Table 2.1 - Opportunity Area Indicative ~~guidelines~~ capacity for new homes and jobs

	Indicative homes*	Indicative Jobs^
Bakerloo Line Extension		
Old Kent Road	12,000	5,000
New Cross/Lewisham/Catford	13,500	4,000
Bromley	2,500	2,000
Deptford Creek/Greenwich Riverside	5,500	3,000
Crossrail 2 South		
Kingston	9,000	5,000
Wimbledon/Colliers Wood/South Wimbledon	5,000	6,000
Clapham Junction	2,500	2,500
Crossrail 2 North		
Lee Valley	21,000	13,000
Wood Green	4,500	2,500
New Southgate	2,500	3,000
Thames Estuary North and South		
Poplar Riverside	9,000	3,000
Royal Docks/Beckton Riverside	30,000	41,500
London Riverside	44,000	29,000
Greenwich Peninsula	17,000	15,000
Charlton Riverside	8,000	1,000
Woolwich	5,000	2,500
Thamesmead/Abbey Wood	8,000	4,000
Bexley Riverside	6,000	19,000

Highspeed 2/Thameslink		
Harrow and Wealdstone	5,000	1,000
Wembley	14,000	13,500
Colindale/Burnt Oak	7,000	2,000
Brent Cross/Cricklewood	9,500	26,000
Old Oak/Park Royal	25,500	65,000
Elizabeth Line East		
Olympic Legacy	39,000	65,000
Ilford	6,000	500
Romford	5,000	500
Heathrow/Elizabeth Line West		
Heathrow	13,000	11,000
Hayes	4,000	1,000
Southall	9,000	3,000
White City	7,000	2,000
Earls Court/West Kensington	6,500	5,000
Great West Corridor	7,500	14,000
Kensal Canalside	3,500	2,000
Old Oak Park Royal	25,500	65,000
Central London		
Paddington	1,000	13,000
Victoria	1,000	4,000
Tottenham Court Road	300	6,000
Euston	2,800-3,800	~~16,500~~ 8,600 – 15,000
King's Cross	1,000	~~48,000~~ 25,000
City Fringe/Tech City	15,500	50,500

Vauxhall Nine Elms Battersea	**18,500**	**18,500**
Waterloo	**1,500**	**6,000**
London Bridge/Bankside	**4,000**	**5,500**
Elephant & Castle	**5,000**	**10,000**
Canada Water	**5,000**	**20,000**
Isle of Dogs	**29,000**	**110,000**
Trams Triangle/London-Gatwick-Brighton mainline		
Croydon	**14,500**	**10,500**
Sutton	**5,000**	**3,500**

*** Homes figure based on 2017 SHLAA capacity from 2019 – 2041. If no SHLAA data available, most recent Development Plan or OA threshold figure used.**

^ Jobs figure based on the London Employment Sites Database for the period 2016 to 2041 Where no figure available, most recent Development Plan used.

Table 4.1 - 10 year targets for net housing completions (2019/20 -2028/29)

Planning Authority	Ten-year housing target	~~Annualised average~~
Barking & Dagenham	22,640	~~2,264~~
Barnet	31,340	~~3,134~~
Bexley	12,450	~~1,245~~
Brent	29,150	~~2,915~~
Bromley	14,240	~~1,424~~
Camden	10,860	~~1,086~~
City of London	1,460	~~146~~
Croydon	29,490	~~2,949~~

