

Appendix A

Policies from *The London Plan*

The London Plan: Mayor of London, February 2004

<p>Regional Policy</p> <p>Policy 1.1 The Mayor's objectives</p> <p>In working with strategic partners, setting priorities for the GLA group, and in exercising his planning functions, the Mayor will seek to implement the following objectives.</p> <p>Objective 1: To accommodate London's growth within its boundaries without encroaching on open spaces</p> <p>Objective 2: To make London a better city for people to live in</p> <p>Objective 3: To make London a more prosperous city with strong and diverse economic growth</p> <p>Objective 4: To promote social inclusion and tackle deprivation and discrimination</p> <p>Objective 5: To improve London's accessibility</p> <p>Objective 6: To make London a more attractive, well-designed and green city</p>
<p>Policy 2A.1 Sustainability criteria</p> <p>The Mayor will use the following criteria in developing Sub-Regional Development Frameworks when considering UDPs and planning applications referred to him:</p> <ul style="list-style-type: none">• optimising the use of previously developed land and vacant or underused buildings• using a design-led approach to optimise the potential of sites• ensuring that development occurs in locations that are currently, or are planned to be, accessible by public transport, walking and cycling• ensuring that development occurs in locations that are accessible to town centres, employment, housing, shops and services• ensuring that development takes account of the capacity of existing or planned infrastructure including public transport, utilities and community infrastructure, such as schools and hospitals• taking account of the physical constraints on the development of land, including, for example, flood risk, ensuring that no significant harmful impacts occur, or that such impacts are acceptably mitigated• taking account of the impact that development will have on London's natural resources, environmental and cultural assets and the health of local people• taking account of the objectives of preventing major accidents and limiting their consequences• taking account of the suitability of sites for mixed use development and the contribution that development might make to strengthening local communities
<p>Policy 2A.2 Opportunity Areas</p> <p>As part of the process of producing Sub-Regional Development Frameworks, the Mayor will work with strategic partners to prepare planning frameworks for Opportunity Areas as shown on Map 2A.1, or to build on frameworks already developed. These frameworks will set out a sustainable development programme for each Opportunity Area, to be reflected in UDPs, so as to contribute to the overall strategy of the London Plan to:</p> <ul style="list-style-type: none">• seek to exceed the minimum guidelines for housing and to have regard to indicative estimates for employment set out in the sub-regional tables• maximise access by public transport• promote social inclusion and relate development to any nearby Areas for Regeneration
<p>Policy 2A.3 Areas for Intensification</p> <p>UDP policies should identify Areas for Intensification including those shown on Map 2A.1. Policies for development should exploit their public transport accessibility and potential for increases in residential, employment and other uses, through higher densities and more mixed and intensive use.</p>

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Policy 2A.4 Areas for Regeneration

Within the Areas for Regeneration shown on Map 2A.2 the Mayor will work with strategic partners to achieve their sustained renewal by prioritising them for action and investment. In their UDPs, Community Strategies, and Neighbourhood Renewal Strategies, boroughs should identify Areas for Regeneration and set out integrated spatial policies that bring together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing. These policies and actions should state how they seek to achieve the government's objective, which the Mayor supports, that no one should be seriously disadvantaged by where they live within 10–20 years. UDP policies should identify any local regeneration areas and highlight any suitable additional strategic areas for inclusion in the first review of the London Plan.

Policy 2A.5 Town centres

The Mayor will work with sub-regional partnerships to implement a polycentric strategy for London's development by promoting the strategic importance of London's town centres in accommodating economic growth, meeting the needs of Londoners and improving the sustainability of London's development. A robust strategy for town centres in each sub-region will be developed through the Sub-Regional Development Frameworks, taking into account the relationship with town centres in adjoining sub-regions and in the regions adjoining London, to provide strategic direction for the development of the network of centres.

UDP policies should:

- have regard to the network of International, Metropolitan, Major and District centres as shown on Map 3D.1
- identify local centres
- seek to exploit and enhance the accessibility of town centres from the areas which they serve, particularly by public transport, walking and cycling
- provide for a full range of town centre functions including retail, leisure, employment services and community facilities, in line with the other policies of this plan
- seek to sustain and enhance the vitality and viability of town centres including maximising housing provision through high density, mixed use development and environmental improvement.

Policy 2A.6 Spatial strategy for suburbs

UDP policies should contain spatial strategies for promoting change within, and enhancing the quality of life of, suburban London. Such strategies should:

- focus retail, leisure, key commercial activity and services in suburban metropolitan, major, district and local town centres. Where such centres do not already have good levels of public transport accessibility and capacity, improvements should be promoted
- promote areas around suburban town centres that have good access by public transport and on foot to the town centre as appropriate for higher-density and mixed-use development including housing
- improve the sustainability of suburban residential heartlands by promoting better access to centres, employment and community facilities, improving the public realm, making efficient use of space and where appropriate, modernising or redeveloping the housing stock. Such strategies should be developed with particular attention to the policies in this plan for town centres, employment, housing provision and design for a compact city.

Policy 2A.7 Strategic Employment Locations

In the context of Policy 3B.5, Annex 2 and Sub-Regional Development Frameworks, boroughs should identify Strategic Employment Locations in UDPs.

Policy 3A.1 Increasing London's supply of housing

The Mayor will seek the maximum provision of additional housing in London towards achieving an output of 30,000 additional homes per year from all sources. Housing provision up to 2006 will be monitored against a minimum target of 23,000 additional homes per year, and the borough targets set out in Table 3A.1. This figure will be reviewed by 2006 and periodically thereafter. The Mayor will promote policies that seek to achieve and to exceed this target.

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Policy 3A.2 Borough housing targets

UDP policies should:

- seek to exceed the figures in Table 3A.1 and to address the suitability of housing development in terms of location, type of development and impact on the locality
- identify new sources of supply having regard to:
 - major development in Opportunity Areas and in the London parts of the Thames Gateway and London-Stansted-Cambridge growth areas and redevelopment of low density commercial sites to secure mixed use residential development
 - change of use of unneeded industrial/employment land to residential or mixed use development
 - redevelopment in town centres, suburban heartlands and small scale residential infill
 - intensification of housing provision through development at higher densities particularly where there is good access to public transport
- review existing identified housing sites and include existing and proposed housing sites on Proposals Maps. The capacity of housing sites should be determined in accordance with the urban design and density policies of this plan
- monitor housing approvals and completions against the annual monitoring targets in Table 3A.1 and against any higher targets adopted in their UDPs.

Policy 3A.3 Efficient use of stock

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

Policy 3A.4 Housing choice

Boroughs should take steps to identify the full range of housing needs within their area. UDP policies should seek to ensure that:

- new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups, such as students, older people, families with children and people willing to share accommodation
- all new housing is built to 'Lifetime Homes' standards
- ten per cent of new housing is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.

The Mayor will investigate the feasibility of establishing a London register of accessible housing in both the public and private sector.

In undertaking an assessment of housing needs, a borough should consult fully and ensure that the assessment includes the full range of different communities within the borough, such as black and minority ethnic communities, disabled people and older people and households with specialist or different requirements, and that such communities are consulted on how policy is derived from the needs assessment.

Policy 3A.5 Large residential developments

Boroughs should encourage proposals for large residential developments in areas of high public transport accessibility, including the provision of suitable non-residential uses within such schemes. Boroughs should prepare planning frameworks for all large residential sites of 10 hectares or more, or that will accommodate more than 500 dwellings. The planning frameworks should be prepared in consultation with local communities and other key stakeholders.

Policy 3A.6 Definition of affordable housing

UDP policies should define affordable housing as housing designed to meet the needs of households whose incomes are not sufficient to allow them to access decent and appropriate housing in their borough. Affordable housing comprises social housing, intermediate housing and in some cases, low-cost market housing.

<p>Regional Policy</p>
<p>Policy 3A.7 Affordable housing targets</p> <p>UDP policies should set an overall target for the amount of affordable housing provision over the plan period in their area, based on an assessment of all housing needs and a realistic assessment of supply. In setting targets boroughs should take account of regional and local assessments of need, the Mayor's strategic target for affordable housing provision that 50 per cent of provision should be affordable and, within that, the London wide objective of 70 per cent social housing and 30 per cent intermediate provision, and the promotion of mixed and balanced communities. They should take account of the most robust available assessment of housing capacity, and of potential sources of supply, such as:</p> <ul style="list-style-type: none"> • local authority developments, including estate renewals • Registered Social Landlords' developments • low-cost market housing, where it can be shown to be affordable • private residential development negotiations secured through planning agreements or conditions • vacant properties brought back into use • provision from non-self-contained accommodation.
<p>Policy 3A.8 Negotiating affordable housing in individual private residential and mixed-use schemes</p> <p>Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets adopted in line with policy 3A.7, the need to encourage rather than restrain residential development and the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements.</p>
<p>Policy 3A.9 Partnership approach and sub-regional development frameworks</p> <p>The Mayor will work with the London Housing Board to ensure that a sub-regional approach is embedded in the London Housing Strategy and that the Board's funding recommendations to Government seek resources for cross-borough and sub-regional initiatives.</p>
<p>Policy 3A.10 Special needs and specialist housing</p> <p>UDP policies should provide for special needs housing, including sheltered housing with care support, staffed hostels and residential care homes, based on up-to-date estimates of need.</p>
<p>Policy 3A.11 London's travellers and gypsies</p> <p>Boroughs should, in co-ordination with neighbouring boroughs and districts, assess the accommodation needs of gypsies and travellers and review the pitch capacity of each borough.</p>
<p>Policy 3A.12 Loss of housing and affordable housing</p> <p>UDP policies should prevent the loss of housing, including affordable housing, without its planned replacement at existing or higher densities.</p>
<p>Policy 3A.13 Loss of hostels, staff accommodation and shared accommodation</p> <p>UDP policies should resist the loss of hostels, staff accommodation and shared accommodation that meet an identified housing need, unless the existing floorspace is satisfactorily re-provided to an equivalent or greater standard. Policies should resist the loss of housing to short-term provision (lettings less than 90 days).</p>
<p>Policy 3A.14 Addressing the needs of London's diverse population</p> <p>UDP policies should identify the needs of the diverse groups in their area. They should address the spatial needs of these groups, and ensure that they are not disadvantaged both through general policies for development and specific policies relating to the provision of social infrastructure (policy 3A.15), the public realm, inclusive design and local distinctiveness (policies 4B.4, 4B.5 and 4B.7). Existing facilities that meet the needs of particular groups should be protected and where shortfalls have been identified, policies should seek measures to address them proactively.</p>
<p>Annex 3 draws attention to those policies in this plan that are particularly relevant to addressing the needs of each of the groups outlined in the supporting paragraphs below.</p>

