

The New London Plan



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Role of the London Plan

- Overall strategic plan for London – guides the development of London over the next 20–25 years
- Framework for the development and use of land in London
- London-wide policy context which boroughs can automatically use. If they wish to deviate- they have to set out how in their detailed local planning policies (which must go through full process)
- Borough local plans must be in ‘general conformity’ with the London Plan
- Policy framework for the Mayor’s decisions on strategic planning applications referred by the Boroughs
- Ensures joined-up policy delivery – with other Mayoral Statutory Strategies



The new London Plan

This new London Plan marks a break with previous London Plans, represents a step-change in our approach and serves as a blueprint for the future development and sustainable, inclusive growth of our city.



The new London Plan process

Timetable

- 1st December 2017 -2 March 2018 Draft London Plan consultation
- autumn 2018: examination in public (EiP)
- autumn 2019: publication (adoption)



Good Growth policies

BUILDING STRONG
AND INCLUSIVE
COMMUNITIES

GROWING A GOOD
ECONOMY

INCREASING
EFFICIENCY AND
RESILIENCE

CREATING A HEALTHY
CITY

DELIVERING THE HOMES
LONDONERS NEED

MAKING THE BEST USE
OF LAND



Policy GG1 Building strong and inclusive communities

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To build on the city's tradition of openness, diversity and equality, and help deliver strong and inclusive communities, those involved in planning and development must:

- A Seek to ensure that London continues to generate a wide range of economic and other opportunities, and that everyone is able to benefit from these to ensure that London is a fairer and more equal city.
- B Provide access to good quality services and amenities that accommodate, encourage and strengthen communities, increasing active participation and social integration, and addressing social isolation.
- C Ensure that streets and public spaces are planned for people to move around and spend time in comfort and safety, creating places where everyone is welcome, which foster a sense of belonging and community ownership, and where communities can develop and flourish.
- D Promote the crucial role town centres have in the social, civic, cultural and economic lives of Londoners, and plan for places that provide important opportunities for face-to-face contact and social interaction during the daytime, evening and night time.
- E Ensure that new buildings and the spaces they create are designed to reinforce or enhance the legibility, permeability, and inclusivity of neighbourhoods, and are resilient and adaptable to changing community requirements.
- F Support the creation of a London where all Londoners, including older people, disabled people and people with young children can move around with ease and enjoy the opportunities the city provides, creating a welcoming environment that everyone can use confidently, independently, and with choice and dignity, avoiding separation or segregation.

Policy GG3 Creating a healthy city

Policy GG3 Creating a healthy city

To improve Londoners' health and reduce health inequalities, those involved in planning and development must:

- A Ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities.
- B Promote more active and healthy lifestyles for all Londoners and enable them to make healthy choices.
- C Use the Healthy Streets Approach to prioritise health in all planning decisions.
- D Assess the potential impacts of development proposals on the health and wellbeing of communities, in order to mitigate any potential negative impacts and help reduce health inequalities, for example through the use of Health Impact Assessments.
- E Plan for improved access to green spaces and the provision of new green infrastructure.
- F Ensure that new buildings are well-insulated and sufficiently ventilated to avoid the health problems associated with damp, heat and cold.
- G Seek to create a healthy food environment, increasing the availability of healthy food and restricting unhealthy options.

Policy GG4 Delivering the homes that Londoners need

Policy GG4 Delivering the homes Londoners need

To create a housing market that works better for all Londoners, those involved in planning and development must:

- A Ensure that more homes are delivered.
- B Support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable.
- C Create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.

Policy D3 Inclusive Design p.106

Policy D3 Inclusive design

- A To deliver an inclusive environment and meet the needs of all Londoners, development proposals are required to achieve the highest standards of accessible and inclusive design, ensuring they:
- 1) can be entered and used safely, easily and with dignity by all
 - 2) are convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
 - 3) are designed to incorporate safe and dignified emergency evacuation for all building users. In developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a fire evacuation lift suitable to be used to evacuate people who require level access from the building.
- B The Design and Access Statement, submitted as part of planning applications, should include an inclusive design statement.

D5- Accessible housing p.115

Policy D5 Accessible housing

- A To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:
- 1) at least 10 per cent of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings', i.e. designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users
 - 2) all other new build dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

- Choice within a development should be provided across- tenures, aspects, floor level locations, views and unit sizes

Policy D7. Public realm p.122

Policy D7 Public realm

Development Plans and development proposals should:

- A Ensure the public realm is safe, accessible, inclusive, attractive, well-connected, easy to understand and maintain, and that it relates to the local and historic context, and incorporates the highest quality design, landscaping, planting, street furniture and surfaces.



