners could enjoy adequate levels of space in their homes.

The Committee recognises that the Mayor's proposals have been formulated in response to the Government's review of housing standards.

It notes the close working between the Mayor and DCLG in developing new national standards, and supports the Mayor's attempts to get the best deal for London. The Committee would urge the Mayor to use every opportunity to press Government for higher standards in London in recognition of its unique position in terms of housing need and supply.

Housing Quality and Design Policy

The Committee is strongly supportive of the Mayor's attempts to ensure ceiling heights exceed those standards set nationally. London's situation is different to the rest of the country. To address the unique heat island effect of London, and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5 metres for at least 75 per cent of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

The Committee welcomes the Mayor's efforts to ensure the national space standards reflect those in the current London Plan as closely as possible. The Committee would encourage you as Mayor to go further in the proposed revision of the London Plan. You should:

- Consider reinstating the requirement in Policy 3.36 which required developers to allow 10 square metres per extra bedspace/person in homes for more than six persons/bedspaces. This may have a negative impact on large families, especially multi-generational families. The Committee notes that this is contained in the revised SPG, but considers that the inclusion in policy is a stronger approach to ensuring standards are maintained for large homes.
- Consider making references to a toolkit relating to furniture standards, either in the supporting text or the SPG as a guide to ensuring room sizes are appropriate for their use and household type.
- Consider using the phrasing "strongly encourage" in policy and supporting text wherever the national standards fall below those currently used in the London Plan.

While unlikely, the Committee is concerned that, potentially, these measures may result in GLA funded units being delivered in smaller sizes than are currently the case. The Committee urges you to ensure space standards are delivered to the maximum in GLA funded schemes.

The Committee welcomes your work in terms of the London wide assessment of needs and viability. The Committee believes this is a robust justification for policy and means the boroughs need not replicate this work.

Housing Choice - Policy

The Committee understands that these alterations relate to the application of the revised Building Regulations to London's new housing. These changes are practical, as the MALP brings the standards up-to-date with Government legislation.

They also provide clarity for developers, and set a reasonable level wheelchair accessible housing that will have less of a negative impact on the viability of housebuilding in London. As such they will benefit vulnerable groups, such as elderly people, the disabled and those with children requiring adaptable homes.

Members are concerned that London's new homes meet the new accessibility standards and recommend you implement a more detailed monitoring policy in terms of delivery by all tenures and home sizes.

Members would also request further clarity on the new requirement for lifts to be provided on buildings of four stories and below, especially in terms of how and when this may be applied, to ensure that this will not incentivise taller buildings or lead to high maintenance or service charges.

Climate change adaptation and Sustainable Design and Construction Standards

The Committee supports the policy changes in general and, again, notes that the Mayor has endeavoured to adopt the most stringent standards possible for London within national guidance.

We would, however, request further clarity as to the impact of these amendments on wider environmental objectives and policies within the London Plan.

London policy guidance currently refers to Category 3 of the Code, which provides criteria on the environmental impact of and responsible sourcing of materials used in construction. This may undermine London's ability to achieve the highest standards of sustainable design and construction, as required by London Plan Policy 5.3

The Committee, however, is concerned that there may be a loss of policies that help London provide high quality, sustainable housing. For example, the abolition of the Code for Sustainable Homes means that London may lose policies if they do not fall within any other planning or building control standard, such as on daylighting, NOx from boilers unless it can be demonstrated that they would still be covered within the amended London Plan.

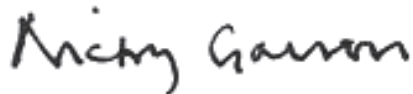
In terms of the Allowable Solutions approach to the reduction of carbon emissions, the Committee is concerned that any Government policy for offsite mitigation allows London to retain all of the contributions generated in London. The Committee urges the Mayor to lobby Government to ring fence funds that are generated in London to be spent in London.

You may consider whether the Mayor has a role in setting up, managing and delivering such arrangements through the GLA.

