

The Draft London Plan

July 2026

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Location	Change
Paragraph 3.7, final sentence	The overall percentage has been updated to 66 percent from 60 percent, to reflect the numerical changes below.
HN3A.(2)	The number of low-cost rent homes has been updated from 219,940 to 238,430 and the number of intermediate homes has been updated from 119,940 to 129,020. These changes reflect the need set out in Table 2 of the SHMA addendum.
HN3B.(2)	The number of low-cost rent homes has been updated from 219,940 to 238,430 and the number of intermediate homes has been updated from 119,940 to 129,020. These changes reflect the need set out in Table 2 of the SHMA addendum.

11 September 2026

Updates as below to Table 3.1 to correct an error affecting the brownfield housing targets for 10 local planning authorities. This correction relates to a GIS error in the mapping of industrial land that was used to identify the housing capacity by local planning authority from industrial land release. These corrections reflect the correct attribution of sites for additional industrial release to local planning authorities. These corrections do not alter the London total housing target of 558,451 or the methodology used to determine local planning authority housing targets.

Correct figures in **bold**.

Local Planning Authority	Brownfield housing target	Total housing target
Barnet	25,730 25,849	32,730 32,849
Bromley	7,507 8,283	7,507 8,283
Ealing	32,054 31,979	32,054 31,979
Hackney	10,584 10,582	10,584 10,582
Hammersmith & Fulham	16,784 16,859	16,784 16,859
Haringey	19,030 18,911	19,030 18,911
Lewisham	14,052 13,276	14,052 13,276
Merton	14,272 17,455	14,272 17,455
Waltham Forest	19,070 19,072	19,070 19,072
Wandsworth	26,609 23,426	26,609 23,426

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Foreword

London is the greatest city in the world. Its success has always depended on how well we have planned for growth and on the choices we make about the kind of city we want to be. This draft London Plan sets out a new strategic framework that will help deliver good growth and guide and shape our city's development in the years ahead.

This is a blueprint for how we can continue to build a fairer, greener London for everyone. The aim is to make the best possible use of City Hall's planning powers to achieve two key objectives: to fix the housing crisis in London and to deliver sustainable economic growth that benefits Londoners across our city. Crucially, we will do so while continuing to meet our ambitious climate commitments and improving our environment and green spaces.

Since becoming Mayor, I have made affordable housing a top priority and I'm proud that we have made significant progress. This includes starting more new council homes than at any time since the 1970s and, prior to the pandemic, completing more new homes in London than at any time since the 1930s. However, there's now a perfect storm facing housebuilding in London due to a combination of high interest rates, the rising cost of construction materials, the legacy of the pandemic, a shortage of skilled workers and the lasting impact of Brexit. All of this means we are now in the midst of the most difficult period for housebuilding since the global financial crisis.

That's why this new draft London Plan sets out to enable us to meet the challenges we face, boost our economy and build as many good-quality affordable homes as possible.

With the right national support – including key investment in transport infrastructure,

such as the Bakerloo Line extension and the West London Orbital – we believe we can build as many as 558,000 new homes over the next decade in London.

My preference will always be to secure as many new homes as we can on brownfield sites – both large and small – and to ensure that housing delivery is accelerated wherever possible. But this alone will not be enough. That's why we will also look at some green belt land to help address the housing crisis. I can assure Londoners that there will be strict requirements in place. This includes maximising the level of affordable housing; ensuring high-quality housing design and good transport connectivity; and increasing biodiversity and access to good-quality green spaces as part of developments.

This London Plan will also strengthen London's position as the UK's economic powerhouse by creating the conditions for businesses to invest, innovate and create good jobs across the capital. This includes: preparing London for the industries of the future, such as data centres for AI; creating new strategic economic clusters to unlock future growth opportunities; revitalising high streets; and supporting London's 24-hour economy and the transformation of Oxford Street.

Alongside the London Growth Plan, this new draft London Plan provides a blueprint to ensure businesses have the space they need to establish and grow in the right locations, underpinned by the necessary infrastructure investments.

I committed to bringing forward a streamlined draft London Plan that retained the quality and standards of the current Plan but in a framework that is clearer and easier for industry and decision-makers to implement, and which would not increase the overall burden of requirements on

development. At nearly half the length of the 2021 Plan, I'm pleased to have been able to deliver on this commitment.

Our record of achievements when it comes to planning in London shows what can be done when the government, boroughs, businesses and City Hall work in partnership, aligned on delivering housing and economic growth. This collaborative spirit will underpin the success of this new plan.

I encourage you to take part in the consultation and to help us deliver a new London Plan that will build a brighter, fairer and more prosperous London for everyone, where no one is left behind.



Sir Sadiq Khan
Mayor of London

1 Overview of the Plan & Good Growth Objectives

- 1.1 It is a legal requirement for the Mayor to publish a Spatial Development Strategy – the London Plan – and keep it under review. This is a new London Plan¹ which has been developed in line with relevant requirements² and has taken into account the draft National Planning Policy Framework (NPPF) published by the government in December 2025.
- 1.2 The London Plan sets the Mayor's strategy for spatial development in Greater London, including the general policies that deal with development and use of land. It is the spatial expression of the Mayor's other strategies³ and other relevant policies.⁴ It deals with matters of strategic importance for Greater London and sets out an integrated framework for the development of London over the next 20 years, including requirements for homes, jobs, transport, and other infrastructure, as well as policies to ensure good quality development. The Plan will run from adoption to 2046-7. This enables the Mayor to plan properly ahead, and is reflective of the context in which major transport and other infrastructure takes many years to plan and deliver.
- 1.3 The Plan is made up of four parts comprising:
 - **The introduction** (chapter 1) of the Plan, sets out the underpinning objectives, the Plan's approach to housing need with a high-level statement of justification and statement of regard to relevant legal requirements.
 - **The main body** (chapters 2-6) of the plan includes five policy chapters. Each chapter starts with an overall justification of the policies within that chapter, (additional 'rationale' text is provided with each policy). This builds on the high-level statement of justification in the introduction, and together this constitutes the Reasoned Justification⁵. Each policy also has implementation text (to aid understanding and application of policies). In a number of places the policies include boxes; for the avoidance of doubt, these should be taken to be part of the policy (have policy status), as should any tables or figures explicitly referenced in the policy or policy boxes.

¹ Referred to in the Greater London Authority Act 1999 as a 'replacement plan'.