<p>Regional Policy</p>
<p>Policy 3A.15 Protection and enhancement of social infrastructure and community facilities UDP policies should assess the need for social infrastructure and community facilities in their area, including children’s play and recreation facilities, services for young people, older people and disabled people, as well as libraries, community halls, meeting rooms, places of worship and public toilets. Adequate provision for these facilities is particularly important in major areas of new development and regeneration. Policies should seek to ensure that appropriate facilities are provided within easy reach by walking and public transport of the population that use them. The net loss of such facilities should be resisted.</p>
<p>Policy 3A.16 The voluntary and community sector The Mayor will and boroughs should assist the voluntary and community sector in delivering the objectives of this plan. In particular, boroughs should, when reviewing UDPs, consult voluntary and community organisations and include policies which address their need for accessible and affordable accommodation.</p>
<p>Policy 3A.17 Health objectives UDP policies should promote the objectives of the NHS Plan, Local Delivery Plans and Modernisation Programmes and the organisation and delivery of health care in the borough. This should be in partnership with the strategic health authorities, primary care trusts and Local Strategic Partnerships and with voluntary and community organisations involved in delivering health services.</p>
<p>Policy 3A.18 Locations for health care UDP policies should support the provision of additional healthcare within the borough as identified by the strategic health authorities and primary care trusts. The preferred locations for hospitals, primary healthcare centres, GP practices and dentists should be identified in appropriate locations accessible by public transport and with particular reference to policies 3A.17, 3A.5 and 3D.1.</p>
<p>Policy 3A.19 Medical excellence UDP policies should promote the continued role of London as a national and international centre of medical excellence and specialised facilities.</p>
<p>Policy 3A.20 Health impacts Boroughs should have regard to the health impacts of development proposals as a mechanism for ensuring that major new developments promote public health within the borough.</p>
<p>Policy 3A.21 Education facilities UDP policies should reflect the demands for pre–school, school and community learning facilities, taking into account GLA demographic projections, and should ensure adequate provision in partnership with the local education authority, local strategic partnership and users. Boroughs should provide a criteria based approach to the provision of different types of educational facilities and the expansion of existing facilities, taking into account:</p> <ul style="list-style-type: none"> • the need for new facilities • the potential for expansion of existing provision • the possibility of inter-borough provision • safe and convenient access by pedestrians, cyclists and by public transport users • the other policies in this plan, including safety, sustainable design and construction, inclusive design, enhancement of the public realm and the protection of the green belt, Metropolitan Open Land and other open spaces in London. <p>The Mayor will continue to work with the government and boroughs to assess and review strategic educational needs and the land use implications of these.</p>

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Policy 3A.22 Higher and further education

The Mayor will and boroughs should work with the LDA and the higher and further education sectors to ensure that the needs of the education sectors are addressed in Sub-Regional Development Frameworks and in UDPs (see also policy 3B.6). This will include:

- promoting policies aimed at supporting and maintaining London's international reputation as a centre of excellence in higher education
- taking account of the future development needs of the sector, including the provision of new facilities and potential for expansion of existing provision
- recognising the particular requirements of Higher Education Institutions for key locations with good public transport access, and having regard to their sub-regional and regional sphere of operation
- recognising the distinctive locational and access needs of Further Education establishments
- supporting the provision of student accommodation.

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

Policy 3A.23 Community strategies

In preparing community strategies, boroughs should take account of guidance contained in this plan on a number of issues for onward inclusion in UDPs. The following issues are particularly important:

- areas of change identified in Chapter 5 of this plan
- maintaining London's world city status and functions
- employment and job creation
- relating development to improvements in public transport accessibility
- provision of affordable and accessible housing
- support for London's health and education services, improving health and reducing health inequalities
- ensuring communities benefit from development including through Section 106 agreements
- maintaining and enhancing London's environmental quality and open spaces.
- ensuring efficient use of available resources and waste management.

Policy 3A.24 Meeting floor targets

UDP policies should set out how development in, or adjacent to, Areas for Regeneration could contribute towards meeting national floor targets and locally determined targets for employment, crime, health, education, social housing and the environment, as well as wider neighbourhood renewal initiatives²⁶. The Mayor will take account of the contribution of a development towards meeting floor targets when considering strategic planning applications.

Policy 3A.25 Social and economic impact assessments

Major developments in, or with the potential to impact on, Areas for Regeneration should be subject to social and economic impact assessments. These should consider the direct and indirect effects of a development on Areas for Regeneration, and be prepared by developers, in close collaboration with local community organisations and other local partners. Arrangements for fast-tracking such assessments should be put in place. Local neighbourhood needs, identified by local community organizations and other local partners, should be used as a basis for negotiating local community benefit from development, including Section 106 agreements.

Policy 3A.26 Supporting neighbourhood plans

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

Regional Policy

Policy 3B.1 Developing London's economy

The Mayor will work with strategic partners to support and to develop London's economy as one of the three world cities. He will:

- seek a range of premises of different types, sizes and costs to meet the needs of different sectors of the economy and firms of different types and sizes and to remove supply side blockages for key sectors, including the finance and business services sector
- match the spatial application of policies to the needs of different sectors and markets within the London economy including small and medium enterprises and black and minority ethnic businesses
- establish a 'research observatory' and 'sector commissions' to monitor the implementation of this plan to ensure that it is updated as appropriate to respond to the different sectors of the London economy, and to their linkages and needs
- promote London as a location for international and European agencies
- ensure cohesion with regional policy to secure sustainable relations between London and its wider region in terms of urban forms, flows and processes
- facilitate social enterprise and community development.

Policy 3B.2 Office demand and supply

Working with strategic partners, the Mayor will:

- seek a significant increment to current stock through changes of use and development of vacant brownfield sites.
- seek the renovation and renewal of existing stock to increase and enhance the quality and flexibility of London's office market offer, in line with policies for maximising the intensity of development
- seek the provision of a variety of type, size and cost of office premises to meet the needs of all sectors, including small and medium sized enterprises
- put in place processes to investigate and, if necessary bring forward, further potential capacity.

Sub-regional partnerships and boroughs should:

- promote the provision of additional space and the rejuvenation of existing office space in line with the other policies of this plan
- work with the LDA, investors, developers, land owners and potential occupiers to bring forward development capacity as efficiently as possible, co-ordinating their activities and interests to avoid planning delays and facilitating site assembly, if necessary, through the compulsory purchase process.

Policy 3B.3 Office provision

The Mayor will and boroughs should seek to rejuvenate office-based activities in the Central Activities Zone and in strategically specified locations in view of their contribution to the London economy and their role in rejuvenating suburban town centres.

Policy 3B.4 Mixed use development

Within the Central Activities Zone and the Opportunity Areas, wherever increases in office floorspace are proposed they should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan. Sub-Regional Development Frameworks (see Chapters 2 and 5) will give further guidance on the relevant proportions of housing and other uses to be sought.

Policy 3B.5 Strategic Employment Locations

With strategic partners, the Mayor will promote and manage the varied industrial offer of the Strategic Employment Locations (SELs), set out in Annex 2 as London's strategic reservoir of industrial capacity. Boroughs should identify SELs in UDPs, and develop local policies for employment sites outside the SELs, having regard to:

- the locational strategy in Chapter 2 of this plan
- accessibility to the local workforce, public transport and where appropriate, freight movement
- quality and fitness for purpose of sites
- the release of surplus land for other uses in order to achieve the efficient use of land in light of strategic and local assessments of industrial demand.

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Policy 3B.6 Supporting innovation

Working with strategic partners, the Mayor will:

- use the London Innovation and Knowledge Transfer Strategy to promote knowledge transfer and innovation, including clusters of related activities outside London
- support retention and development of London's leading edge research capabilities, for example medical research, and encourage establishment of new foci for innovation and research excellence.

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

Policy 3B.7 Improving London's ICT infrastructure

Working with strategic partners, the Mayor will:

- seek the provision of more affordable and competitive broadband access for all uses, regardless of size and location, within London, taking into account the need to maintain returns on existing and future investment
- support measures to minimise the short-term social, economic, transport and environmental costs of introducing e-infrastructure, including ducting and wireless equipment.

Boroughs, the private sector and other relevant agencies should:

- ensure that new residential and commercial developments are e-enabled in terms of ducts to existing or proposed fibre cables, multiple duct nests for individual buildings, and internal ducting or appropriate alternative provision
- co-ordinate power and development capacity to meet the needs of Internet data centres.

Policy 3C.1 Integrating transport and development

The Mayor will work with TfL, the Strategic Rail Authority, the government, boroughs and other partners to ensure the integration of transport and development by:

- encouraging patterns and forms of development that reduce the need to travel especially by car
- seeking to improve public transport capacity and accessibility where it is needed, for areas of greatest demand and areas designated for development and regeneration, including the Thames Gateway, Central Activities Zone, Opportunity Areas, Areas for Intensification and town centres
- in general, supporting high trip generating development only at locations with both high levels of public transport accessibility and capacity, sufficient to meet the transport requirements of the development. Parking provision should reflect levels of public transport accessibility.