Planning Authority	Ten-year housing target	~~Annualised average~~
Ealing	28,070	~~2,807~~
Enfield	18,760	~~1,876~~
Greenwich	32,040	~~3,204~~
Hackney	13,300	~~1,330~~
Hammersmith & Fulham	16,480	~~1,648~~
Haringey	19,580	~~1,958~~
Harrow	13,920	~~1,392~~
Havering	18,750	~~1,875~~
Hillingdon	15,530	~~1,553~~
Hounslow	21,820	~~2,182~~
Islington	7,750	~~775~~
Kensington & Chelsea	4,880	~~488~~
Kingston	13,640	~~1,364~~
Lambeth	15,890	~~1,589~~
Lewisham	21,170	~~2,117~~
London Legacy Development Corporation	21,610	~~2,161~~
Merton	13,280	~~1,328~~
Newham	38,500	~~3,850~~
Old Oak Park Royal Development Corporation	13,670	~~1,367~~
Redbridge	19,790	~~1,979~~
Richmond	8,110	~~811~~

Planning Authority	**Ten-year housing target**	~~**Annualised average**~~
Southwark	25,540	~~2,554~~
Sutton	9,390	~~939~~
Tower Hamlets	35,110	~~3,511~~
Waltham Forest	17,940	~~1,794~~
Wandsworth	23,100	~~2,310~~
Westminster	10,100	~~1,010~~
Total	**649,350**	~~**64,935**~~

Table 4.2 - 10 year targets (2019/20 -2028/29) for net housing completions on small sites (below 0.25 hectares in size)

Planning Authority	**Ten-year housing target**	~~**Annualised average**~~
Barking & Dagenham	5,190	~~519~~
Barnet	12,040	~~1204~~
Bexley	8,650	~~865~~
Brent	10,230	~~1023~~
Bromley	10,290	~~1029~~
Camden	3,760	~~376~~
City of London	740	~~74~~
Croydon	15,110	~~1511~~
Ealing	10,740	~~1074~~
Enfield	9,830	~~983~~
Greenwich	6,810	~~681~~

Planning Authority	Ten-year housing target	~~Annualised average~~
Hackney	6,600	~~660~~
Hammersmith & Fulham	2,980	~~298~~
Haringey	6,260	~~626~~
Harrow	9,650	~~965~~
Havering	9,040	~~904~~
Hillingdon	7,650	~~765~~
Hounslow	6,800	~~680~~
Islington	4,840	~~484~~
Kensington & Chelsea	1,690	~~169~~
Kingston	6,250	~~625~~
Lambeth	6,540	~~654~~
Lewisham	8,290	~~829~~
London Legacy Development Corporation	800	~~80~~
Merton	6,710	~~671~~
Newham	9,500	~~950~~
Old Oak Park Royal Development Corporation	60	~~6~~
Redbridge	9,380	~~938~~
Richmond	6,340	~~634~~
Southwark	8,000	~~800~~
Sutton	7,380	~~738~~
Tower Hamlets	5,660	~~566~~

Planning Authority	Ten-year housing target	~~Annualised average~~
Waltham Forest	8,890	~~889~~
Wandsworth	7,740	~~774~~
Westminster	5,290	~~529~~
Total	**245,730**	**~~24,573~~**

Table 4.4A Need for Gypsy and Traveller pitches from London Boroughs' Gypsy and Traveller Accommodation Needs Assessment March 2008[59A], midpoint need figure 2007-2017.

Borough	Need
Barking and Dagenham	8
Barnet	8
Bexley*	
Brent	18
Bromley	74
Camden	4
City of London	0
Croydon	15
Ealing	38
Enfield	1
Greenwich	34

Hackney	24
Hammersmith and Fulham	3
Haringey	32
Harrow	8
Havering	~~15~~ 20
Hillingdon	25
Hounslow	11
Islington	2
Kensington and Chelsea	9
Kingston upon Thames	10
Lambeth	7
Lewisham	12
Merton	10
Newham	15
Redbridge	11
Richmond upon Thames	9
Southwark	15
Sutton	~~21~~ 11
Tower Hamlets	33

Waltham Forest	**5**
Wandsworth	**7**
Westminster	**0**

*** London Borough of Bexley was excluded from the commissioning of this research and no survey work took place there**

59A The Fordham research report can be found at https://www.london.gov.uk/what-we-do/ planning/london-plan/london-plan-technical-and-research-reports