² Including s334(2) Greater London Authority Act 1999

³ Including those dealing with transport, environment, economic development, housing, culture, health and health inequalities

⁴ Including the London Growth Plan

⁵ Regulation 4 of the Town and Country Planning (Spatial Development Strategy) Regulations 2000

- Glossary and Table of Abbreviations
 - Annexes
- 1.4 In preparing this draft Plan in accordance with legislation⁶ and associated regulations⁷, the Mayor has had regard to:
- the promotion of economic development and wealth creation, social development and the improvement of Greater London’s environment (the Greater London Authority’s (GLA’s) principal purposes)
 - promoting Londoners’ health and reducing health inequality
 - achieving sustainable development in the United Kingdom
 - climate change and the consequences of climate change
 - the desirability of promoting and encouraging the use of the Thames, particularly for passenger and freight transportation
 - the resources available to implement the Mayor’s strategies
 - consistency with national policies and international treaty obligations notified to the Mayor by the government, without seeking to repeat national policy
 - all relevant retained EU obligations
 - the Mayor’s other statutory obligations – including for the GLA to do all it reasonably can to prevent crime and disorder under the Crime and Disorder Act 1998; and the public sector equality duty as set out in section 149 of the Equality Act 2010.
 - regional planning guidance issued by the Secretary of State as relating to an area including or adjoining Greater London
 - the national waste management plan
 - the objectives of preventing major accidents and limiting the consequences of such accidents for health and the environment
 - appropriate safety distances between residential and other areas; buildings and areas of public use; and major transport routes
 - the protection of areas of natural sensitivity or interest
 - such measures as are necessary in relation to existing establishments for the avoidance of risks to human health and the environment.
- 1.5 The location and nature of development across London has significant and cumulative impacts beyond individual borough boundaries. The London Plan plays an essential role in setting strategic planning policies so that city-wide positive outcomes are best realised and negative impacts (as far as possible) are minimised and mitigated.

⁶ This includes those matters specified in section 30, section 41, section 309 E-H and section 342(1) (a) of the GLA Act

⁷ Including Regulation 4 and 6 of the Town and Country Planning (London Spatial Development Strategy) Regulations 2000

- 1.6 London has inextricable links with its neighbouring regions, the South East and the East of England, and the Plan seeks to reflect this context as appropriate, noting however that the Mayor has no remit to plan beyond London’s boundary.

Good Growth

- 1.7 The Mayor’s ambition for Good Growth – growth that drives economic productivity, is socially inclusive and environmentally sustainable – continues to underpin the Plan. The four objectives (shown in Table 1.1 together with the Good Growth sub-objectives), individually and collectively contribute to delivering Good Growth and addressing how London can respond most effectively to the challenges and opportunities the city faces.
- 1.8 The Plan is structured around these objectives and sets out the policies designed to support their delivery. The final chapter, “Place visions and place-based approaches”, sets out policies for particular locations or land-use designations; and draws together the associated approaches necessary to deliver the homes and jobs London needs in the most sustainable way.

Table 1.1 Good Growth objectives

Good growth objective	Good Growth sub-objectives	Reasoned justification
Making the best use of land	Meet development and transport needs through optimised land use to minimise loss of greenfield land and other valued features and ensure Londoners can keep moving in the most efficient way. Effectively manage competing land uses to ensure sufficiency in quantum and location for different needs. Ensure infrastructure better addresses existing needs and supports good growth in a timely, space-efficient, and cost-effective manner. Enable places to renew and evolve in a way that makes the most of place-based assets and opportunities and addresses both strategic and community needs.	Land is scarce and finite. Planning has a vital role to play in ensuring that its use is optimised to deliver against the range of requirements for housing and economic activities – as well as the green, transport social and utility infrastructure that is so important for Londoners. With every foregone opportunity to make better use of land, and to optimise densities, the pressures grow, adverse impacts accumulate, and key targets and outcomes become ever harder to achieve.

Good growth objective	Good Growth sub-objectives	Reasoned justification
Delivering the homes and neighbourhoods Londoners need	Address current housing shortfalls; and ensure enough good-quality homes for a growing and changing population can be brought forward. Improve affordability and availability of suitable homes for all, in neighbourhoods that offer housing choice and bring diverse communities together. Help to increase the rate, diversity and continuity of housing delivery. Ensure neighbourhoods provide safe, comfortable and convenient access to a range of facilities and services that address varied household and community needs.	Planning for the homes and neighbourhoods that London needs is a key priority for the London Plan. The lack of affordable and in some cases accessible housing is driving significant inequality; poor health outcomes and wider social inequality. In seeking to deliver more homes, their quality and that of wider neighbourhoods remains vitally important, particularly as London densifies.
Growing London's economy in a way that benefits all	Secure sufficient space and infrastructure to enable economic activity to grow. Support priority growth sectors and businesses to improve their productivity and to thrive. Support economic clusters to evolve, to better meet the diverse and changing needs of people and businesses; and to improve their resilience to economic and social change. Improve access to jobs, skills and opportunities for all. Contribute to an accelerated shift to a more sustainable economy, reducing local and global environmental harm.	Planning has a vital role to play in supporting the delivery of the London Growth Plan. As well as tackling the lack of affordable housing, planning also needs to help unlock a range of premises for offices, lab space, industrial and creative workspace, experience, leisure and retail – as well as the growing demand for data centres. It also needs to ensure that land is available for critical infrastructure (such as transport and energy) and other needs. This needs to be done in a way that secures the benefits while minimising environmental and other impacts.

Good growth objective	Good Growth sub-objectives	Reasoned justification
Creating a greener, resilient and healthy city	Contribute to realising London's net zero- carbon ambition; and improve the resilience of people, buildings and places to climate change impacts. Conserve and enhance the natural environment to achieve environmental net gains; promote biodiversity; and support recovery and renewal of natural systems. Support the creation of greener places that bring nature closer to people and a greener built environment that supports efficient resource use. Contribute to a reduction in pollution and in exposure to pollution – supporting the ambition of achieving clean and healthy air and waterways. Enable improvements in mental and physical health; and a reduction in health inequalities.	The environment around us impacts on mental and physical health; and the resilience of people and places to climate change. Planning helps in setting clear expectations and in supporting delivery of built and natural environments that promote liveability; inclusion and equality of opportunity; resilience; net zero carbon; and improved health for all. As London grows and densifies it is ever more important to enhance access to green space and ensure that planning, place-based approaches and design create a greener, resource-efficient, resilient and healthy city.