Policy 3C.2 Matching development to transport capacity

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

Developments with significant transport implications should include a Transport Assessment and Travel Plan as part of planning applications.

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Policy 3C.3 Sustainable transport in London

The Mayor will and strategic partners should support:

- High levels of growth in the Thames Gateway by substantial new and improved transport infrastructure. Opportunity Areas and Areas for Intensification, particularly in east London, should be supported by improved public transport.
- Access improvements to and within town centres and their residential hinterlands by public transport - including by improved bus services, walking and cycling - and between town centres by improved bus services, more frequent rail services and, where appropriate, new tram and bus transit schemes.
- Improved, sustainable transport between suburban centres, particularly by enhanced bus services, walking and cycling and by greater integration between bus, rail and underground services.
- Enhanced bus services, pedestrian facilities and local means of transport to improve accessibility to jobs for the residents of deprived areas.

Policy 3C.4 Land for transport functions

UDP policies should ensure the provision of sufficient land and appropriately located sites for the development of an expanded transport function to serve the economic, social and environmental needs of London, including:

- Only approving changes of use of land from transport and transport support functions if it is no longer required and is unlikely to be required in the future for this purpose, or if equally good alternatives are provided.
- Taking account of proposals for passenger transport (including buses, trams, trains, river transport, coaches, taxis and minicabs) and interchange and freight transport improvements which require additional land by identifying sites for these purposes within their UDPs.
- Taking account of the need to protect access by transport operators to key locations for transport land uses.

Policy 3C.5 London's international, national and regional transport links

The Mayor will work with strategic partners to:

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

Policy 3C.6 Airport development

The Mayor supports the development of a sustainable and balanced London area airport system, and recognises that further runway capacity in the South East will be required to meet London's needs. This should include substantial new capacity that will support the regeneration of the Thames Gateway as well as servicing the needs of London and its economy as a whole. This policy will be reviewed in the light of the outcome of the current national review of airport capacity.

Policy 3C.7 Heliport development

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

Policy 3C.8 Improving strategic rail services

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

<p>Regional Policy</p>
<p>Policy 3C.9 Increasing the capacity, quality and integration of public transport to meet London's needs</p> <p>The Mayor will work with strategic partners to increase the capacity of public transport in London by up to 50 per cent over the plan period and to improve the integration, reliability, safety, quality, accessibility, frequency and attractiveness of the existing public transport system.</p>
<p>Policy 3C.10 Phasing of transport infrastructure</p> <p>The Mayor will work with strategic partners to facilitate the phased implementation of public transport improvements and to co-ordinate improved public transport capacity as closely as possible with its development priorities and phasing. The Mayor will work with TfL to secure funding to progress those improvements shown in Table 3C.1 that are within the control of the GLA group, and the Mayor and TfL will work closely with the government, SRA, developers and other key partners to secure the funding and appropriate phasing of other improvements shown in Table 3C.1.</p>
<p>Policy 3C.11 New cross-London links within an enhanced London National Rail network</p> <p>The Mayor will work with strategic partners to improve the strategic public transport system in London, including cross-London rail links to support future development and regeneration priority areas, and increase public transport capacity by:</p> <ul style="list-style-type: none"> • implementing Crossrail 1, a particularly high priority to support London's core business areas • implementing a high frequency Londonwide service on the national rail network (the London Metro) incorporating an extended East London Line and enhancements to the West London Line and, later, completion of an orbital rail network (Orbital) • completing the Thameslink 2000 project • developing and implementing Crossrail 2 in the later period of the plan. <p>This will help improve access to the Central Activities Zone, town centres, major Opportunity Areas and regeneration sites. UDP policies should identify development, intensification and regeneration opportunities that these new cross-London links and national rail enhancements will support. They should identify and protect land used for rail purposes and identify proposals for major schemes.</p>
<p>Policy 3C.12 Improved Underground and DLR services</p> <p>The Mayor and TfL will improve the Underground and DLR service and ensure its development supports the spatial strategy of this plan by:</p> <ul style="list-style-type: none"> • seeking improvements in safety and security, reliability, customer service and effective capacity • identifying and taking forward improvements to the network that support the priorities of this plan. <p>Boroughs in their UDPs/LDDs should have regard to possible extensions of the DLR.</p>
<p>Policy 3C.13 Enhanced bus priority, tram and bus transit schemes</p> <p>The Mayor will work with TfL, the boroughs and other strategic partners to implement additional priority measures to assist buses and new tram and bus transit (light transit) schemes (including possible extensions to Croydon Tramlink).</p> <p>UDP policies should seek to:</p> <ul style="list-style-type: none"> • help make tram and bus transit schemes successful • identify the approved schemes and implications for development along their routes, including the need for land or road space • reflect the increased accessibility and capacity the schemes will provide.
<p>Policy 3C.14 New Thames river crossings</p> <p>The Mayor supports in principle the new Thames river crossings in east London. These should achieve regeneration benefits and incorporate high environmental standards. TfL should, in partnership with the LDA, promote detailed proposals for these crossings. In east London, UDP policies should take account of these proposals and their implications for development.</p>

Regional Policy

Policy 3C.15 Road scheme proposals

All road schemes in London should:

- contribute to London's economic regeneration and development
- not increase the net traffic capacity of the corridor unless essential to regeneration
- provide a net benefit to London's environment
- improve safety for all users
- improve conditions for pedestrians, cyclists, disabled people, public transport and business
- integrate with local and strategic land use planning policies.

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

Policy 3C.16 Tackling congestion and reducing traffic

Working with strategic partners, the Mayor will aim from 2001 to 2011 to:

- reduce weekday traffic by 15 per cent in central London
- achieve zero growth across the rest of inner London
- reduce growth in outer London by a third, and seek zero growth in outer London town centres².

UDP policies should include measures that support these proposed reductions and secure public benefits from them, including:

- assessing all development proposals in terms of their traffic generation and impact on traffic congestion, with particular regard to impacts on bus routes and the main road network
- utilising appropriate controls over development in terms of the location, scale, density, design and mix of land uses, together with the associated provision for parking, to help deliver these reductions and improve conditions for people who use public transport, walk or cycle, and for business
- identifying the central London congestion charging zone and any modifications made to it, and taking account of its effects on traffic flows and any associated modifications to the road network that may be necessary, including supporting it through a framework of appropriate land use planning and parking regimes within the congestion charging zone and near to its boundaries.

Policy 3C.17 Allocation of street space

In balancing the use of streetspace, UDPs should include policies that reflect the Mayor's Transport Strategy and the London road hierarchy.

In particular, boroughs should:

- presume in favour of movement of people and goods, to support commerce, business and bus movements on the Transport for London Road Network (TLRN) and most other 'A' roads
- presume in favour of local access and amenity on other London roads, particularly for residents, buses, pedestrians and cyclists, and where necessary, business
- review the re-allocation of road space and land to bus priority, bus or tram (light transit) schemes, cyclists and pedestrians to support sustainable transport.

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Policy 3C.18 Local area transport treatments

TfL will and boroughs should make better use of London's streets and secure transport, environmental and regeneration benefits through a comprehensive approach to tackling all the adverse transport impacts in an area – known as a 'local area transport treatment'. Local area transport treatments may cover:

- town centres
- business improvement districts
- interchange areas
- neighbourhood renewal areas
- other residential areas.

Policy 3C.19 Improving conditions for buses

The Mayor will work with TfL and boroughs to implement Londonwide improvements to the quality of bus services for all. UDP policies should actively promote and give priority to the continued development of the London bus network, including:

- the allocation of road space and the high levels of road priority required for buses on existing or proposed bus routes
- ensuring good bus access to and within town centres, major developments and residential areas
- ensuring that walking routes to bus stops from homes and workplaces are direct, secure, pleasant and safe
- ensuring that bus layover and turning areas, driver facilities, bus stations and garages are available where needed.

Policy 3C.20 Improving conditions for walking

UDP policies should:

- ensure that safe, convenient, accessible and direct pedestrian access is provided from new developments to public transport nodes and key land uses, taking account of the need to connect people to jobs, to town centres and to schools
- identify, complete and promote high quality walking routes including the six strategic walking routes identified in the Mayor's Transport Strategy
- ensure that Thames-side developments incorporate provision for a riverside walkway in accordance with Countryside Agency standards³
- ensure that the pedestrian environment is accessible to disabled people
- take account of measures set out in the TfL Walking Plan for London
- improve the safety and convenience of pedestrian routes to school.

Policy 3C.21 Improving conditions for cycling

UDP policies should:

- identify and implement high quality, direct, cycling routes, where possible segregated from motorised traffic, giving access to public transport nodes, town centres and key land uses
- ensure that routes are segregated from pedestrians as far as practicable, but are not isolated
- identify, complete and promote the relevant sections of the London Cycle Network Plus, and other cycling routes
- take account of measures identified in the TfL Cycling Action Plan
- encourage provision of sufficient, secure cycle parking facilities within developments.

Regional Policy

Policy 3C.22 Parking strategy

The Mayor, in conjunction with boroughs, will seek to ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes. The only exception to this approach will be to ensure that developments are accessible for disabled people.

UDP policies and transport Local Implementation Plans should:

- adopt on- and off-street parking policies that encourage access by sustainable means of transport, assist in limiting the use of the car and contribute to minimising road traffic
- adopt the maximum parking standards set out in the annex on parking standards (Annex 4) where appropriate, taking account of local circumstances and allowing for reduced car parking provision in areas of good transport accessibility
- reduce the amount of existing, private, non-residential parking, as opportunities arise
- recognise the needs of disabled people and provide adequate parking for them
- take account of the needs of business for delivery and servicing movements
- provide adequate facilities for coaches that minimise impact on the road network capacity and are off-road wherever possible
- generally resist the introduction of temporary car parks
- encourage good standards of car parking design.