Finally, the Committee is concerned that developers will use Allowable Solutions as a method to avoid the difficulties involved in making developments sustainable. We would urge you to keep the implementation and impact of this approach under review and to lobby Government for changes in policy as necessary.

I look forward to receiving your views on the points contained in this letter.

Yours sincerely,

A handwritten signature in black ink that reads "Nicky Gavron". The signature is written in a cursive, slightly slanted style.

Nicky Gavron AM

Chair of the London Assembly Planning Committee

Cc:

Stuart Murray, Assistant Director, Planning

John Lett, Strategic Planning Manager

Subject: Proposal for a Rapporteur Review : A Potential Land Value Tax for London

Report to: Planning Committee

Report of: Executive Director of Secretariat

Date: 16 July 2015

This report will be considered in public

1. Summary

- 1.1 This report asks Members to agree, in principle, for Tom Copley AM to carry out a rapporteurship to investigate the potential of a Land Value Tax for London. If agreed at this meeting a detailed scoping paper will be considered at the Committee's meeting in September for formal approval.

2. Recommendations

- 2.1 **That the Committee notes the report and agrees that officers work up a proposal for a rapporteurship to investigate the potential of a Land Value Tax for London.**
- 2.2 **That the Committee agrees to consider a detailed scoping paper for formal approval at its meeting on 17 September 2015.**

3. Background

- 3.1 This paper proposes a short rapporteur review of the impact of implementing a Land Value Tax in London. The review would assess how the introduction of such a funding mechanism might encourage the best use of land in London to meet the challenges of population growth and housing need. It would also assess the impact of such a tax on bringing forward land for development.

- 3.2 The London Finance Commission was established by the Mayor in 2012 to help improve the tax and public spending arrangements for London in order to promote jobs and growth. One of the recommendations in its final report, published in May 2013, was that:

"Further assessment should be undertaken of the potential benefits and costs of new taxes such as those on undeveloped land as part of the wider reforms of property taxation that we advocate."

- 3.3 The Commission concluded that:

"Further assessment be undertaken of the potential benefits and costs of new taxes such as these as part of the wider reforms of property taxation that we advocate... However, we believe it

would be more appropriate for the Mayor and London's boroughs to develop proposals, rather than central government."

- 3.4 This rapporteur review would aim to provide the new Mayor with a balanced assessment of the potential contribution of a Land Value Tax to promote jobs and growth and a significant contribution to the Mayor's evidence base in future discussions with Government on further devolution of powers to London.

4. Issues for Consideration

What is a Land Value Tax?

- 4.1 A Land Value Tax (LVT) is an annual levy on the ownership of land. LVT in its classic form is a tax on the annual 'rental value' of all land, ignoring buildings and other developments. There are more than 700 examples of where LVT is in operation, either nationally or locally, such as Singapore, Taiwan, Australian states, cities in the USA and Scandinavia. It is distinct from 'betterment' taxes which are levied on the increase in the value of property effected by improvement and have never been introduced in the UK.
- 4.2 In the UK, the existing approach relies on three principal sources of property taxation: council tax, business rates and stamp duty. The first two taxes are imposed on occupied and developed land which may have the effect of discouraging development. The third – stamp duty – is levied on most property transactions which can have the effect of lowering mobility and reducing liquidity.
- 4.3 Another disadvantage of the existing system was pointed out by Winston Churchill more than a hundred years ago, who argued landowners should be taxed on the benefits they accrue from external developments, because these have been provided by the labour, investment and tax payments of others – often through public investment.
- 4.4 Crossrail illustrates this. Crossrail will cost £16 billion, the majority of it funded by the taxpayer. Recent reports suggest that the impact of this investment on property prices has been significant: "Property values around some Crossrail stations have surged since the east-west London line got the green light in 2008, with the fastest-rising jumping 82 per cent". However, under the current system, little of this uplift in value will be returned to the taxpayer.