The Plan's approach to addressing housing need

- 1.9 On past trends London is expected to add as many as 1 million more additional residents over the Plan period – growing to a population of over 10 million. A huge increase in housing delivery is needed to both accommodate future growth and address the chronic shortage of homes for existing residents. The government has set the housing need in London at 84,884 new homes per year.
- 1.10 This London Plan is necessarily more focused and directive than previous versions given this scale of challenge and the growing pressures on limited land to support not just housing but a range of other economic and functional activities. This comes in a context of significant viability challenges and, while the Plan looks beyond the immediate conditions and single economic cycles, it needs to reflect assumptions that are reasonable.
- 1.11 It must also avoid adding too high a burden on development in London. The Plan therefore seeks to strike a careful balance. It focuses on policies that are considered genuinely necessary to tackle the most pressing social and environmental challenges in our city (such as affordable housing, accessibility and heat risk) and to deliver development in a way that avoids unacceptable cumulative adverse impacts (by requiring densities to be optimised and focusing on sustainable locations). At the same time, the number of policies has been reduced, there has been significant alignment with the NPPF, processes have been streamlined and the Plan seeks to set a consistent approach across London on key

aspects (e.g. energy-efficiency, market housing mix) to make it simpler and more viable for developers.

Setting the target

- 1.12 This Plan sets out how we can deliver 558,000 homes over the ten-year period up to 2037 and allocates targets on this basis to each plan-making authority in London.
- 1.13 This is based upon an assessment of what could be feasibly deliverable in the coming decade, taking into account viability and build-out rates, while analysing and optimising what more is possible through the lens of the Plan's new and ambitious policy framework – representing a step change in the approach to planning for housing in London. This includes policies to boost housing delivery through:
 - optimising brownfield sites, building out Opportunity Areas and evolving town centres
 - closer integration between land use and transport – leveraging all opportunities from existing and planned transport, using new tools & approaches
 - making a step change in the approach to small sites (e.g. London-wide design code) and suburban densification (through the new Optimisation Framework)
 - targeting some industrial land release in accessible locations for housing
 - using the Green Belt to deliver major new settlements and ensure industrial provision, while increasing access to nature and deliver Biodiversity Net Gain.
 - deploying a range of tools such as Local and Mayoral Development Orders to increase certainty in planning system and drive density and delivery in sustainable locations
 - managing car parking to maximise land available for housing and other needs (and avoid unacceptable levels of congestion)
 - tackling viability constraints through consideration of alternative delivery formats, and other development expectations, including quality place-making and more active public sector delivery role.
- 1.14 The Mayor is very conscious that this does not meet the government's housing need figure for London. More is possible beyond the initial ten-year period, and the Plan identifies opportunities and capacity to deliver homes up to and beyond the 850,000 – but this requires investment, measures and delivery rates that can only realistically and properly be put in place beyond the ten-year timeframe.
- 1.15 The Plan highlights further capacity to come on stream from across different sources of supply, including ongoing build-out of brownfield sites and small site delivery, unlocking of further capacity in Opportunity Areas, and further managed release of industrial and Green Belt land. The Mayor is putting in place the policies to unlock this future capacity, and will ensure that boroughs plan to bring it forward through their local plans.
- 1.16 Much of this potential is directly linked to enhanced connectivity, through new and improved public transport connections to enable it. This includes the West London Orbital to support over 25k homes; the Bakerloo Line Extension (BLE) to Hayes, to support more than 60k homes; further metroisation, for example South Central,

supporting more than 30k homes, and a range of improvements to connections to locations in the Green Belt [which are not yet at design stage].

- 1.17 Alongside this needs to come the expansion and delivery of utilities, flood risk and social infrastructure, as well as regeneration and place-making investment. This will inevitably take time, not only in terms of the funding available but also its planning and delivery, with construction and supply-side constraints and impacts that must be managed by careful sequencing.
- 1.18 The Mayor is committed to doing all he can to help bring forward the homes that Londoners need as quickly as possible and is keen to work with central government, boroughs and other partners to tackle the issues and secure the necessary infrastructure. He will closely monitor the conditions and – as further locations become deliverable in a manner compatible with good growth – he will review the housing targets and increase them accordingly.

Managing adverse impacts

- 1.19 Thorough analysis makes clear it is not currently possible to go further than this on housing numbers in this next ten-year period. This would otherwise mean adopting unrealistic assumptions and significantly risking both unmanageable and unacceptable levels of adverse impacts as well as the longer-term trajectory for potential for higher housing delivery. While the Plan has identified capacity to meet the government housing figure, a range of important (and currently insurmountable) factors constrain the timescale for its delivery. These include:
 - Denser, well-connected homes are significantly less environmentally harmful and the Plan has therefore focused first on currently sustainable locations. If homes are brought forward in a piecemeal way without good connections to public transport, and therefore at lower (car-dependent) densities, this would result in unmanageable congestion and associated environmental impacts. This is important not just in terms of the impacts themselves but because it would ultimately reduce the overall numbers of homes that could be delivered. London in this next period has only a certain scope for development before significant air quality impacts, including on protected sites. This scope would be used up quickly – and for a far lower number of homes overall – if we moved forward without the necessary transport infrastructure and mitigations.
 - Furthermore, attempting such an unprecedented level of growth in a shorter timeframe would result in severe crowding on the existing transport network. The schemes highlighted above are critical to address this but so too are continued upgrades to existing public transport services across London (including London

already have adversely impacted our environment, such as the state of London's waterways), support the move towards net zero and to continue to address health inequalities.

- London must also plan for other needs and land use requirements beyond housing supply. In order to support both the London Growth Plan and the National Industrial Strategy, the Plan seeks to provide sufficient land and supporting infrastructure to meet identified economic needs, including for growing uses such as data centres. Without this London would fail to deliver its economic potential, so vital for Londoners and nationally.
- London's housing capacity must also be net of greenspace needs. These are not just fundamental to the health and wellbeing of communities, but also to address environmental and resilience needs, including nature recovery, flood risk mitigation and urban cooling (noting the CCC report⁸ highlighted London as amongst the highest risk areas in the UK for heat deaths).
- It is also important to consider the consequences of the NPPF's Housing Delivery Test and 5-Year Housing Land Supply requirements. If targets are set in the London Plan beyond what is reasonably achievable for local planning authorities (LPAs), this would weaken the plan-led approach - and thereby undermine the very framework that is vital to actually enable the growth and address its impacts.