Policy 3C.23 Parking in town centres

UDP policies and transport Local Implementation Plans should set out appropriate parking standards for town centres. These should help to enhance the attractiveness of town centres and to reduce congestion.

These standards should take into account:

- the standards set out in Annex 4
- the current vitality and viability of their town centres
- regeneration and town centre management objectives
- existing on- and off-street parking provision and control
- public transport provision and the need to reduce travel by car
- pedestrian and cycle access.

Policy 3C.24 Freight strategy

The Mayor will promote the sustainable development of the full range of road, rail and water-borne freight facilities in London and seek to improve integration between the modes and between major rail interchanges and the centres they serve. The development of a London rail freight bypass route is supported. UDP policies should:

- implement the spatial aspects of the freight element of the Mayor's Transport Strategy as developed by the London Sustainable Distribution Partnership
- seek to locate developments that generate high levels of freight movement close to major transport routes
- ensure that suitable sites and facilities are made available to enable the transfer of freight to rail and water through the protection of existing sites and the provision of new sites
- ensure developments include appropriate servicing facilities, off-road wherever practicable
- ensure collection and delivery can take place off the main bus and tram routes.

Policy 3C.25 Strategic Rail Intermodal Freight Facilities

The Mayor will and boroughs should support the provision of strategic rail-based intermodal freight facilities. Each proposal will be considered on its own merits and in the context of wider policies in this plan.

Regional Policy

Policy 3D.1 Supporting town centres

The Mayor will and boroughs should enhance access to goods and services and strengthen the wider role of town centres, including UDP policies to:

- encourage retail, leisure and other related uses in town centres and discourage them outside the town centres
- improve access to town centres by public transport, cycling and walking
- enhance the quality of retail and other consumer services in town centres
- support a wide role for town centres as locations for leisure and cultural activities, as well as business and housing
- require the location of appropriate health, education and other public and community services in town centres
- designate core areas primarily for shopping uses and secondary areas for shopping and other uses and set out policies for the appropriate management of both types of area
- undertake regular town centre health checks
- support and encourage town centre management, partnerships and strategies including the introduction of Business Improvement Districts in appropriate locations.

Policy 3D.2 Town centre development

UDP policies should:

- assess retail capacity and need, through sub-regional partnerships where appropriate. Where need for additional development is established, capacity to accommodate such development should be identified within the UDP following a sequential approach
- relate the scale of retail, commercial and leisure development to the size and role of a centre and its catchment and encourage appropriate development on sites in town centres in the network. If no town centre sites are available in the network, provision should be made on the edge of centres in the network
- treat proposals for out of centre development or for intensification or expansion of existing out of centre retail facilities, in line with this policy and relevant central government advice.

Policy 3D.3 Maintaining and improving retail facilities

Boroughs should:

- work with retailers and others to prevent the loss of retail facilities that provide essential convenience and specialist shopping and to encourage mixed use development
- establish local retailing information in collaboration with local communities and undertake audits of local retail and service facilities identifying areas considered deficient in convenience shopping and services
- provide a policy framework for maintaining, managing and enhancing local and neighbourhood shopping facilities and where appropriate for the provision of further such facilities in accessible locations
- support the development of e-tailing and encourage the widening of access to it.

Regional Policy

Policy 3D.4 Development and promotion of arts and culture

The Mayor will work with strategic partners to promote culture in the framework of the Mayor's Cultural Strategy.

UDP policies should:

- identify, protect and enhance Strategic Cultural Areas and their settings
- designate and develop Cultural Quarters
- where appropriate, support evening and night-time entertainment activities in central London, City fringe areas and town centres and where appropriate manage their impact through policies such as Entertainment Management Zones
- encourage 'Percent for Art' schemes and encourage arts and cultural facilities in major mixed-use developments. In considering proposals for cultural facilities, UDP policies should ensure that:
 - a sequential approach is applied (see Policy 3D.2)
 - sites have good access by public transport or improvements are planned
 - facilities are accessible to all sections of the community, including disabled people
 - new provision is focused on areas with deficiencies in facilities.

Policy 3D.5 Sports facilities

The Mayor will work with strategic partners to promote and develop London's sporting facilities. This will include the promotion of London as the home of the 2012 Olympic Games and Paralympics, focused on east London.

In reviewing UDPs, boroughs should identify sites for a range of sports facilities to meet local, sub-regional and wider needs. In considering proposals for sports facilities, boroughs should ensure that:

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

Policy 3D.6 Visitors accommodation and facilities

The Mayor will work with strategic partners to implement London's Tourism Strategy and to achieve 36,000 additional hotel bedrooms by 2016 and to improve the quality, variety and distribution of visitor accommodation and facilities.

Boroughs should:

- identify capacity for new hotel provision in town centres and other locations beyond the Central London sub-region, such as Opportunity Areas, with good public transport access to central London and international and national transport termini
- focus strategically important new hotel and tourism provision within the central London sub-region on Opportunity Areas
- accommodate smaller scale provision in town centres elsewhere within central London and Central Activities Zone fringe locations with good public transport and resist further intensification of provision in areas of existing concentration, except where this will not compromise local amenity or the balance of local land uses
- support the provision of a wide range of tourist accommodation, such as aparthotels, bed and breakfast accommodation, self-catering facilities, youth hostels and camping and caravan sites
- support existing and encourage development of new tourist attractions which complement the wider policies of this plan, especially for regeneration and town centre renewal
- identify Tourism Action Zones and propose policies for their development and for the protection of local communities from adverse impacts.

The Mayor will work with strategic partners to consider the economic case for additional international convention centre capacity in London.

Regional Policy

Policy 3D.7 Realising the value of open space

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

Policy 3D.8 Green Belt

The Mayor will and boroughs should maintain the protection of London's Green Belt and proposals for alterations to Green Belt boundaries should be considered through the UDP process in accordance with government guidance in PPG2. There is a general presumption against inappropriate development in the Green Belt, and such development should not be approved except in very special circumstances.

Policy 3D.9 Metropolitan Open Land

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

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

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

Policy 3D.10 Open space provision in UDPs

UDP policies should:

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

The Mayor will assist in co-ordinating this process across borough boundaries, and in identifying the need for new or improved Regional or Metropolitan Parks.

Policy 3D.11 Open space strategies

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

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

Regional Policy

Policy 3D.12 Biodiversity and nature conservation

The Mayor will work with partners to ensure a proactive approach to the protection, promotion and management of biodiversity in support of the Mayor's Biodiversity Strategy.

The planning of new development and regeneration should have regard to nature conservation and biodiversity, and opportunities should be taken to achieve positive gains for conservation through the form and design of development. Where appropriate, measures may include creating, enhancing and managing wildlife habitat and natural landscape. Priority for habitat creation should be given to sites which assist in achieving the targets in Biodiversity Action Plans (BAPs) and sites within or near to areas deficient in accessible wildlife sites.

Boroughs, in reviewing UDPs and in considering proposals for development should accord the highest protection to internationally designated and proposed sites (SACs, SPAs and Ramsar sites), and to nationally designated sites (SSSIs) in accordance with government guidance and the Habitat Regulations, 1994.

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

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

Where development is proposed which would affect a site of importance for nature conservation, the approach should be to seek to avoid adverse impact on the nature conservation value of the site, and if that is not possible, to minimise such impact and seek mitigation of any residual impacts. Where, exceptionally, development is to be permitted because the reasons for it are judged to outweigh significant harm to nature conservation, appropriate compensation should be sought.

Policy 3D.13 London's countryside and the urban fringe

The Mayor will work with strategic partners to improve access to the countryside and the quality of landscape in the urban fringe. The Mayor will and boroughs should support sub-regional and cross-borough boundary urban fringe management and, in particular, explore the potential for taking forward the concept of Community Forests within London.

Policy 3D.14 Agriculture in London

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

Policy 3D.15 Burial space

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

The Mayor will promote the policies for sustainable cemeteries published by London Planning Advisory Committee (LPAC) in 19976.

Regional Policy

Policy 4A.1 Waste strategic policy and targets

In order to meet the national policy aim that most waste should be treated or disposed of within the region in which it is produced (regional self-sufficiency) the Mayor will work in partnership with the London boroughs, the Environment Agency, statutory waste disposal authorities and operators to ensure that facilities with sufficient capacity to manage 75 per cent (16 million tonnes) of waste arising within London are provided by 2010, rising to 80 per cent (19 million tonnes) by 2015 and 85 per cent (22.5 million tonnes) by 2020. An early alteration to this plan will seek to bring forward regional self sufficiency targets for individual waste streams.

The Mayor will work in partnership with the government, boroughs, Environment Agency, statutory waste disposal authorities and operators to minimise the level of waste generated, increase re-use and recycling and composting of waste and reduce landfill disposal. Boroughs should ensure that land resources are available to implement the Mayor's Municipal Waste Management Strategy, Waste Strategy 2000, the Landfill directive and other EU directives on waste.

The Mayor will work in partnership with the waste authorities, Environment Agency and operators to exceed recycling or composting levels in household waste of:

- 25 per cent by 2005
- 30 per cent by 2010
- 33 per cent by 2015.

The minimum quantities represented by those targets are 1 million tonnes in 2005, 1.35 million tonnes in 2010 and 1.65 million tonnes in 2015. This would leave some 3.05 million tonnes in 2005, 3.1 million tonnes in 2010 and 3.25 million tonnes in 2015 to be dealt with by other means, with a declining reliance on landfill and an increasing use of new and emerging technologies.