Importance for the Mayor and London

- 4.5 The challenges posed by London's unprecedented recent growth are well known. London is expected to grow by a further million over the coming ten years (and a further 500,000 in the decade after).
- 4.6 The implications of this growth on the demand for new housing and the required supporting infrastructure are significant, not just in funding but also in terms of bringing forward enough land for development. Land value tax is potentially an instrument that encourages the maximum and best use of land, imposing costs on holding undeveloped land and capturing for the public purse the benefits of public investment in infrastructure.
- 4.7 The Mayor estimates the total investment in London's required infrastructure between 2016 and 2050 will reach £1.3 trillion. The costs of delivering these aspirations will be nearly twice current expenditure levels by 2025 – but with a significant public sector funding gap.
- 4.8 Currently the Mayor is relying on a range of innovative funding mechanisms to finance individual projects. For example, there is a business levy for Crossrail and the Northern line extension to

Vauxhall is being funded by levies on businesses in an Enterprise Zone from 2016, for a period of 25 years.

- 4.9 A LVT might provide more simplicity, wrapping the different levies into a single tax, and a more certain income stream to fund the infrastructure to accommodate and support London's growth.
- 4.10 It is expected that any future Mayor will wish to press Government on London's case for further devolved services and taxes (in the context of devolved powers to other parts of the country). Part of that case will be to argue for further devolution to London by presenting practical solutions to unanswered questions, including how additional powers and yield from any localised taxes might work, in terms of the roles and responsibilities of the Mayor, GLA and London Boroughs

Potential terms of reference for this review

- 4.11 The review might seek to answer the following questions:
- What are the positive and negative features of the current system of property taxation?
 - What are the cases for and against introducing a Land Value Tax in London?
 - How might a Land Value Tax operate in London?
 - What effect would this have on bringing forward land for development, particularly for housing?
 - How might this encourage the "highest and best use" of land in London?

Sources of evidence

- 4.12 Desktop research would be supplemented by detailed interviews with experts from the following sectors:
- London Finance Commission
 - GLA Devolution Working Group
 - Academics and review authors
 - Representatives of developers and land owners
 - London boroughs

- 4.13 Evidence would also be sought from overseas authorities that use LVT.

Next steps

- 4.14 It is recommended that the Committee agree, in principle, that officers work up a proposal for a rapporteurship to investigate the potential of a Land Value Tax for London. Should Members agree this first step, then officers can work on a detailed scoping paper that would be tabled for formal approval at its meeting on 17 September 2015.

5. Legal Implications

- 5.1 The Committee has the power to do what is recommended in this report.

6. Financial Implications

- 6.1 There are no direct financial implications to the GLA arising from this report.

List of appendices to this report: nil

Local Government (Access to Information) Act 1985

List of Background Papers:

Contact Officer: Paul Watling, Scrutiny Manager

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Subject: Planning Committee Work Programme 2015/16

Report to: Planning Committee

Report of: Executive Director of Secretariat

Date: 16 July 2015

This report will be considered in public

1. Summary

- 1.1 This report sets out the Committee’s previously agreed priorities for business, and a list of topics that may form the basis of developing a work programme for the coming Assembly Year.

2. Recommendations

- 2.1 **That the Committee notes this report which sets out the priorities and identified future topics for developing the Committee’s workprogramme.**
- 2.2 **That the Committee notes the priorities set out in paragraph 3.4 when opportunities for revising the work programme arise in the coming year.**
- 2.3 **That the Committee delegates authority to the Chair, in consultation with the Deputy Chair, to agree the scope and terms of reference for an investigation into estate regeneration which will form the main agenda item for the next Committee meeting on 17 September 2015.**

3. Background

- 3.1 The Planning Committee was re-established by the Assembly at its Annual Meeting on 13 May 2015.
- 3.2 The Committee is scheduled to meet five more times in the coming year on the following dates:

| | | |
|------------------|-----------------|-------------------|
| | 16 July 2015 | 17 September 2015 |
| 17 November 2015 | 26 January 2016 | 10 March 2016 |