Beyond the Planning System

- 1.20 It is important to note how significant the required increases in levels and rates of delivery actually are. It has taken approximately 30 years to deliver the last 850,000 homes. In recent decades the peak of delivery has been around 45,000 homes per year. London has never developed at this rate before, and the closest that it has got to delivery at this level was in the 1930s with a major expansion of the tube network and the expansion of London's boundaries.
- 1.21 There are inevitably some constraints on build-out rates. Major multi-phase Opportunity Areas and Green Belt sites (which require whole new utility infrastructure) will take time. The Plan aims for ambitious delivery rates, supported by public sector intervention where appropriate, but there are limits to what can be assumed in the shorter to medium term, particularly from the current starting point.
- 1.22 The delivery of affordable housing is not only essential to meet Londoners' needs, but also to support housing delivery overall given its role in reducing exposure to absorption rate issues (i.e. how quickly homes can be sold in a market) which act as a significant limitation on the volume and speed of market housing delivery. Given the scale of housing need, significant increases in funding for affordable housing grant must be made available to bolster supply in both the 10 year and longer-term period. Whilst the Mayor has secured up to £11.7bn in grant funding through the London Social and Affordable Homes Programme 2026-36 (which is London's biggest and longest affordable housing funding settlement), this is still insufficient to meet the scale of housing delivery required.

- 1.23 Other mechanisms to enhance delivery will also be important, such as diversifying operators within the sector (e.g. small and medium-sized housebuilders and Build-to-Rent); increasing the level of institutional investment in London's housing market and new sources of finance to support housing delivery; tackling supply chain blockers (e.g. labour) and measures to support higher density housing.
- 1.24 A current lack of demand for market sale new-build housing is part of the reason schemes in London are stalling and slow to build out. Action is therefore also needed on progressive demand-side measures to help increase the numbers of people who are able to buy market homes, in turn creating the incentive for supply to speed up.
- 1.25 The Plan's supporting Viability Study⁹ shows that London is in an extremely challenging viability context due to e.g. increased build costs and interest rates. This is a particular limitation on shorter term delivery, even where appropriate land has been identified. This means that the growth required is not likely to be brought forward solely by the market at this time. New delivery models with greater public sector intervention will therefore be needed. The public sector requires the capacity to take a more interventionist role in both the housing and land markets to support housing delivery and create the conditions for investment. The Mayor has secured £324m in grant funding for the City Hall Developer Investment Fund to unblock stalled sites, and will deliver a further £1.5bn in low-interest loans for housing associations. Beyond this, delivery models such as greater land assembly, more pro-active intervention in de-risking sites and partnership approaches are required to unlock higher levels of housing.

8 Climate Change Committee – 'A well-adapted UK'

9 London Plan Viability Study Phase I Report

2 Making best use of land and achieving Good Growth

Reasoned justification for chapter 2

- 2.1 The London Plan seeks to ensure that objectively assessed needs, and the Good Growth objectives are met as far as possible. It sets out a framework to enable significant increases in housing, economic growth, supporting infrastructure and quality of environment and place – and to do this in a way that best supports improvements to inclusivity, fairness, resilience, carbon emissions and health.¹⁰ The policies in this chapter both distribute that growth and seek to optimise and shape it to help meet the Plan's objectives and minimise impacts.
- 2.2 Development is principally organised around making best use of sustainable transport¹¹ and strategically significant environmental opportunities, as reflected in Broad Locations for Growth (BLGs) and Environmental Opportunity Areas (EOAs). There is a route map to do this that stretches beyond the initial 10 years of the Plan, looking ahead to how future transport investment can pave the way for further growth both within and beyond London. It also sets out how provision for environmental recovery and access to nature can be secured in tandem.¹² These principles are at the heart of the plan, helping us to make best use of precious land and London's existing infrastructure and enabling us to secure multi-benefits rather than driving cumulative disbenefits.¹³ For example, development that is not car-dependent can deliver significantly more homes on the same area, leaving space to meet other important needs e.g. green space.¹⁴ In turn, this is critical to us realising ambitions to reach net zero, support public health, reduce health inequalities, grow productivity and improve equality of opportunity.
- 2.3 The Plan seeks to deliver as much of the development as possible on brownfield land. It does so while protecting assets including Metropolitan Open Land, the historic environment,¹⁵ and well-located industrial land. This requires the optimisation of brownfield sites to meet as much need as possible; therefore, a core part of the approach is to support more density in more parts of London. This is aligned with transport connectivity, re-establishing and strengthening this fundamental linkage. This means that many more areas of London must embrace

10 See IIA Scoping, and the GLA's obligations arising from the GLA Act

11 Public transport, active travel and freight movements that minimise pollution impacts

12 Drawing on the LNRS, LGIF and Clean and Healthy Waterways Plan.

13 As demonstrated by impact assessments and transport modelling

14 See Integrated Impact Assessment

15 Including four World Heritage Sites, over 1,000 conservation areas, 19,000 list entries for historic buildings, 150 registered parks and gardens, 160 scheduled monuments, and one battlefield

mid-rise development. This is a form of development that can bring many benefits and is at the crux of this Plan. Meanwhile, tall buildings (where justified by both connectivity and the Plan's setting analysis) will also feature in a more plan-led way with the tallest buildings focused on 17 identified strategic locations.

- 2.4 But this approach alone is insufficient: additional land in the Green Belt is required to help meet housing, economic and associated infrastructure needs. This Plan has been informed by a strategic assessment of London's Green Belt, and other work to identify the most sustainable locations for growth within it. However, in line with clearly articulated policy and stakeholder preference, the Plan maintains a brownfield-first approach as reflected in the phasing of these areas (representing a smaller proportion of overall growth needs in the first 10 years of the Plan), and higher expectations for greenfield development. It is also reflected in expectations regarding the response to other place assets and opportunities (such as economic clusters) that are brownfield-focused.
- 2.5 Despite the significant embedded investment in London's existing infrastructure, significant upgrades, expansions and different management approaches will be needed to unlock further growth beyond the 10-year period. Only in this way will new development be sustainable, adaptable to changing patterns of use and needs and able to meet the good growth objectives. The spatial strategy reflects the strategic infrastructure interventions needed to underpin growth; and the wider policies, the coordinated approaches needed to support this across the range of vital infrastructure. This reflects the experience and modelling of infrastructure providers (including Transport for London (TfL) and utilities companies) and the wider GLA. It is also informed by increasingly important integrated practices that address shortcomings of previous approaches.
- 2.6 Making best use of land in a way that works for people and the city overall – not just now, but into the future must be underpinned by cross-cutting design policies, focused on ensuring the lasting quality and adaptability of places, and on what is needed to support higher-density living. These policies¹⁶ recognise the important interaction between the mix of uses, form and placement of buildings and infrastructure, and the nature of the interconnecting public realm. This is what creates that quality and inclusive liveability. They also help to balance the importance of valuing features that contribute to London's global identity and attraction,¹⁷ and the need for change (with that change being necessary to accommodate London's growth needs, future-proof the city and deliver against the Mayor's ambitions).¹⁸ As London grows and intensifies, each development can be an opportunity to address different needs in a cost-effective way, alongside its primary purpose.
- 2.7 The policies also address other realities of being a city on the global stage. Through these lenses, national policy is built upon and applied in a way that responds to

¹⁶ In conjunction with more focused policies in other chapters, notably HN8 Hosing Design which helps ensure as densities increase, quality of internal units is also maintained

¹⁷ Including London's the UNESCO World Heritage Sites at Maritime Greenwich, Royal Botanic Gardens Kew, Palace of Westminster and Westminster Abbey including St Margaret's Church, and the Tower of London

¹⁸ See The Mayor's Transport Strategy, London Environment Strategy and the The Mayor's Violence Against Women and Girls Strategy 2022-25

London's unique context and particular pressures.¹⁹ This is also important as part of the ongoing process of making best use of land over the long term.