Having regard to the existing incineration capacity in London and with a view to encouraging an increase in waste minimisation, recycling, composting and the development of new and emerging advanced conversion technologies for waste, the Mayor will consider these waste management methods in preference to any increase in mass burn incineration capacity. Each case however will be treated on its individual merits. The aim is that current incinerator capacity will, over the lifetime of this plan, become orientated towards non-recyclable residual waste.

Regional Policy

Policy 4A.2 Spatial policies for waste management

In support of the Mayor's Municipal Waste Management Strategy, the proximity principle and the need to plan for all waste streams, UDP policies should:

- safeguard all existing waste management sites (unless appropriate compensatory provision is made)
- identify new sites in suitable locations for new facilities, such as Civic Amenity sites, construction and demolition waste recycling plants and closed vessel composting
- require the provision of suitable waste and recycling storage facilities in all new developments
- ensure that the principles of Best Practical Environmental Option are applied
- support appropriate developments for manufacturing related to recycled waste
- support treatment facilities to recover value from residual waste
- where waste cannot be dealt with locally, promote waste facilities that have good access to river or rail transport
- identify and forecast for the period covered by the UDP:

total waste arisings, that is controlled wastes that include municipal waste and also commercial, industrial, hazardous and inert arisings, and the amount of waste that will be imported or exported.

The Mayor will promote the co-ordination of the boroughs' waste policies by bringing forward, as an early alteration to this plan, strategic guidance which will evaluate the adequacy of existing strategically important waste management and disposal facilities to meet London's future needs, both for municipal and other waste streams, and identify the number and type of new or enhanced facilities required to meet those needs and the opportunities for the broad location of such facilities. This guidance will provide sufficient sub-regional guidance, including the disposal of waste arisings from the central sub-region, to inform the preparation of SRDFs and UDPs. Until the alteration of this plan is brought forward, the Mayor will work with boroughs to identify strategically important sites and will expect boroughs to apply the provisions set out in this Policy and Policies 4A.1 and 4A.3 in bringing forward development plans and in considering development proposals. He will also work with the South East England and East of England regional authorities to co-ordinate strategic waste management across the three regions.

Policy 4A.3 Criteria for the selection of sites for waste management and disposal

UDP policies should incorporate the following criteria to identify sites and allocate sufficient land for waste management and disposal:

- proximity to source of waste
- the nature of activity proposed and its scale
- the environmental impact on surrounding areas, particularly noise, emissions, odour and visual impact
- the transport impact, particularly the use of rail and water transport
- primarily using sites that are located on Preferred Industrial Locations or existing waste management locations.

The Mayor will keep these criteria under review, and SRDFs should reflect the need for any sub-regional interpretation.

Policy 4A.4 Better use of aggregates

To ensure an adequate supply of aggregates the Mayor will work with strategic partners to achieve targets of:

- 80 per cent re-use of construction and demolition waste
- 60 per cent re-use of that waste as aggregates in London by 2011.

Regional Policy

Policy 4A.5 Spatial policies to support the better use of aggregates

UDP policies should:

- identify and safeguard aggregate resources suitable for extraction
- adopt the highest environmental standards for aggregates extraction in line with National Minerals Policy Guidance
- support the development of aggregate recycling facilities in appropriate and environmentally acceptable locations, with measures to reduce noise, dust and visual intrusion to a practical minimum
- safeguard wharves with an existing or future potential for aggregates handling and ensure adjacent development is designed accordingly to minimise the potential for conflicts of use and disturbance
- protect existing railhead capacity to handle and process aggregates
- minimise the movement of aggregates by road.

Policy 4A.6 Improving air quality

The Mayor will and boroughs should implement the Mayor's Air Quality Strategy and achieve reductions in pollutant emissions by:

- improving the integration of land use and transport policy and reducing the need to travel especially by car (see Chapter 3, Part C)
- promoting sustainable design and construction (see Chapter 4, Part B)
- identifying environmental constraints on polluting activities to ensure protection of local air quality, setting out criteria in respect of different pollutants against which plans and policies can be appraised and proposals assessed
- ensuring at the planning application stage, that air quality is taken into account along with other material considerations and that formal air quality assessments are undertaken where appropriate, particularly in designated Air Quality Management Areas
- seeking to reduce the environmental impacts of transport activities by supporting the increased provision of cleaner transport fuels, particularly with respect to the refuelling infrastructure
- working in partnership with relevant organisations, taking appropriate steps to achieve an integrated approach to air quality management and to achieve emissions reductions through improved energy efficiency and energy use (see Policy 4A.7).

The Mayor will work with strategic partners to ensure that the spatial, transport and design policies of this plan support his Air Quality Strategy.

Policy 4A.7 Energy efficiency and renewable energy

The Mayor will and boroughs should support the Mayor's Energy Strategy and its objectives of reducing carbon dioxide emissions, improving energy efficiency and increasing the proportion of energy used generated from renewable sources by:

- improving the integration of land use and transport policy and reducing the need to travel by car (see Chapter 3, Part C)
- requiring the inclusion of energy efficient and renewable energy technology and design, including passive solar design, natural ventilation, borehole cooling, combined heat and power, community heating, photovoltaics, solar water heating, wind, fuel cells, biomass fuelled electricity and heat generating plant in new developments wherever feasible
- facilitating and encouraging the use of all forms of renewable energy where appropriate including giving consideration to the impact of new development on existing renewable energy schemes
- minimising light lost to the sky, particularly from street lights.

The Mayor will work with strategic partners to ensure that the spatial, transport and design policies of this plan support the Mayor's Energy Strategy and contribute towards achieving CO₂ and renewable energy targets.

<p>Regional Policy</p>
<p>Policy 4A.8 Energy assessment</p> <p>The Mayor will and boroughs should request an assessment of the energy demand of proposed major developments, which should also demonstrate the steps taken to apply the Mayor's energy hierarchy (see Paragraph 4.19).</p> <p>The Mayor will expect all strategic referrals of commercial and residential schemes to demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power, for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating. Boroughs should apply the same criteria to major developments.</p>
<p>Policy 4A.9 Providing for renewable energy</p> <p>The Mayor will and boroughs should require major developments to show how the development would generate a proportion of the site's electricity or heat needs from renewables, wherever feasible.</p>
<p>Policy 4A.10 Supporting the provision of renewable energy</p> <p>The Mayor will support and encourage the development of at least one large wind power scheme in London together with building mounted schemes, where these do not adversely affect the character and amenity of the area. UDP policies should identify suitable sites for wind turbines and other renewable energy provision, such as non-building integrated solar technologies along transport routes, reflecting the broad criteria to be developed by the Mayor in partnership with the Environment Agency and boroughs.</p>
<p>Policy 4A.11 Water supplies</p> <p>The Mayor will work in partnership with appropriate agencies within London and neighbouring regions to protect and conserve water supplies in order to secure London's long term needs by:</p> <ul style="list-style-type: none"> • ensuring that adequate sustainable water resources are available for major new development • minimising the use of treated water • maximising rainwater harvesting opportunities • using grey water recycling systems • reaching cost-effective minimum leakage levels • keeping under review the need for additional sources of water supply. <p>In determining planning applications, the Mayor will and boroughs should have proper regard to the impact of those proposals on water demand and existing capacity.</p>
<p>Policy 4A.12 Water quality</p> <p>The Mayor will and boroughs should seek to protect and improve water quality to ensure that the Blue Ribbon Network is healthy, attractive and offers a valuable series of habitats by:</p> <ul style="list-style-type: none"> • ensuring that adequate sewerage infrastructure capacity is available for major new development • refusing, or directing refusal of proposals that are likely to lead to a reduction in water quality • using sustainable urban drainage systems to reduce the amount and intensity of urban run-off and pollution (see also Policy 4C.8).
<p>Policy 4A.13 Water and sewerage infrastructure</p> <p>The Mayor expects developers and local planning authorities to work together with water supply and sewerage companies to enable the inspection, repair or replacement of water supply and sewerage infrastructure, if required, during the construction of development.</p> <p>The Mayor will work with Thames Water, the Environment Agency and other relevant organisations to ensure that London's drainage and sewerage infrastructure is sustainable.</p>

Regional Policy

Policy 4A.14 Reducing noise

The Mayor will and boroughs should reduce noise by:

- minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals
- separating new noise sensitive development from major noise sources wherever practicable
- supporting new technologies and improved practices to reduce noise at source, especially in road, rail and air transport
- reducing the impact of traffic noise through highway management and transport policies (see Chapter 3, Part C)
- containing noise from late night entertainment and other 24-hour activities, and where appropriate promoting well-managed designated locations.

The Mayor will work with strategic partners to ensure that the transport, spatial and design policies of this plan support the objectives, policies and proposals set out in the London Ambient Noise Strategy.

Policy 4A.15 Climate change

The Mayor will and boroughs should assess and develop policies for the likely impacts of climate change on London identified in the work of the London Climate Change Partnership. Policies will be developed in conjunction with the Partnership and addressed in the first review of the London Plan.

Policy 4A.16 Bringing contaminated land into beneficial use

The Mayor will work with strategic partners to identify best practice mechanisms to enhance remediation of contaminated sites and bring the land into beneficial use.

Policy 4A.17 Dealing with hazardous substances

UDPs should include policies relating to the location of establishments, where hazardous substances are used or stored, and to the development of land within the vicinity of establishments where hazardous substances are present in order to limit the consequences of any potential accidents; the Mayor will and boroughs should take into account the presence of hazardous substances in making policies and determining applications that relate to the development of land in the vicinity of establishments where hazardous substances are stored.

Policy 4B.1 Design principles for a compact city

The Mayor will, and boroughs should, seek to ensure that developments:

- maximise the potential of sites
- create or enhance the public realm
- provide or enhance a mix of uses
- are accessible, usable and permeable for all users
- are sustainable, durable and adaptable
- are safe for occupants and passers-by
- respect local context, character and communities
- are practical and legible
- are attractive to look at and, where appropriate, inspire, excite and delight
- respect the natural environment
- respect London's built heritage.