- 3.3 A previous BMAC decision established that, if during the year a committee modified its approved work programme and/or number of meetings in response to topical events, and an ad hoc extra meeting was called for, that would be permitted if the Members of the committee concerned agreed;

if two or more Members of that committee did not agree to a proposal for an extra meeting, the matter would be referred to the GLA Oversight Committee for determination.¹

Work plan priorities

- 3.4 In the last Assembly year the Committee used three central aspects of strategic planning policy for managing and prioritising its work programme. The three main areas of policy were:
- Undertaking the work for the revision of the London Plan, the Mayor's 2020 Vision and the Infrastructure Plan.
 - Policy documents/guidance supplementary to the London Plan - these documents (SPGs) are aligned to key issues, including open space, accessible London, affordable London, localism, and liveable world city.
 - Opportunity area frameworks –The Mayor's London Plan identifies 33 Opportunity Areas and ten Intensification Areas, 12 of these have published frameworks and the Committee resolved to review further frameworks as they are published for consultation.
- 3.5 Members are recommended to note these priorities for consideration when opportunities for revising the work programme arise in the coming year.

4. Issues for Consideration

- 4.1 At its last meeting, on 16 June, the Committee noted the following topics as forming the basis for the year's work.
- Estate regeneration
 - London's relationship with the rest of the south east
 - Outer London
 - GLA land and other public sector property assets
 - Viability of development and the impact on housing targets
- 4.2 The business for future dates is subject to change as the Committee develops proposals for its work. The work programme also provides for the Committee to respond to any matters that arise during the year.

Estate regeneration

- 4.3 There is an urgent need to bridge the gap between London's housing need and the capacity to deliver new homes. The London Plan identifies housing estates as being particularly suitable to generate the increased densities needed.
- 4.4 Members are recommended to use the Committee's next meeting, on 17 September, to consider the planning issues surrounding the policy imperative of increasing housing density on London's estates. The meeting will build upon the Housing Committee's February 2015 report on regenerating housing estates.

¹ <http://www.london.gov.uk/moderngov/documents/s36184/Committee%20Timetable%202014>

- 4.5 The Housing Committee report into estate regeneration examined how to improve the process of regenerating housing estates – including the decision of councils or housing associations to either renovate or demolish the estate. The report provides a guide for community groups, councillors and housing professionals to some of the best ways to work together to regenerate estates. Recommendations relate to community engagement in the process of design, finance and process of renewal.
- 4.6 This Committee’s meeting on 17 September would build on the Housing Committee work and previous Planning Committee work that has touched upon issues relating to the potential for housing estates to deliver increased housing targets through different approaches.
- 4.7 Specifically, might consider the range of design solutions that are being employed in London to deliver more homes, increased density and a mix of tenures. These solutions range from smaller scale infill additions to comprehensive redevelopment.
- 4.8 It is suggested that the main part of the review concentrate on the relative contributions that comprehensive regeneration and small scale / infill development can make to delivering more homes for London and the challenges faced by each.
- 4.9 Some of the issues for discussion might include:
- How do these approaches contribute in terms of numbers and mix?
 - What are the relative benefits of each approach?
 - How do we avoid the mistakes of the past?
 - How can affordable family housing be maximised?
 - How can schemes be delivered with greater speed?
 - Is the London Plan fully supportive?
 - What more should the next Mayor do?
- 4.10 It is recommended that the Committee delegates authority to the Chair, in consultation with the Deputy Chair, to agree the scope and terms of reference for an investigation into estate regeneration which will form the main agenda item for the next Committee meeting on 17 September

5. Legal Implications

- 5.1 The Committee has the power to do what is recommended in this report.

6. Financial Implications

- 6.1 There are no direct financial implications to the GLA arising from this report.

List of appendices to this report: nil

Local Government (Access to Information) Act 1985

List of Background Papers:

None

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