- 2.8 The overarching spatial strategy is illustrated on the 10- and 20-year key diagram, with a further Infrastructure specific sub-key diagram setting out clearer detail on specific infrastructure schemes where this is known. Spatial aspects of the design policies are set out on the Places sub-key diagram at the start of chapter 6.

MBUL1 Spatial strategy

Policy aim: to meet London's spatial development needs; and distribute and manage growth in a way that optimises outcomes across Good Growth objectives

Applies to: all local plans and all development

Locations: all

Development management and plan-making

- A. New housing and employment development and infrastructure investment should be located, phased, coordinated and designed to:
- (1) secure and realise the potential of sustainable access and strategic environmental opportunity, promoting greater connectivity and inclusivity, with particular reference to the opportunities highlighted by broad locations of growth (BLGs), strategic growth corridors, Brownfield First Opportunity Areas (BFOAs) and Environmental OAs on the key diagram, and the approach set out in policies MBUL2 Optimising the use of land and site capacity (and Table 2.1 Optimisation Framework), PV7 and GHR7
 - (2)

KEY

▲ Stratford International
— Existing Transport Infrastructure

Transport Improvements

— Metroisation
— Bakerloo Line Extension
— West London Orbital
— DLR Extension
— HS2
— Crossrail 2

Water, wastewater and flood risk

- Thames Estuary 2100
- 1 White Horse Reservoir*
 - 2 Grand Union Canal Transfer*
 - 3 Egham to Iver Transfer
 - 4 Crossness Sewage Treatment Upgrades
 - 5 Mogden Sewage Treatment Upgrades
 - 6 Hogsmill Sewage Treatment Upgrades
 - 7 Beckton Sewage Treatment Upgrades and Waste Heat
 - 8 Teddington Direct River Abstraction
 - 9 Thames to Affinity Regional Transfer*

**Not shown on diagram as either located outside of London boundary.*

✕ Existing Thames Barrier improvements at Woolwich Reach

(Noting alternative locations for a future replacement Thames Barrier are beyond London at Dartford and Gravesend)

- River Thames Scheme
- 10 Teddington Weir
 - 11 Molesey Weir
 - 13 Sunbury Weir
 - 14 Desborough Cut*
 - 15 Spelthorne Channel Section*
 - 16 Runnymede Channel Section*

**Not shown on this diagram but part of the River Thames Scheme.*

Waste

South London Intensification Programme

- B. Local plans should plan to deliver at least 558,000 additional new homes, proportionate space for employment and appropriate infrastructure (including health and other locally assessed social infrastructure) in a manner consistent with Part A of this policy; policies HNI Increasing London's housing stock, GLEI Sufficient and appropriate employment space and the Place-vision policies. This means local plans, with reference to the key diagram and Annex C, should:
- (1) through site allocations and review of designations, give priority to and realise the full potential of the growth corridors, the Central Activities Zone (CAZ) and the Northern Isle of Dogs (NIOD), BFOAs and other identified BLGs within the existing urban area, addressing their specific strategic opportunity where relevant, accommodating a significant proportion of required new homes and maintaining a reservoir of well-located employment land
 - (2) make provision for further strategic growth (c. 56,000 new homes and around 350 ha industrial land) beyond the existing built-up area through site

allocations and Green Belt release in identified BLGs where there is good transport connectivity and suitably achievable capacity

- (3) support cross-boundary coordination of opportunities where appropriate, particularly along growth corridors that extend beyond London's boundary and where planned transport investment benefits a wider area
- (4) support cumulatively significant growth on small sites and other land use intensification opportunities, such as the redevelopment of car parks, at a density commensurate with their connectivity and opportunity context as per MBUL2 Optimising the use of land and site capacity
- (5) secure through safeguarding, site allocations and appropriate developer contributions, the following strategic infrastructure requirements:
 - (i) sustainable transport investment as detailed in MBUL5/ Annex D to extend connectivity, expand capacity, improve quality and resilience.
 - (ii) demand management interventions, parking standards and density minima set out in GHR11 Cycle and Car Parking and MBUL2 Optimising the use of land and site capacity, and other measures to ensure sustainable transport viability and manage network capacity
 - (iii) enhancement of green infrastructure (including existing greenspace) at a variety of scales in line with policy GHR7 Green Infrastructure and Urban Greening Factor (UGF), and also the strategic opportunities highlighted in part B(6)
 - (iv) waste and utilities capacity related to the scale of growth, net-self-sufficiency, healthy waterways and zero-carbon ambitions, notably: connections to new reservoirs and water transfer projects in the wider south east; the Teddington Direct River Abstraction; heat networks and connecting transmission infrastructure within

- 2.20 It is important that all plans work together to secure delivery of the scale and nature of growth intended. The infrastructure requirements listed are as specific as best available information allows, including impact testing of the Plan and other evidence and linked to the Plan's Good Growth Objectives.
- 2.21 As well as providing for the 10-year growth against which housing targets are set and other growth is aligned, the policy puts in place a direction of travel for longer-term growth. This is intended to support positive planning for future capacity, around which firmer propositions can be built over time and integrated in future plan iterations. As set out in chapter 1, it is not possible to go further than this at this stage.
- 2.22 In some cases, longer-term growth may be focused on corridors where improvements will benefit an area that extends beyond London. The Mayor is keen to work with neighbouring authorities e.g. in order to make the most of transport investment but given the Mayor's jurisdiction is limited to the administrative boundary, it may be most appropriate for the government to facilitate cross-boundary coordination.