These principles should be used in assessing planning applications and in drawing up area planning frameworks and UDP policies. Urban design statements showing how they have been incorporated should be submitted with proposals to illustrate their design impacts.

Regional Policy

Policy 4B.2 Promoting world-class architecture and design

The Mayor will seek to promote world-class design, by collaborating with partners to:

- promote improvements to London's public realm, for example through the Mayor's 100 Spaces for London programme
- promote community involvement and, through the involvement of the GLA Architecture and Urbanism Unit, competitive selection of designers and design-led change in key locations.

The Mayor will also work with partners to prepare and implement:

- design guidelines for London
- a public realm strategy for London to improve the look and feel of London's streets and spaces.

Policy 4B.3 Maximising the potential of sites

The Mayor will, and boroughs should, ensure that development proposals achieve the highest possible intensity of use compatible with local context, the design principles in Policy 4B.1 and with public transport capacity. Boroughs should develop residential and commercial density policies in their UDPs in line with this policy and adopt the residential density ranges set out in Table 4B.1. The Mayor will refuse permission for strategic referrals that, taking into account context and potential transport capacity, under-use the potential of the site.

Policy 4B.4 Enhancing the quality of the public realm

The Mayor will work with strategic partners to develop a coherent and strategic approach to the public realm. Boroughs should develop local objectives and implementation programmes for their public realm. In doing so they should involve stakeholders, including their local communities.

The Mayor will, and boroughs should, work to ensure the public realm is accessible, usable for all, meets the requirements of Policies 3A.14 and 4B.5, and that facilities such as public toilets are provided. Planning applications will be assessed in terms of their contribution to the enhancement of the public realm.

Policy 4B.5 Creating an inclusive environment

The Mayor will require all future development to meet the highest standards of accessibility and inclusion.

UDP policies should integrate and adopt the following principles of inclusive design that will require that developments:

- can be used easily by as many people as possible without undue effort, separation, or special treatment
- offer the freedom to choose and the ability to participate equally in the development's mainstream activities
- value diversity and difference.

Boroughs should require development proposals to include an Access Statement showing how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development, and how inclusion will be maintained and managed. These principles and the requirements of Policy 3A.14 should be adopted by all responsible for changing or managing the built environment.

Regional Policy

Policy 4B.6 Sustainable design and construction

The Mayor will, and boroughs should, ensure future developments meet the highest standards of sustainable design and construction and reflect this principle in UDP policies. These will include measures to:

- re-use land and buildings
- conserve energy, materials, water and other resources
- ensure designs make the most of natural systems both within and around the building
- reduce the impacts of noise, pollution, flooding and micro-climatic effects
- ensure developments are comfortable and secure for users
- conserve and enhance the natural environment, particularly in relation to biodiversity
- promote sustainable waste behaviour in new and existing developments, including support for local integrated recycling schemes, CHP schemes and other treatment options (subject to Policy 4A.1 and 4A.2).

Applications for strategic developments should include a statement showing how sustainability principles will be met in terms of demolition, construction and long-term management. Boroughs should ensure that, where appropriate, the same sustainability principles are used to assess planning applications.

Policy 4B.7 Respect local context and communities

The Mayor will, and boroughs should, work with local communities to recognise and manage local distinctiveness ensuring proposed developments preserve or enhance local social, physical, cultural, historical, environmental and economic characteristics. In doing so, the requirements of Policy 3A.14 should be taken into account.

Policy 4B.8 Tall buildings – location

The Mayor will promote the development of tall buildings where they create attractive landmarks enhancing London's character, help to provide a coherent location for economic clusters of related activities and/or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings. The Mayor will, and boroughs should, consider all applications for tall buildings against the criteria set out in Policies 4B.1, 4B.3 and 4B.9.

The Mayor will work with boroughs and the strategic partnerships to help identify suitable locations for tall buildings that should be included in UDPs and Sub-Regional Development Frameworks. These may include parts of the Central Activities Zone and some Opportunity Areas. Boroughs should take into account the reasons why the Mayor may support tall buildings when assessing planning applications that are referable to the Mayor. Boroughs may wish to identify defined areas of specific character that could be sensitive to tall buildings within their UDPs. In doing so, they should clearly explain what aspects of local character could be affected and why. They should not impose unsubstantiated borough-wide height restrictions. In considering applications for tall buildings, the Mayor will take into account the potential benefit of public access to the upper floors and may require such access.

Regional Policy

Policy 4B.9 Large-scale buildings – design and impact

All large-scale buildings including tall buildings should be of the highest quality design and in particular:

- meet the requirements of the View Protection Framework set out in Policy 4B.15 of this plan
- be suited to their wider context in terms of proportion and composition and in terms of their relationship to other buildings, streets, public and private open spaces, the waterways or other townscape elements
- be attractive city elements as viewed from all angles and where appropriate contribute to an interesting skyline, consolidating clusters within that skyline or providing key foci within views
- illustrate exemplary standards of sustainable construction and resource management and potential for renewable energy generation and recycling
- be sensitive to their impact on micro-climates in terms of wind, sun, reflection and overshadowing
- pay particular attention, in residential environments, to privacy, amenity and overshadowing
- be safe in terms of their own integrity and the safety of occupiers and have an acceptable relationship to aircraft, navigation and telecommunication networks
- be appropriate to the transport capacity of the area ensuring adequate, attractive, inclusive and safe pedestrian and public transport access
- provide high quality spaces, capitalise on opportunities to integrate green spaces and planting and support vibrant communities both around and within the building
- where appropriate, contain a mix of uses with public access, such as ground floor retail or cafes
- relate positively to water spaces taking into account the particular needs and characteristics of such spaces.

Policy 4B.10 London's built heritage

The Mayor will work with strategic partners to protect and enhance London's historic environment.

UDP policies should seek to maintain and increase the contribution of the built heritage to London's environmental quality, to the economy, both through tourism and the beneficial use of historic assets, and to the well-being of London's people while allowing for London to accommodate growth in a sustainable manner.

Policy 4B.11 Heritage conservation

Boroughs should:

- ensure that the protection and enhancement of historic assets in London are based on an understanding of their special character, and form part of the wider design and urban improvement agenda, and that policies recognise the multi-cultural nature of heritage issues
- identify areas, spaces and buildings of special quality or character and adopt policies for their protection and the identification of opportunities for their enhancement, taking into account the strategic London context
- encourage and facilitate inclusive solutions to providing access for all, to and within the historic environment.

Policy 4B.12 Historic conservation-led regeneration

The Mayor will, and boroughs should, support schemes that make use of historic assets and stimulate environmental, economic and community regeneration where they:

- bring redundant or under-used buildings and spaces into appropriate use
- secure the repair and re-use of Buildings at Risk
- help to improve local economies and community cohesion
- fit in with wider regeneration objectives
- promote inclusiveness in their design.

Policy 4B.13 World Heritage Sites

The Mayor will work with the relevant boroughs, English Heritage and site owners and occupiers to prepare management plans for London's World Heritage Sites. UDPs and management plans should protect their historic significance and safeguard, and where appropriate enhance, their settings.

Regional Policy

Policy 4B.14 Archaeology

The Mayor, in partnership with English Heritage, the Museum of London and boroughs, will support the identification, protection, interpretation and presentation of London's archaeological resources. Boroughs in consultation with English Heritage and other relevant statutory organisations should include appropriate policies in their UDPs for protecting scheduled ancient monuments and archaeological assets within their area6.

Policy 4B.15 London View Protection Framework

The Mayor designates the selected set of strategically important views listed in Table 4B.2 to be managed in accordance with Policies 4B.16 and 4B.17. These policies will become operational when Strategic View directions are withdrawn (see below).

The Mayor will keep the list of designated views under review. Views will only be considered for designation where:

- the viewing place is open, publicly accessible and well used, a place in its own right allowing for pause and enjoyment of the view
- significant parts of London, or significant buildings, would be visible
- the view is highly valued and allows for the appreciation and understanding of London as a whole, or of major elements within it, and does not replicate existing managed views without added benefit
- the view represents at least one of the following: a panorama across a substantial part of London, a broad prospect along the river or a view from an urban space, including urban parks, which may be a linear view to a defined object or group of objects, which offers a cohesive viewing experience.

Within designated views, the Mayor will identify strategically important landmarks where the landmark is easy to see and to recognise, provides a geographical or cultural orientation point, and is aesthetically attractive. Preference will be given to landmarks that are publicly accessible. The landmark should be a natural focus within the view although it does not have to be the only one. Boroughs should base the designation and management of local views in their UDPs on Policies 4B.15-4B.17.

Regional Policy

Policy 4B.16 View management plans

The Mayor will, in collaboration with strategic partners, prepare and review management plans for the views designated under Policy 4B.15.

These plans should seek to:

- reflect the benefits of the view, helping to promote an appreciation of London at the strategic level and to identify landmark buildings and to recognise that it is not appropriate to protect every aspect of an existing view
- seek to enhance the view and viewing place in terms of access and the ability to understand the view
- prevent undue damage to the view either by blocking, or unacceptably imposing on, a landmark or by creating an intrusive element in the view's foreground or middle ground
- clarify appropriate development height thresholds
- protect backgrounds that give a context to landmarks. In some cases, the immediate background to landmarks will require safeguarding to ensure the structure can be appropriately appreciated
- be based on an understanding of its foreground, middle ground and background, landmark elements and the relative importance of each to the view in its entirety.