Table 8.1 - Public open space categorisation

Open Space categorisation	Description	Size guideline	Distance from homes
Small Open Spaces	These include **public** gardens, sitting out areas, children's play spaces or other areas of a specialist nature, including nature conservation areas.	under 2 ha	less than 400 m
Linear Open Spaces	These are open spaces and towpaths alongside the Thames, canals and other waterways, paths, disused railways, nature conservation areas and other routes that provide opportunities for informal recreation. They ~~are~~ **can** often **be** characterised by **elements** ~~features or attractive areas which~~ **that** ~~are not fully accessible to the public~~ **are not public open space** but **that** contribute to the enjoyment of the space.		

Open Space categorisation	Description	Size guideline	Distance from homes
This table gives examples of typical open space typologies in London; other open space types may be included to reflect local circumstances			

Table 8.2 - Urban Greening Factors

Surface Cover Type	Factor
Semi-natural vegetation (e.g. **trees** woodland, **species** ~~flower~~-rich grassland) **maintained or established** ~~created~~ on site.	1
Wetland or open water (semi-natural; not chlorinated) **maintained or established** ~~created~~ on site.	1
Standard trees planted ~~in natural soils or~~ in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree – see Trees in Hard Landscapes for overview[B].	0.8
Flower-rich perennial planting – see **RHS perennial plants for guidance** ~~Centre for Designed Ecology for case-studies~~[D]	0.7

Notes

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D **https://www.rhs.org.uk/advice/profile?pid=868** ~~https://cfde.co.uk/front-page/about/case-studies~~

Table 9.1 - Forecast arisings of Household and Commercial & Industrial waste by borough 2021-2041 (000's tonnes)

Borough	**2021**	**2041**
Barking & Dagenham	214	230
Barnet	315	340
Bexley	225	**241** ~~242~~
Brent	**259** ~~260~~	274
Bromley	**249** ~~250~~	**267** ~~268~~
Camden	360	374
City of London	230	238
Croydon	305	327
Ealing	291	306
Enfield	305	327
Greenwich	209	**226** ~~227~~
Hackney	183	**195** ~~196~~
Hammersmith & Fulham	183	190
Haringey	190	201
Harrow	188	205
Havering	**229** ~~230~~	249
Hillingdon	347	**365** ~~367~~
Hounslow	260	**275** ~~276~~
Islington	**241** ~~242~~	**251** ~~252~~
Kensington & Chelsea	**201** ~~202~~	**210** ~~211~~
Kingston	152	**160** ~~161~~

Borough	2021	2041
Lambeth	208	**219** ~~220~~
Lewisham	191	206
Merton	**174** ~~173~~	184
Newham	244	**260** ~~261~~
Redbridge	196	216
Richmond	**179** ~~180~~	**190** ~~191~~
Southwark	292	308
Sutton	161	**172** ~~173~~
Tower Hamlets	260	273
Waltham Forest	202	**218** ~~180~~
Wandsworth	**251** ~~250~~	264
City of Westminster	722	749 ~~750~~
London total	**8,217** ~~8,216~~	8,726

Table 9.2 - Borough-level apportionments of Household and Commercial & Industrial waste 2021-2041 (000's tonnes)

Borough	Apportion ment*	2021	2041
Barking & Dagenham	6.1	505	537
Barnet	2.6	215	229
Bexley	5.6	**457** ~~456~~	485
Brent	5.0	412	**437** ~~438~~
Bromley	2.3	192	204