MBUL2 Optimising the use of land and site capacity

Policy aim: to ensure development makes the best use of land and to make the most of all opportunities on brownfield land

Applies to: all local plans and all development

Locations: all

Plan-making

- A. Plan-making authorities should plan for growth and make the best use of land in line with Box MBUL2, taking full advantage of existing and planned levels of sustainable transport connectivity and allowing character to evolve by:
- (1) Developing strategies, design guides, design codes and/or masterplans that set clear expectations on scale, height, and form of development (and other parameters as relevant) for areas where a more pro-active approach is required to promote development. These should have regard to the Optimisation Framework in Table 2.1 and ensure that minimum net densities are met or exceeded
 - (2) Where appropriate, undertaking or updating character studies to understand local character in more detail. This could include enhancing the precision of the London Context Map and adjusting the setting applied to a particular location based on detailed local knowledge. These studies should not preclude change, especially where an increased scale or density of development is expected in accordance with box MBUL2
 - (3) Where they consider necessary, building on the London Small Site Design Code in a local design code. In doing so this should not deviate from the

overall scale and ambition set out in the London Small Site Design code or undermine development viability through additional requirements or constraints.

- B. Plan-making authorities should enable greater clarity for developers and faster delivery of homes through the following:
- (1) Making Local Development Orders (LDOs) including for small sites
 - (2) Identifying and allocating appropriate small sites for residential development. This should include listing these small sites on Part 2 of their brownfield registers and in doing so, providing clarity that they are afforded Permission in Principle
 - (3) Identifying opportunities to combine smaller sites under one site allocation where this would increase capability for mid-rise development (12m up to but excluding 30m in height).

Development management

- C. All development should with reference to Box MBUL2, optimise the use of land in line with the spatial strategy set out in MBUL1, while responding to the site's specific context and constraints. This means:
- (1) Development should be informed by the relevant density and height ranges in the Optimisation Framework where applicable (see Box MBUL2). Residential development should achieve the minimum densities stated in the Optimisation Framework, unless site specific constraints limit the development potential of the site. Development that complies with the Optimisation Framework should be supported in terms of height and density
 - (2) Development proposals on sites below 0.25ha that meet the requirements of the London Small Site Design Code (or a rearticulated small sites design code prepared by plan-making authorities where applicable) are acceptable in-principle
 - (3) Failure to meet the requirements of this policy should be given very significant weight in planning decisions.

Box MBUL2

Site optimisation for particular locations and sites is defined by the parameters set out in the following:

- a. Design codes, masterplans and site allocations with design parameters prepared by LPAs in accordance with the approach of this Plan. This includes the London Small Site Design Code (or as refined by LPA in local design codes and pattern books)
- b. Opportunity Area Planning Frameworks (OAPFs) where they contain relevant density, height or other capacity guidance
- c. Local plan defined locations and policies for building of 30m and above in height (see MBUL3 Tall buildings)
- d. Policy PV7 for sites in the Green Belt.

The Optimisation Framework

Where a site is not covered by a) to d) above, the Optimisation Framework in Table 2.1 applies for sites over 0.25 ha which are within Sustainable Access Measure (SAM) 2 and above. The height and density ranges in this table should be used to guide the proposed form and scale of development, via the following process:

- e. Identify the assumed height range and density for a site as set out in the Optimisation Framework
- f. Identify the area’s potential and/or sensitivity to change to inform where in the range is optimum²⁰
- g. Develop a site-specific design response, taking into account e) and f) above.

Table 2.1 Optimisation Framework

Context Setting	SAM 2	SAM 3	SAM 4	SAM 5A	SAM 5B
Setting A	3 - 4 storeys 220 - 410 hr/h	3 - 5 storeys 280 - 510 hr/h	3 - 6 storeys 340 - 610 hr/h	3 - 7 storeys 440 - 750 hr/h	4 - 7 storeys 500 - 830 hr/h
Setting B	3 - 5 storeys 260 - 480 hr/h	3 - 6 storeys 330 - 580 hr/h	3 - 7 storeys 400 - 680 hr/h	4 - 7 storeys 500 - 830 hr/h	4 - 8 storeys 510 - 910 hr/h
Setting C	3 - 5 storeys 300 - 530 hr/h	3 - 6 storeys 370 - 640 hr/h	3 - 7 storeys 440 - 750 hr/h	4 - 8 storeys 490 - 900 hr/h	5 - 9 storeys 550 - 990 hr/h

20 Where an LPA hasn’t identified an areas potential for change, the presence of heritage assets such as conservation areas and/or listed buildings may indicate that the form and massing may be expected to be towards the lower end of the relevant range.

Context Setting	SAM 2	SAM 3	SAM 4	SAM 5A	SAM 5B
Setting D	3 - 6 storeys 370 - 650 hr/h	4 - 7 storeys 420 - 760 hr/h	4 - 8 storeys 470 - 880 hr/h	5 - 9 storeys 590 - 1040 hr/h	5 - 10 storeys 600 - 1130 hr/h
Setting E	4 - 7 storeys 420 - 710 hr/h	4 - 8 storeys 440-830 hr/h	5 - 9 storeys 490 - 950 hr/h	5 - 10 storeys 550 - 1080 hr/h	5 - 11 storeys 610 - 1170 hr/h
Setting F	4 - 8 storeys 450 - 830 hr/h	5 - 9 storeys 520 - 950 hr/h	5 - 10 storeys 560 - 1080 hr/h	5 - 11 storeys 650 - 1220 hr/h	5 - 12 storeys 650 - 1300 hr/h

It

Metropolitan cluster tier	Location (see also on Figure 2.8)	Cluster specific guidance
Major Metropolitan cluster	5. North Acton / Old Oak Common	This location refers to the area around Old Oak Common Station, Acton Wells and North Acton.
Major Metropolitan cluster	6. Old Kent Road	This location refers to the area extending alongside Old Kent Road from its junctions with Rotherhithe New Road and Peckham Park Road in the north-west to its junctions with Asylum Road and Gervase Street to the south-east. Building heights should avoid adverse impacts on the strategic views to St. Paul's Cathedral from Parliament Hill and Kenwood as well as to the Palace of Westminster and Westminster Abbey from the Serpentine Bridge.
Major Metropolitan cluster	7. Stratford	This location refers to the area around Stratford and Stratford International Stations. Building heights should avoid adverse impacts on the strategic view to St. Paul's Cathedral from the King Henry VIII's Mound.
Major Metropolitan cluster	8. Vauxhall	This location refers to the area extending to either side of the railway line from Vauxhall Station in the north to Wyvil Road in the south. Building heights should avoid adverse impacts on the strategic views to the Palace of Westminster and Westminster Abbey.
Metropolitan Cluster	9. Blackfriars	This location refers to the area either side of Blackfriars Road from the River Thames in the north to Burrell Road / Colombo Street in the south.
Metropolitan Cluster	10. Blackwall	This location refers to the area east of Blackwall Station and to either side of Aspen Way.
Metropolitan Cluster	11. Canada Water	This location refers to the area south-east of Canada Water Station.
Metropolitan Cluster	12. Elephant and Castle	This location refers to the areas south-west of Elephant and Castle Station and at Borough Road / Newington Causeway. Building heights between these two areas to be lower to avoid adverse impacts on the strategic view to the Palace of Westminster and Westminster Abbey from the Serpentine Bridge.