Management plans for different types of view will also be based on the following principles:

- River prospects. The management of these prospects should ensure that the juxtaposition between elements, including the river frontages and major landmarks, can be appreciated within their wider London context.
- Townscape and linear views. These views should be managed so that the ability to see specific buildings, or groups of buildings, in conjunction with the surrounding environment, including distant buildings within views, should be enhanced.
- Panoramas. Within these views, proposed developments, as seen from above or obliquely in the front and middle ground, should fit within the prevailing pattern of buildings and spaces and should not detract from the panorama as a whole. The management of landmarks should afford them an appropriate setting and prevent a canyon effect from new buildings crowding in too close to the landmark.

Policy 4B.17 Assessing development impact on designated views

The Mayor will, and boroughs should, assess development proposals where they fall within the assessment areas of designated views (listed below) against general principles of good design set down in this plan, local urban design policies, and the management principles in Policy 4B.16.

Assessment areas are:

- landmark viewing corridors
- front and middle ground assessment areas
- landmark lateral assessment areas
- landmark background assessment areas.

The Mayor will, and boroughs should, normally refuse or direct refusal of all development within the landmark viewing corridors above threshold heights (see Policy 4B.16), and development within landmark background and lateral assessment areas, which fails to preserve or enhance the ability to recognise and appreciate landmark buildings. The Mayor will, and boroughs should, normally refuse or direct refusal of developments in front and middle ground assessment areas that are overly intrusive, unsightly or prominent to the detriment of the view as a whole.

<p>Regional Policy</p>
<p>Policy 4C.1 The strategic importance of the Blue Ribbon Network</p> <p>The Mayor will, and boroughs should, recognise the strategic importance of the Blue Ribbon Network when making strategies and plans, when considering planning applications and when carrying out their other responsibilities. Other agencies involved in the management of the Blue Ribbon Network should recognise its strategic importance through their policies, decisions and other activities.</p> <p>All agencies involved in the management of the Blue Ribbon Network should seek to work collaboratively to ensure a co-ordinated and cohesive approach to land use planning, other activities and the use of the Blue Ribbon Network. Decisions should be based upon the Blue Ribbon Network Principles.</p>
<p>Policy 4C.2 Context for sustainable growth</p> <p>Development and use of the water and waterside land along the Blue Ribbon Network should respect resource considerations and natural forces in order to ensure that future development and uses are sustainable and safe.</p>
<p>Policy 4C.3 The natural value of the Blue Ribbon Network</p> <p>The Mayor will, and boroughs should, protect and enhance the biodiversity of the Blue Ribbon Network by:</p> <ul style="list-style-type: none"> • resisting development that results in a net loss of biodiversity • designing new waterside developments in ways that increase habitat value • allowing development into the water space only where it serves a water-dependent purpose or is a truly exceptional case which adds to London’s world city status • taking opportunities to open culverts and naturalise river channels • protecting the value of the foreshore of the River Thames. <p>Wider biodiversity issues are covered by Policy 3D.12.</p>
<p>Policy 4C.4 Natural landscape</p> <p>The Mayor will, and boroughs should, recognise the Blue Ribbon Network as contributing to the open space network of London. Where appropriate natural landscapes should be protected and enhanced. As part of Open Space Strategies, boroughs should identify potential opportunities alongside waterways for the creation and enhancement of open spaces.</p>
<p>Policy 4C.5 Impounding of rivers</p> <p>The Mayor will, and boroughs should, resist proposals for the impounding or partial impounding of any rivers unless they are clearly in the wider interest of London. Proposals that include the removal of such impounding structures should generally be welcomed.</p>
<p>Policy 4C.6 Flood plains</p> <p>In reviewing their UDPs, boroughs should identify areas at risk from flooding (flood zones). Within these areas the assessment of development proposals should be carried out in line with PPG25. In particular, boroughs should avoid permitting built development in functional flood plains.</p>
<p>Policy 4C.7 Flood defences</p> <p>For locations adjacent to flood defences, permanent built development should be set back from those defences to allow for the replacement/repair of the defences and any future raising to be done in a sustainable and cost-effective way. The Mayor will, and boroughs should, ensure that development does not undermine or breach flood defences in any way. Development associated with buildings and structures already within the statutory defence line should not increase the risk to occupiers of these buildings or inhibit the raising of future flood defences.</p>

<p>Regional Policy</p>
<p>Policy 4C.8 Sustainable drainage</p> <p>The Mayor will, and boroughs should, seek to ensure that surface water run-off is managed as close to its source as possible. The use of sustainable urban drainage systems should be promoted for development unless there are practical reasons for not doing so. Such reasons may include the local ground conditions or density of development. In such cases, the developer should seek to manage as much run-off as possible on site and explore sustainable methods of managing the remainder as close as possible to the site.</p>
<p>Policy 4C.9 Rising groundwater</p> <p>In considering major planning applications in areas where rising groundwater is an existing or potential problem, the Mayor will, and boroughs should, expect reasonable steps to be taken to abstract and use that groundwater. The water may be used for cooling or watering purposes or may be suitable for use within the development or by a water supply company.</p>
<p>Policy 4C.10 Historic environment</p> <p>The Mayor will, and boroughs should, give careful consideration to the relationship between new development and the historic environment, including listed buildings and archaeological areas. The tidal foreshore is an area of particular importance. Development should also respect waterway heritage including important structures, such as cranes and other waterway infrastructure (see Policies 4B.10 and 4B.11).</p>
<p>Policy 4C.11 Conservation areas</p> <p>Boroughs, in conjunction with the Mayor, English Heritage and neighbouring local planning authorities, should develop a consistent approach to the delineation of Conservation Areas and the relationship of boundaries to water spaces.</p>
<p>Policy 4C.12 Sustainable growth priorities for the Blue Ribbon Network</p> <p>The uses of the Blue Ribbon Network and land alongside it should be prioritised in favour of those uses that specifically require a waterside location. These uses include water transport, leisure, recreation, wharves and flood defences. For sites that are not suitable or not needed for these priority uses, developments should capitalise on the water as an asset and enhance the Blue Ribbon Network in order to improve the quality of life for Londoners as a whole, as well as for the users of the development.</p>
<p>Policy 4C.13 Passenger and tourism uses on the Blue Ribbon Network</p> <p>The Mayor will, and boroughs should, protect existing facilities for passenger and tourist traffic on the Blue Ribbon Network. New development facilities that increase use of the Blue Ribbon Network for passenger and tourist traffic should be encouraged, especially in areas of deficiency. Proposals for Opportunity Areas and Areas for Intensification should provide such facilities, where they are appropriate and contribute towards improving the connections between different transport services.</p>
<p>Policy 4C.14 Freight uses on the Blue Ribbon Network</p> <p>The Mayor will, and boroughs should, support new development and facilities that increase the use of the Blue Ribbon Network to transport freight and general goods, especially in areas of deficiency.</p>
<p>Policy 4C.15 Safeguarded wharves on the Blue Ribbon Network</p> <p>The Mayor will, and boroughs should, protect safeguarded wharves for cargo-handling uses, such as inter-port or transshipment movements and freight-related purposes. The Mayor will, and boroughs should, encourage appropriate temporary uses of vacant safeguarded wharves. Temporary uses should only be allowed where they do not preclude the wharf being re-used for cargo-handling uses. Development next to or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance.</p> <p>The redevelopment of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo-handling. (The criteria for assessing the viability of wharves are set out in paragraph 4.105).</p>

Regional Policy

Policy 4C.16 Increasing sport and leisure use on the Blue Ribbon Network

The Mayor will, and boroughs should, protect existing facilities for sport and leisure on the Blue Ribbon Network. Other than in locations where there would be conflict with nature conservation interests, new development and facilities that increase the use of the Blue Ribbon Network for sport and leisure use should be encouraged, especially in areas of deficiency. Proposals for Opportunity Areas and Areas for Intensification should provide these facilities and improve access to different sport and leisure activities.

Policy 4C.17 Increasing access alongside and to the Blue Ribbon Network

The Mayor will, and boroughs should, protect and improve existing access points to, alongside and over the Blue Ribbon Network. New sections to extend existing or create new walking and cycling routes alongside the Blue Ribbon Network as well as new access points should be provided as part of development proposals for Opportunity Areas and Areas for Intensification, especially in areas of deficiency.

Policy 4C.18 Support facilities and activities in the Blue Ribbon Network

The Mayor will, and boroughs should, protect waterway support facilities, infrastructure and activities. New support facilities, infrastructure and activities that support use and enjoyment of the Blue Ribbon Network should be encouraged, especially in areas of deficiency and as part of development in Opportunity Areas and Areas for Intensification.

The criteria set out below should be used to assess proposals for the redevelopment of existing facilities and sites for other uses.

Policy 4C.19 Moorings facilities on the Blue Ribbon Network

The Mayor will, and boroughs should, protect and improve existing mooring facilities on the Blue Ribbon Network. New mooring facilities should generally be in basins or docks but may be appropriate in areas of deficiency or as an aid to regeneration, where the impact on navigation, biodiversity and character is not harmful.

Policy 4C.20 Design – starting from the water

The Mayor will, and boroughs should, seek a high quality of design for all waterside development. All development, including intensive or tall buildings, should reflect local character, meet general principles of good urban design and improve the quality of the built environment.

In addition, development should integrate successfully with the water space in terms of use, appearance and physical impact and should in particular:

- include a mix of uses appropriate to the water space, including public uses and open spaces, to ensure an inclusive accessible and active waterside and ground level frontage
- integrate into the public realm, especially in relation to walking and cycling routes and borough open space strategies. Public art will often be appropriate in such locations as well as clear signage, information and lighting to promote the use of waterside spaces by all
- incorporate built form that has a human scale of interaction with the street, public spaces and waterside and integrates with existing communities and places
- recognise the opportunity to provide landmarks that are of cultural and social significance along the waterways, providing orientation points and pleasing views without causing undue harm to the cohesiveness of the water's edge
- relate successfully in terms of scale, materials, colour and richness of detail, not only to direct neighbours but also to buildings on the opposite bank and those seen in the same context with the River Prospects (see Policy 4B.15) or other locally identified views. Such juxtaposition of buildings should take into account river meanders and the impact these can have on how buildings may be seen together
- incorporate sustainable design and construction techniques, in particular a precautionary approach to flood risk.