Borough	**Apportionment***	**2021**	**2041**
Camden	1.6	133	141
City of London	1.0	84	**90** ~~89~~
Croydon	3.1	252	268
Ealing	6.6	**542** ~~543~~	576
Enfield	4.3	**356** ~~357~~	379
Greenwich	4.1	338	359
Hackney	1.3	**111** ~~110~~	118
Hammersmith & Fulham	2.6	210	**223** ~~222~~
Haringey	2.3	192	203 ~~204~~
Harrow	1.9	**160** ~~151~~	170
Havering	4.5	**370** ~~369~~	**393** ~~383~~
Hillingdon	5.1	423	**449** ~~450~~
Hounslow	5.0	407	432
Islington	1.2	**101** ~~102~~	108
Kensington & Chelsea	1.4	116	123
Kingston	2.3	187	**199** ~~198~~
Lambeth	1.7	143	152
Lewisham	2.2	184	195
Merton	2.9	238	253
Newham	4.7	**383** ~~384~~	407
Redbridge	1.8	151	160

Borough	Apportionment*	2021	2041
Richmond	1.8	148	157
Southwark	1.8	**150** ~~151~~	**159** ~~160~~
Sutton	2.6	**211** ~~210~~	224
Tower Hamlets	2.4	195	207
Waltham Forest	2.4	199	211
Wandsworth	3.2	264	280
City of Westminster	2.3	188	**200** ~~199~~
London total	100.0	**8,217** ~~8,216~~	8,726

* Apportionment is per cent share of London's total waste to be managed by borough

Table 10.1 - Indicative list of transport schemes

Healthy Streets and active travel		
Scheme	**Cost***	**Timescale**
Accessibility and inclusivity embedded in planning and design of Healthy Streets	low	2017-2041
Borough-led traffic reduction strategies (including workplace parking levies)	low	2017-2030
Cycle Hire network development	medium	2017-2041
Cycle network development (London-wide)	medium	2017-2030
Electric vehicle charging infrastructure	low	2017-2041
Freight consolidation programme	medium	2017-2041
Freight fleet emissions reductions	low	2017-2041
Highway decks to release land for housing (subject to further assessment)	high	2017-2030
Personal safety and security improvements on London's streets	low	2017-2041
Road pricing: existing schemes reviewed	low	2018-2020

Road pricing: next generation charging (subject to further assessment)	med/high	2022-2041
Street trees increases	low	2017-2041
Sustainable drainage system improvements on railway land	low	2017-2041
Sustainable drainage system improvements on streets	low	2017-2041
~~Transformation of Oxford Street~~	~~low~~	~~2017-2022~~
Transformation of Parliament Square (subject to further assessment)	low	2020s
ULEZ in central **and inner** London	medium	2017-202**1**~~0~~
~~ULEZ in inner London~~	~~low~~	~~2020-2030~~
~~U~~LEZ **strengthening** London-wide for buses, coaches and HGVs	low	2020~~-2030~~
Vision Zero (safer road user behaviours through education, engagement and enforcement, and improved vehicle safety including banning most dangerous HGVs/HGV Direct Vision)	low	2017-2041
Walk and cycle bridge between Battersea and Fulham	low	~~2017-2020~~ **2020-2025**
Walk and cycle ~~bridge between Nine Elms and Pimlico~~ **river crossing: Nine Elms Pimlico Bridge**	low	2020-2030
~~A new~~ **Walk and cycle** river crossing ~~for pedestrians and cyclists~~ between Rotherhithe and Canary Wharf	medium	2017-2030
Walk and cycle to school schemes	low	2017-2041
Walk and cycle to work and in local communities schemes	low	2017-2041
Walk and cycle wayfinding improvements	low	2017-2041
Walk London Network enhancements	low	2017-2041
Walking: improved local routes	low	2017-2030
Public Transport		
Bakerloo ~~L~~**l**ine **e**~~E~~xtension~~.~~	high	2020-2030
Beam Park station	**low**	**2020-2030**
Brighton Mainline Upgrade (higher frequencies)	high	2020-2030
Bus network: demand-responsive bus services (subject to further assessment)	medium	2017-2041
Bus network: enhancements to meet existing and future demand	medium	2017-2041
Bus network: Low Emissions Bus Zones (including bus priority)	low	2017-2030
Bus network: retrofitted and procuring cleaner buses	medium	2017-2041