Metropolitan cluster tier	Location (see also on Figure 2.8)	Cluster specific guidance
Metropolitan Cluster	13. Lewisham Town Centre	This location refers to the area adjacent to Lewisham Station. Building heights should avoid adverse impacts on the strategic view towards Greenwich World Heritage Site from Island Gardens.
Metropolitan Cluster	14. Millwall Stadium/ Surrey Canal Road	This location refers to the area south-east of South Bermondsey Station and extending to Surrey Canal Road adjacent to the Millwall Football Stadium.
Metropolitan Cluster	15. Old Street	This location refers to the area east and north-east of Old Street Station. Buildings should not be visible in the strategic views of St. Pauls Cathedral from Bankside.
Metropolitan Cluster	16. Twelve Trees/West Ham	This location refers to the area south of the railway line, east to west, from West Ham Station to Crows Lane.
Metropolitan Cluster	17. White City	This location refers to the area immediately to the east of White City and Wood Lane Stations.

- 2.53 In addressing the design requirements in part B(4) the greater the height of the building, the more important meeting these requirements becomes and the greater the level of scrutiny that is required for its design.
- 2.54 Any external lighting for tall buildings should be minimal, energy-efficient and designed to minimise glare, light trespass, and sky glow, and should not negatively impact protected views, or the amenity of nearby residents. The internal lighting within tall buildings should also be carefully designed to minimise light pollution and positively contribute to nighttime views.
- 2.55 Where publicly accessible areas (including viewing areas on upper floors of buildings) are provided as a public benefit of the development, they should be freely accessible and in accordance with the Public London Charter; and in addition to any street level public realm requirements.

Rationale

This policy reflects a number of key considerations:

- 2.56 A contributing factor to London's global image is its landmarks and skyline. Tall buildings that are of exemplary architectural quality, in the right place, can make a positive contribution to London's cityscape, and many tall buildings have become a valued part of London's identity.
- 2.57 However, in inappropriate locations and/or where they are of poor-quality design, they can also have detrimental visual, functional and environmental impacts so a framework for managing these buildings is important.

- Local Distribution Network Operator (DNO) for electricity connections to the distribution network (SEN and UKPN)
- National Grid – for transmission infrastructure
- If within a Heat Network Zone or >100MW heat load, the Zone Coordination Body²⁴ for heat supply/capture (which will be the liaison point with network operators)
- Gas Distribution Network operators (SGN & Cadent) – in relation to legacy gas infrastructure and future hydrogen supply.

Information and strategies are:

- Self-serve web-based information and where necessary, advice from providers and coordinators and the GLA
- The London Infrastructure Framework
- The Local Area Energy Plan(s) (LAEP) for the area and LAEP Datahub
- The Regional Energy Strategic Plan
- Outputs of the Heat Network Zoning Model
- Mapping from the Health and Safety Executive of major hazard sites
- For development proposals, the local plan where this advances this policy, plus the evaluation of low-carbon heat options as required by Policy GHR2 Low cost low carbon heat, may also be relevant.

Infrastructure and site building level measures include:

- Microgeneration and storage capacity
- Waste heat capture, storage and distribution provision (in line with policy GHR2)
- Electricity distribution and transmission equipment
- Smart meters, energy-efficient fabric and fittings and design approaches to reduce energy requirements
- Phasing development to align with the timelines for strategic infrastructure upgrades.

Standards expected are set out in GHRI in respect of energy-efficiency, and overall the expectation is that measures should ensure sites are integrated with the wider energy system for their mutual benefit in respect of costs, flexibility and resilience.

Water and sewerage:

Providers and coordinators are:

- Statutory Water Undertakers (Thames Water, Affinity, SES, Essex for drinking water)
- Statutory Sewerage Undertaker (Thames Water)
- Local Lead Flood Authority (part of the local authority, in respect of drainage)

²⁴ Until regulations are introduced to designate this, the LPA should be the point of contact

Information and strategies are:

- Advice from providers and coordinators
- Sub-regional Integrated Water Management Strategy (IWMS where available, or other area-based IWMSs)
- Water companies' business plans
- For development proposals, the local plan where this advances this policy, plus the calculation of the equivalent greenfield runoff rate and identification of measures to achieve it in line with Policy GHR5 may also be relevant
- Enabling Water Smart Communities evidence²⁵ can help inform assessment of appropriate water efficiency measures.

Infrastructure and other measures are:

- Provision for managing and storing surface-water and improving water quality in line with policies GHR5 and GHR9
- Wider water and sewerage distribution, transfer and processing equipment
- Water efficient fixtures and fittings preferably incorporating reuse of grey water at least externally
- Drought resistant planting in line with policy GHR6.

Standards expected for all developments are a mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption) (residential), or at least BREEAM excellent standard for the 'WAT OI' water category or equivalent (non-residential), and minimisation of misconceptions. A Building regulation Part G fittings approach should be taken to establish this. Local plans may vary these water efficiency standards where an evidence base to justify this has been provided through their sub-regional IWMS. Policies GHR5 and GHR9 also provide water quality and drainage capacity expectations.

Digital:

Providers and coordinators are:

- Fibre network providers (wholesale and independent) or equivalent

3 Delivering the homes and neighbourhoods Londoners need

Reasoned justification for chapter 3

- 3.1 London faces an unprecedented challenge to deliver not only a significant number of new homes, but accommodation that is affordable and of varying types and tenures that can meet the broad needs of Londoners. Not only is diversification of supply a key part of meeting needs, it is also an important factor in supporting London's available sites to delivery, particularly in the context of difficult and uncertain economic conditions.
- 3.2 The London Plan is planning for 558,000 new homes between 2027 and 2036, with a goal of meeting the housing need figure set by the government of 850,000 homes as soon as possible in the following ten-year period. The Plan sets 10-year capacity-derived housing targets for London's local planning authorities. These targets take the most ambitious approach possible in the context of land and environmental constraints, and deliverability limitations in the shorter term (as set out in chapter 1). They reflect the commitment to making the most of brownfield opportunities and ensuring that these opportunities have been maximised, but do also require the use of Green Belt land (set out as separate components).
- 3.3 Delivering new homes is not just about achieving numbers. It is essential that London ensures choice, providing homes in the right locations and of the right size, tenure and type. The homes that are delivered also need to be good quality, and well-designed to provide appropriate levels of amenity.
- 3.4 Affordable housing is essential not just to ensure an inclusive city and healthy thriving communities, but also for London's growth and productivity, as expensive housing limits individuals' mobility and ability to access jobs. Affordability pressures must be addressed through social rent and intermediate tenure delivery and important Key Workers' needs must be considered as part of retaining London's economic and social vibrance.
- 3.5 There are inevitable limitations in the pace and scale of the build-out and delivery of market homes - arising from a vulnerability to changes in demand from potential buyers - and providing higher levels of affordable housing also plays a vital role in supporting delivery, as does increasing the growing role of Build to Rent in London's housing market. Both types of home serve not only to meet identified needs, but act to diversify sites and so reduce their overall exposure to 'market absorption' from buyer demand, which might otherwise slow down delivery.