Regional Policy

Policy 4C.21 Design statements

For all major development proposals within the Thames Policy Area and adjacent to the rest of the Blue Ribbon Network, the Mayor will, and boroughs should, ensure that development is attractive and appropriate.

Developers should prepare assessments to cover:

- impacts of scale, mass, height, silhouette, density, layout, materials and colour
- proposals for water edge, visual and physical permeability and links with hinterland, public access, including addressing safety provision, landscaping, open spaces, street furniture and lighting
- impacts of the proposal on the water space to demonstrate how the water space will be used and affected including impacts on biodiversity and hydrology
- impact on river prospects and any other locally designated views.

Policy 4C.22 Structures over and into the Blue Ribbon Network

The Mayor will, and boroughs should, protect the unique character and openness of the Blue Ribbon Network. Proposals for new structures should be accompanied by a risk assessment detailing the extent of their impact on navigation, hydrology and biodiversity, and mitigation measures proposed to address the adverse impacts identified. Proposals for structures over or into the water space for uses that do not specifically require a waterside location should be resisted.

Policy 4C.23 Safety on and near to the Blue Ribbon Network

The Mayor will work with boroughs, the Port of London Authority, the Environment Agency, British Waterways and others, to ensure that existing safety provision on the Blue Ribbon Network is protected and regularly maintained. New safety provision should be provided as part of proposals for Opportunity Areas, Areas for Intensification, and in areas of deficiency. Proposals for major developments along the Blue Ribbon Network must be accompanied by a safety and risk assessment.

Policy 4C.24 Importance of the Thames

The Mayor will, and boroughs should, recognise that the Thames plays an essential role in maintaining London as an exemplary, sustainable world city and should promote greater use of the river for transport and waterbased leisure uses.

Policy 4C.25 Thames Policy Area

Relevant boroughs, in reviewing their UDPs, must designate a Thames Policy Area. Boroughs should identify the detailed boundaries based on the indicative diagrams in Annex 5. This should be done in consultation with neighbouring authorities, including those across the river. In defining the boundaries, boroughs should have regard to the following criteria:

- proximity to the Thames, including its tributaries and associated areas of water such as docks, canals, filter beds and reservoirs, whether or not directly linked to the Thames, but where an association with the Thames is retained together with a proportion of open water
- contiguous areas with clear visual links between areas and buildings and the river, including views from across the river and areas where it may be beneficial to establish future visual links
- specific geographical features – such as main roads, railway lines, hedges, identified as particularly relevant for defining the boundary across large open spaces
- the whole curtilage of properties or sites adjacent to the Thames, except where major development sites have been identified and it is intended to publish master plans/strategies of future development
- areas and buildings whose functions relate or link to the Thames and/or river-related uses or sites that have the potential to be linked
- areas and buildings that have an historic, archaeological or cultural association with the Thames, including planned vistas marked by existing or former landscape features
- boundaries should have coherence with neighbouring authorities.

Regional Policy

Policy 4C.26 Appraisals of the Thames Policy Area

In order to deliver policy and actions within the Thames Policy Area, relevant boroughs should prepare detailed appraisals of their stretches of the river and its environs. Boroughs are encouraged to carry out this work in collaboration with other boroughs, the Mayor and relevant stakeholders. These appraisals would be expected to consider:

- the local character of the river
- public and freight transport nodes (both land- and water-based, existing and potential)
- development sites and regeneration opportunities
- opportunities for environmental and urban design improvements
- sites of ecological or archaeological importance
- areas, sites, buildings, structures, landscapes and views of particular sensitivity and importance
- focal points of public activity
- public access
- recreation and marine infrastructure
- indicative flood risk.

The appraisal should also identify areas of deficiency and the actions needed to address these deficiencies. These relate to facilities for:

- water-based passenger, tourism and freight transport
- water-based sport and leisure
- access and safety provision
- marine support facilities and infrastructure and moorings.

Policy 4C.27 Green industries along the Thames

The Mayor will, and boroughs should, generally welcome the use of waterside sites, especially those within Strategic Employment Locations, for green industries, where the majority of materials transshipment is by water.

Policy 4C.28 Development adjacent to canals

The Mayor will, and relevant boroughs should, expect development adjacent to canals to respect the particular character of the canal. For strategic referrals the Mayor will require a design statement as set out in Policy 4C.21 to cover the site and its context. In particular, opportunities should be taken to improve the biodiversity value of canals.

Policy 4C.29 Open water space

The permanent loss of open water space should be avoided along canals, as for the rest of the Blue Ribbon Network. The loss of open water to moored craft could be allowed provided there is no adverse detriment to navigation, recreation potential, the heritage or biodiversity value of the canal and that the proposals are in the overall interest of the canal system.

Policy 4C.30 New canals and canal restoration

The Mayor will, and relevant boroughs should, seek opportunities for the creation of new canals and the restoration of the network, including former canal links and basins, as part of major development proposals and regeneration projects. The Mayor will particularly seek the restoration of the Bow Back Rivers system.

Policy 4C.31 Rivers, brooks and streams

The Mayor will, and boroughs should, in discharging their development control and other duties, ensure that rivers, brooks and streams of all sizes are protected, improved and respected as part of the Blue Ribbon Network and as valuable entities in themselves. In particular, measures should be taken to improve the habitat and amenity value of such waterways.

<p>Regional Policy</p>
<p>Policy 4C.32 Docks</p> <p>The Mayor will, and boroughs should, protect and promote the vitality, attractiveness and historical interest of London's remaining dock areas by:</p> <ul style="list-style-type: none"> • preventing their partial or complete in-filling • promoting their use for mooring visiting cruise ships and other vessels • encouraging the sensitive use of natural landscaping and materials in and around dock areas.
<p>Policy 4C.33 Royal Docks</p> <p>The Mayor will, and the London Borough of Newham should, take a precautionary approach to any development proposals that would prohibit or make impractical the use of the Royal Docks as a navigational 'bypass' to the Thames Barrier.</p>
<p>Policy 4C.34 Links outside London</p> <p>The Mayor will work with key organisations, regional government bodies, local authorities and others on strategic issues of planning and managing the Blue Ribbon Network. The Mayor recognises that solutions to some challenges may lie outside the London boundary and that choices within London may affect other areas.</p>
<p>Policy 5A.1 Sub-Regional Development Frameworks</p> <p>The Mayor will, in partnership with other stakeholders in each of the five sub-regions – Central, East, West, North and South London, bring forward Sub-Regional Development Frameworks for implementing and developing the policies set out in this plan. These Sub-Regional Development Frameworks will build upon existing partnership arrangements operating within the sub-regions, and will include arrangements for involving relevant boroughs, including those in neighbouring sub-regions and authorities in adjoining regions, statutory agencies including the NHS and Environment Agency, infrastructure providers, and representation from the private sector, voluntary sector and community groups.</p>
<p>Policy 5E.1 The strategic priorities for North London</p> <p>The strategic priorities for the North London sub-region will be to:</p> <ul style="list-style-type: none"> • deliver the London element of the government's priority for the London-Stansted-Cambridge corridor for development, regeneration and transport improvement, while recognising the links with other parts of the corridor • identify capacity to accommodate new job and housing opportunities and appropriate mixed-use development. This is especially important in relation to the Upper Lee Valley and other Opportunity Areas and Areas for Intensification. It will include co-ordinating skills development, transport and planning to improve access to jobs for people from deprived communities in the sub-region • maximise the number of additional homes, including affordable housing, by exceeding housing provision targets set out in this plan and secure mixed and balanced communities • promote and intensify retailing, services, employment, leisure and housing in town centres and opportunities for mixed-use development • plan for and secure the necessary financial resources to deliver planned transport infrastructure for the sub-region, including local schemes that improve public transport, walking and cycling connections to town centres and employment locations. Particular priorities for the sub-region are Thameslink 2000, improved bus services and improved links with Stansted and Stratford and potentially, in the longer term, Crossrail 2 • improve the variety, quality and access to available employment sites, especially within Strategic Employment Locations, to meet the identifiable demands for employment land • ensure that social and community infrastructure is retained, enhanced and expanded where needed • ensure that new development is sustainable, safe and secure and well designed, improves the environment and takes account of the sub-region's heritage. The open space and Blue Ribbon Networks are key features, in particular the Lee Valley Park • identify areas suitable for tall buildings • plan for waste facilities in line with the principle of self sufficiency including limited provision to meet part of central London's needs. <p>The Mayor will work with sub-regional partnerships to develop a coherent Sub-Regional Development Framework for North London in which these priorities will be further developed.</p>

Regional Policy

Policy 5E.2 Opportunity Areas in North London

The North London Opportunity Areas are shown in Table 5E.1, with indicative estimates for homes and jobs growth. The Mayor will work with partners to draw up planning frameworks for these areas. These should inform UDP reviews and broader regeneration and community strategies and initiatives. Taking account of other policies, developments will be expected to maximise residential and non-residential densities and contain mixed use (see Chapter 3, Part B and Chapter 4, Part B). Given their scale, they are also likely to give rise to substantial planning obligations (see Policies 6A.4 and 6A.5). The general policy directions to be followed in the planning frameworks are indicated below.

Policy 5E.3 Areas for Intensification in North London

The Areas for Intensification in the North London sub-region are shown in Table 5E.2, with indicative estimates of additional homes and jobs growth. To help accommodate growth, boroughs, in consultation with the Mayor, should promote development opportunities through higher density redevelopment at key transport nodes of good accessibility and capacity and in town centres and seek to achieve higher levels of provisions wherever possible, especially for housing.