Bus network: Silvertown Tunnel and associated bus services	medium	2017-2030
Bus network: wheelchair accessible bus stops	low	2017-~~2020~~ **2041**
Bus priority network and supporting infrastructure	medium	2017-2030
Bus transit pilots ~~in Opportunity Areas~~	low	2020-2041
Coach hub(s) **upgrade and/or** reprovision	medium	2020-20~~23~~ ~~30~~ **30**
Crossrail 2 (including West Anglia Main Line 4-tracking)	high	2020-2041
Crossrail 2 eastern branch (subject to further assessment)	**high**	**2020-2041**
Devolved suburban rail services to enable London suburban metro	high	2020-2030
DLR extension from Gallions Reach to Thamesmead (subject to further assessment)	medium	2017-2030
DLR station upgrade programme	low	2017-2041
DLR upgrades	high	2020-2041
Elizabeth line	high	2017-202**1**~~0~~
Elizabeth line extension **/ rail enhancements** east of Abbey Wood	**medium /** high	2020-2041
Heathrow Airport Southern **Rail** Access (required ~~for~~ **if** airport expansion **proceeds**)	~~medium~~ **high**	2020-2041
Heathrow Airport Western **Rail** Access (required ~~for~~ **if** airport expansion **proceeds**)	~~medium~~ **high**	2020-2041
HS2 and associated National Rail changes, including mitigation of impacts at street level	high	2020-2041
London Overground extension to Barking Riverside	medium	2017-2030
London Overground extension - West London Orbital	medium	2020-2030
London Overground extensions (subject to further assessment)	low	2030-2041
London Overground frequency upgrades (network-wide)	low	2017-2041
London Overground station upgrade programme	medium	2017-2041
London Overground strategic interchanges at Clapham Junction, Lewisham, Stratford and Old Oak Common and improved accessible interchange facilities across inner and outer London	low	2017-2030
London Underground air quality improvements	low	2017-2041
London Underground station capacity programme	high	2017-2041
London Underground step-free stations and more accessible vehicles.	medium	2017-2041
London Underground upgrades - various (e.g.	high	2017-2041

Deep Tube programme, Four Lines Modernisation programme etc)		
National Rail capacity increases (other lines)	medium	2020-2030
National Rail freight upgrades, especially to enable freight to bypass London	low	2017-2041
National Rail station capacity and step-free access upgrades	~~medium~~ **high**	2017-2041
Night Overground	low	2017-2020
Night-time services on the DLR	low	2020-2030
Night Tube extensions	low	2017-2030
Northern ~~L~~**l**ine **e**~~E~~xtension~~.~~	high	2017-2020
River crossing at Gallion's Reach and/or Belvedere (subject to further assessment)	medium	2030-2041
River crossings (public transport) in East London (subject to further assessment)	medium	2017-2041
River services extensions to the east (subject to further assessment)	low	2017-2030
Stratford to Angel Road enhancements	medium	2017-2020
~~Tram extension to Sutton (subject to further assessment)~~ **Sutton Link**	medium	2020-2030
Thameslink Programme	high	2017-2020
Tram upgrades	medium	2017-2041
Walk and cycle ferry between North Greenwich and Canary Wharf (subject to further assessment)	low	2017-20~~20~~**30**