Development management

- B. Development proposals should maximise the delivery of genuinely affordable housing to:
- (1) contribute to London’s strategic target of achieving 50 per cent affordable housing; and
 - (2) seek to collectively deliver 238,430 low-cost rent and 129,020 intermediate homes by 2037 reflecting the extent of need.
- C. Proposals for residential development are subject to the Threshold Approach to Planning Applications and should follow the fast-track route through planning, where they provide the relevant percentages of affordable housing on gross residential development in the locations or on the land profiles set out in Table 3.2 and Table 3.3:

Table 3.2 Affordable housing requirements for schemes of 36 homes or more

Location or land profile ⁴⁴	Affordable housing re-requirement	Circumstances under which the threshold affordable housing re-requirement is altered	Altered affordable housing require-ment
Location band A	35 per cent	Development is for 100% social rent homes OR 100% Key Worker Living Rent Homes in the case of BtR develop-ment	25 per cent
Location band B	25 per cent	Development is for at least 80% social rent homes OR at least 80% Key Worker living rent homes in the case of BtR	20 per cent
Location band C	20 per cent	None	N/A
Green Belt land	50 per cent	Development is proposing sig-nificant transport infrastructure delivery	35 per cent

44 For schemes on Green Belt land – regardless of location band or land profile, Green Belt threshold affordable housing requirement applies

Location or land profile ⁴⁴	Affordable housing re-requirement	Circumstances under which the threshold affordable housing re-requirement is altered	Altered affordable housing require-ment
Public sector land	40 per cent	Development is proposing sig-nificant strategic transport (or in some limited cases – subject to agreement with the GLA – strategic health) infrastructure delivery OR is part of a Public Sector Land Port-folio Agreement with the Mayor	25 per cent
Industrial land	35 per cent	None	N/A

Table 3.3 Affordable Housing requirements for schemes of 10-35 homes

Location or land profile ⁴⁵	Affordable housing re-requirement	Circumstances under which the threshold affordable housing re-requirement is altered	Altered affordable housing require-ment
Non-Green Belt land	20 per cent	None	N/A
Green Belt land	50 per cent	None	N/A

- D. In addition to the threshold levels set out in C, development proposals for schemes of 10 homes or more should provide the following to take the fast-track route through planning:
- (1) a tenure split of at least 60 per cent low-cost rent homes and 40 per cent intermediate homes; or
 - (2) a tenure split that is acceptable to the borough or the Mayor when providing 75 per cent or more affordable homes; or
 - (3) in the case of BtR development a tenure split of at least 30 per cent Key Worker Living Rent homes and a maximum of 70 per cent at a range of genuinely affordable rents.
- E. Where the relevant thresholds set out in C and D(1) are exceeded, the tenure split for affordable housing provided above the relevant threshold is flexible.
- F. Proposals for older persons’ accommodation are subject to the Threshold Approach to Planning Applications and should follow the fast-track route through planning, where they provide the relevant percentages of affordable housing on gross residential development in the locations or on the land profiles set out in

45 For schemes on Green Belt land – regardless of location band or land profile, Green Belt threshold affordable housing requirement applies

internal and external building and details security and safety procedures, and service arrangements.

E. The design of LSPBSL should be of good quality:

- (1) placing emphasis on communal living, providing communal facilities and services that includes both indoor and outdoor space that aims to remove barriers to social interaction and encourages engagement and
- (2) providing functional personal living space, that does not encourage self-containment.

F. Development proposals for Older Person's Accommodation should provide affordable housing in line with Policy HN3 Delivering Affordable housing.

G. Development proposals for Specialist, Supported and Older Person's Accommodation should be designed to satisfy the requirements of the intended residents.

H. Development proposals for Older Person's Accommodation, and where necessary to meet residents' need, for other specialist/supported housing should ensure pick up and drop off facilities close to the principal entrance suitable for taxis, minibuses and ambulances.

I. Affordable PBSA should be secured through a Nomination Agreement for occupation by students of one or more higher education provider(s).

Implementation

In implementing this policy, applicants, plan-makers, decision-makers and others (as relevant) should take account of the following:

- 3.69 A positive approach should be taken towards the provision of PBSA in suitable locations to satisfy targets in Table 3.6. London's cumulative PBSA target is for 31,500 bedspaces required in the next decade. Updates on bedspace completions from the baseline date of 2026 will be published as part of the London Plan monitoring updates. Where completions take place between the baseline date and plan start date, these can be netted off from the relevant borough's target.

3.70 Targets contained within Table 3.6 will be kept under review, acknowledging that need for PBSA accommodation may be impacted by contextual changes in the higher education sector.

Table 3.6 PBSA requirement by local planning authority 2027/28 - 2036/37

Local Planning Authority	PBSA Target (bedspaces)
Barking and Dagenham	300
Barnet	2,127

Local Planning Authority	PBSA Target (bedspaces)
Bexley	-
Brent	1,582
Bromley	300
Camden	725
City of London	-
Croydon	1,347
Ealing	2,003
Enfield	1316
Greenwich	1741
Hackney	662
Hammersmith and Fulham	1,049
Haringey	1189
Harrow	781
Havering	1,303
Hillingdon	1,562
Hounslow	1123
Islington	300
Kensington and Chelsea	300
Kingston upon Thames	300
Lambeth	1,023
Lewisham	878
Merton	-
Newham	1576
OPDC	680
Redbridge	1,008
Richmond upon Thames	-
Southwark	1737
Sutton	300
Tower Hamlets	1,482
Waltham Forest	1192
Wandsworth	1,663
Westminster	-
London Total	31,549

- 3.71 Areas that are well-connected to services and higher education providers (HEPs), provide a starting point for both LPAs seeking to allocate sites to satisfy PBSA