H15 Specialist older persons housing p.168

A Boroughs should work positively and collaboratively with providers to identify sites taking account of:

- 1) Local and strategic housing needs and indicative benchmarks
- 2) The need for sites to be well connected, contributing to an inclusive neighbourhood, access to social infrastructure, health care and public transport facilities
- 3) Increasing need for accommodation suitable for people with dementia

B Specialist older persons housing should deliver:

- 1) affordable housing (policies H5 and H6)
- 2) accessible housing (policy D5)
- 3) the highest standards of accessible and inclusive design (policy D3)
- 4) suitable levels of safe storage and charging facilities for residents mobility scooters
- 5) pick up and drop off facilities close to the principal entrance

H16 Gypsy and traveller accommodation p.190

GLA Gypsy and traveller accommodation topic paper 2017

- New definition

Requirements for boroughs to:

- identify need using the new definition
- plan to meet identified need
- audit existing pitches and sites and plan to address findings
- actively plan to protect existing accommodation capacity

Ensure new sites well-connected to social infrastructure, health care, education and public transport facilities, contributing to a wider inclusive neighbourhood

Where new pitches are proposed, pitch and site layouts and the design of service blocks should be accessible and adaptable to ensure they are suitable for a range of users including disabled and older people, and families with young children.

S6 Public toilets p.219

Policy S6 Public toilets

- A Development proposals that include large-scale commercial developments that are open to the public, such as shops, leisure facilities and large areas of public realm, should provide and secure the future management of free publicly-accessible toilets. These should be available during opening hours, or 24 hours a day in areas of public realm, and should be suitable for a range of users including disabled people and families with young children.
- B Larger developments where users are expected to spend long periods of time or where there is no other local provision, should also provide 'Changing Places' toilets as identified in the British Standard BS8300.

Economy

4 part approach:

- 1) Protecting existing workspace capacity (policy E1 offices)
- 2) Providing additional capacity- particularly office floor space to meet growing demand (policies E2 and E3)
- 3) Protection of low cost workspace and require the re-provision of similar workspace(policies E2 E3 and E4)
- 4) Provide affordable workspace which is subsidised below market rent in particular circumstances, for example creative or charitable uses (policy E3)



E10 Visitor infrastructure

- G To ensure sufficient choice for people who require an accessible bedroom, development proposals for serviced accommodation should provide either:
- 1) 10 per cent of new bedrooms to be wheelchair-accessible; OR
 - 2) 15 per cent of new bedrooms to be accessible rooms in accordance with the following requirements:
 - a) one room or five per cent, whichever is the greater, with a wheelchair-accessible shower room for independent use
 - b) a further one room or one per cent, whichever is the greater, with a fixed tracked-hoist system or similar system with the same degree of convenience and safety as an en-suite bathroom for assisted use, and a connecting door to an adjoining (standard) bedroom for use by an assistant or companion
 - c) one room or five per cent, whichever is the greater with an en-suite shower room to meet the requirements of ambulant disabled people
 - d) four per cent of bedrooms easily adaptable and large enough for easy adaptation to be wheelchair-accessible (with en-suite) if required in the future, and incorporate all the correct dimensions and sanitary layouts and be structurally capable of having grab-rails installed quickly and easily if required.

Policy T2 Healthy Streets

Policy T2 Healthy Streets

- A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.
- B Development Plans should:
 - 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.
 - 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

Policy T6.1 Residential parking p.423

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that at least one designated disabled persons parking bay per dwelling for three per cent of dwellings is available from the outset
- 2) demonstrate on plan and as part of the Car Parking Design and Management Plan, how the remaining bays to a total of one per dwelling for ten per cent of dwellings can be requested and provided when required as designated disabled persons parking in the future. If disabled persons parking provision is not sufficient, spaces should be provided when needed either upon first occupation of the development or in the future.

H All disabled persons parking bays associated with residential development must:

- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)
- 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
- 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
- 4) count towards the maximum parking provision for the development
- 5) be designed in accordance with the design guidance in BS8300 vol. 1
- 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Policy T6.5 Non-residential disabled persons parking p.429

Policy T6.5 Non-residential disabled persons parking

- A All non-residential elements of a development should provide at least one on or off-street disabled persons parking bay.
- B Disabled persons parking should be provided in accordance with the levels set out in Table 10.6.
- C Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with.
- D Designated bays should be marked up as disabled persons parking bays from the outset.
- E Enlarged bays should be large enough to become disabled persons parking bays quickly and easily via the marking up of appropriate hatchings and symbols and the provision of signage, if required i.e. if it can be demonstrated that the existing level of disabled persons parking is not adequate.
- F Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1.

Policy T6.5 Non-residential disabled persons parking contd.

Table 10.6 - Non-residential disabled persons parking standards

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

- 10.6.18 Standards for non-residential disabled persons parking are based on a percentage of the total number of parking bays. Careful assessment will therefore be needed to ensure that these percentages make adequate provision in light of the need for **disabled persons parking bays by Blue Badge holders**. The provision of disabled persons parking bays should be regularly monitored and reviewed to ensure the level is adequate and enforcement is effective. Some Blue Badge parking should be provided even if no general parking is provided.

How to comment...

Comments need to be received by 5pm Friday 2 March 2018

Online: www.London.gov.uk/new-London-plan

By email: londonplan@London.gov.uk

By post:

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