*** low: <£100m, medium: £100m-£1bn, high: >£1bn**

Table 10.2 - Minimum cycle parking standards*

Use Class		**Long-stay (e.g. for residents or employees)**	**Short-stay (e.g. for visitors or customers)**
A1	food retail **above 100 sqm**	~~from a threshold of 100 sqm:~~ 1 space per 175 sqm gross external area (GEA)	~~from a threshold of 100 sqm:~~ • areas with higher cycle parking standards (see Figure 10.2): ○ first 750 sqm: 1 space per 20 sqm; ○ thereafter: 1 space per 150 sqm (GEA) • rest of London: ○ first 750 sqm: 1 space per 40 sqm; ○ thereafter: 1 space per 300 sqm (GEA)

	non-food retail **above 100 sqm**	~~from a threshold of 100 sqm:~~
		• first 1000 sqm: 1 space per 250 sqm
		• thereafter: 1 space per 1000 sqm (GEA)
			~~from a threshold of 100 sqm:~~
			• areas with higher cycle parking standards (see Figure 10.2):
			  ○ first 1000 sqm: 1 space per 60 sqm;
			  ○ thereafter: 1 space per 500 sqm (GEA)
			• rest of London:
			  ○ first 1000 sqm: 1 space per 125 sqm;
			  ○ thereafter: 1 space per 1000 sqm (GEA)

A2-A5	financial / professional services; cafes & restaurants; drinking establishments; take-aways **above 100 sqm**	~~from a threshold of 100 sqm:~~ 1 space per 175 sqm (GEA)	~~from a threshold of 100 sqm:~~ • areas with higher cycle parking standards (see Figure 10.2): 1 space per 20 sqm (GEA) • rest of London: 1 space per 40 sqm (GEA)
B1	business offices	• areas with higher cycle parking standards (see Figure 10.2): 1 space per 75 sqm • rest of London: 1 space per 150 sqm (GEA)	• first 5,000 sqm: 1 space per 500 sqm • thereafter: 1 space per 5,000 sqm (GEA)
B1	light industry and research and development	1 space per 250 sqm (GEA)	1 space per 1000 sqm (GEA)
B2-B8	general industrial, storage or distribution	1 space per 500 sqm (GEA)	1 space per 1000 sqm (GEA)
C1	hotels (bars, restaurants, gyms etc. open to the public should be considered individually under relevant standards)	1 space per 20 bedrooms	1 space per 50 bedrooms
C2	Hospitals	1 space per 5 FTE staff	1 space per 30 FTE staff

C2	care homes / secure accommodation	1 space per 5 FTE staff	1 space per 20 bedrooms
C3-C4	dwellings (all)	• 1 space per studio **or 1 person 1 bedroom dwelling** • 1.5 spaces per **2 person** 1 bedroom ~~unit~~ **dwelling** • 2 spaces per all other dwellings	• **5 to 40 dwellings: 2 spaces** • **Thereafter:** 1 space per 40 ~~units~~ **dwellings**
D1	Nurseries	1 space per 8 FTE staff + 1 space per 8 students	
	primary schools / secondary schools/ sixth form colleges	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students
	universities and colleges	1 space per 4 FTE staff + 1 space per 20 FTE students	1 space per 7 FTE students
	health centre, including dentists	1 space per 5 FTE staff	1 space per 3 FTE staff
	other (e.g. library, church, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
D2	other (e.g. cinema, bingo, etc.)	1 space per 8 FTE staff	1 per 30 seats
	sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
Sui generis		As per most relevant other standard e.g. casino and theatre = D2, room in large-scale purpose built shared living or student accommodation = studio C3.	
Stations		To be considered on a case by case basis through liaison with TfL. The level of provision should take into account the type and location of the station, current and future rail and cycle demand and the potential for journey stages to and from the station to be made by cycle. A ~~Future growth, though a~~ step-change in provision is expected, especially at termini, in order to meet the Mayor’s mode share target.	

*** The minimum of two short-stay and two long-stay cycle parking spaces does not apply to A1-A5 developments of less than 100 sqm or to short-stay parking at residential developments of fewer than 5 dwellings.**

Table 10.3 - Maximum residential parking standards

Location	**Maximum parking provision***
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	Car free~
Inner London PTAL 3	Up to 0.25 spaces per **dwelling** ~~unit~~
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per **dwelling** ~~unit~~
Inner London PTAL 0 – 1 Outer London PTAL 3	Up to 0.75 spaces per **dwelling** ~~unit~~
Outer London PTAL 2	Up to 1 space per **dwelling** ~~unit~~
Outer London PTAL 0 – 1	Up to 1.5 spaces per **dwelling** ~~unit~~ ~~1~~ ^
*** Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed**	

~ With the exception of disabled persons parking, see Policy T6.1 G
~~1~~ **^** Where small units (generally studios and one bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit

Table 10.4 - Maximum office parking standards

Location	Maximum parking provision*
Central Activities Zone and inner London	Car free^
Outer London Opportunity Areas	Up to 1 space per 600m2 gross internal area (GIA)
Outer London	Up to 1 space per 100m2 (GIA)
Outer London locations identified through a DPD where more generous standards apply	Up to 1 space per 50m2 (GIA)
*** Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed**	

Table 10.5 - Maximum retail parking standards

Location	Maximum parking provision *
Central Activities Zone and all areas of PTAL 5-6	Car-free^

Inner London Outer London Opportunity Areas Outer London retail below 500 sqm	Up to 1 space per 75 sqm gross internal area (GIA)
Rest of outer London	Up to 1 space per 50 sqm (GIA)
*** Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed**	

Table 10.6 - Non-residential disabled persons parking standards

	Designated bays **(Per cent of total parking provision)**	**Enlarged bays** **(Per cent of total parking provision)**
Workplace	5 per cent	5 per cent
Education	5 per cent	5 per cent
Retail, recreation**, hotels** and leisure	6 per cent	4 per cent
Transport car parks	5 per cent	5 per cent
Medical and health facilities	**6 per cent**	**4 per cent**
Religious buildings and crematoria	Minimum two spaces or 6 per cent, whichever is the greater	4 per cent
Sports facilities	Refer to Sport~~s~~ England Guidance	

Table 12.1 - Key Performance Indicators and Measures

Housing	
KPI	Supply of **new homes**
Measure	Increase in the supply of new homes over the period (monitored against housing completions and the net pipeline of approved homes), towards meeting the 66,000 net additional homes needed each year up to **March 2029**~~2030~~.
KPI	Supply of **affordable homes**
Measure	Positive trend in percentage of planning approvals for housing that are affordable housing (based on a rolling average).
Economy	
KPI	Supply of **office capacity**
Measure	Pipeline of planning permissions for office floorspace is at least three times the average office floorspace construction started over the previous three years.
KPI	Provision of **affordable workspace**
Measure	Positive trend in affordable B1 workspace as a share of total B1 floorspace in planning approvals (based on a rolling average).
KPI	Availability of **industrial land**

Measure	No overall net loss of industrial and warehousing floorspace in London (B1c, B2 and B8) in designated industrial locations (based on a rolling average).
Environment	
KPI	Protection of **Green Belt and Metropolitan Open Land**
Measure	Harm to the Green Belt and Metropolitan Open Land prevented through the referred application process.
KPI	**Carbon emissions** through new development
Measure	Average on-site carbon emission reductions of at least 35% compared to Building Regulations 2013 for approved referable development applications.
Transport	
KPI	**Modal share**
Measure	Increasing mode share for walking, cycling and public transport (excluding taxis) towards the target of 80% by 2041.
Health	
KPI	Londoners engaging in **active travel**
Measure	Positive trend in provision of cycle parking (based on a rolling average) to support the target of all Londoners doing two ten-minute periods of active travel a day by 2041.
Air Quality	

KPI	**Air quality**
Measure	Positive trend in approved referable development applications demonstrating that they meet at least air quality neutral standard for emissions (based on a rolling average).
Heritage	
KPI	Impact of development on London's **heritage**
Measure	Positive trend in the reduction of harm and/or an increase in benefits to designated heritage assets in approved referable development applications (based on a rolling average).
Culture	
KPI	Provision of **cultural infrastructure**
Measure	No net loss of culture venues and facilities* (based on a rolling average).