

# Savings Statement

## Saved Supplementary Planning Guidance

This statement sets out the existing Supplementary Planning Guidance (SPG) to the 2016 London Plan which it is intended will continue in force in support of the 2020 London Plan until are replaced. These have been “saved” by specific text reference in each case to the new London Plan. Where the whole policy is relevant, this is indicated rather than repeating the whole text.

There will be detailed areas of inconsistency between the saved SPG and the 2020 London Plan. Where these arise, the 2020 London Plan takes precedence as the most up to date document and as part of the statutory development plan.

Supplementary Planning Guidance	2020 London Plan reference	2020 London Plan text
<b>Affordable Housing &amp; Viability (August 2017)</b>	Policy H1 Increasing housing supply	Whole policy
	Policy H4 Delivering affordable housing	Whole policy
	Policy H5 Threshold approach to applications	Whole policy
	Policy H6 Affordable housing tenure	Whole policy
	Policy H7 Monitoring of affordable housing	Whole policy
	Policy H8 Loss of existing housing and estate redevelopment	D. Demolition of affordable housing, including where it is part of an estate redevelopment programme, should not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace...

**Affordable Housing & Viability (August 2017) continued**

	E. All development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace.
Paragraph 4.8.6	Where an affordable housing provider is redeveloping an estate as part of a wider programme then it may be possible to re-provide a different mix of affordable housing on the estate (taking account of the wishes of people who want to return to the estate) if the overall level of provision is maintained across the programme and where the approach is acceptable to the borough and, where relevant, the Mayor (further guidance is provided in the Affordable Housing and Viability SPG).
Policy H11 Build to Rent	Whole policy
Policy H13 Specialist Older People's Accommodation	B1. Specialist older persons housing provision should deliver affordable housing in accordance with Policy H4 ... and H5 ...
Policy H15 Purpose-built student accommodation	A4. the maximum level of accommodation is secured as affordable student accommodation as defined through the London Plan and associated guidance: a) to follow the Fast Track Route, at least 35 per cent of the accommodation must be secured as affordable student accommodation or 50 per cent where the development is on public land or industrial land appropriate for residential uses in accordance with Policy E7... b) where the requirements of 4a above are not met, applications must follow the Viability Tested Route set out in Policy H5 ... Part E c) the affordable student accommodation bedrooms should be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation.
Policy H16 Large-scale purpose-built shared living	A9. Large-scale purpose-built shared living development must meet the following criteria: it delivers a cash in lieu contribution towards conventional C3 affordable housing...  A10. ...All large-scale purpose-built shared living schemes will be subject to the Viability Tested Route set out in Policy H5 ..., ...
Policy DF1 Delivery of	C. ...Viability assessments should be tested rigorously and undertaken in line with the Mayor's

	the Plan and Planning Obligations	Affordable Housing and Viability SPG.
<b>Crossrail Funding (March 2016)</b>	Policy T9 Funding transport infrastructure through planning	A. The Mayor will charge the Mayoral Community Infrastructure Levy (MCIL) to secure funding towards transport infrastructure of strategic importance such as Crossrail 2, and potentially other strategic transport infrastructure.
<b>Housing (March 2016)</b>	Policy SD1 Opportunity Areas	Whole policy
	Policy SD2 Collaboration with the Wider South East	E. The Mayor will work with WSE partners to find solutions to shared strategic concerns...
	Policy SD3 Growth Locations in the Wider South East and beyond	Whole policy
	Policy SD4 The Central Activities Zone (CAZ)	K. The quality and character of predominantly residential neighbourhoods, where more local uses predominate, should be conserved and enhanced.
	Policy SD6 Town centres and high streets	<p>C. The potential for new housing within and on the edges of town centres should be realised through mixed-use or residential development that makes best use of land, capitalising on the availability of services within walking and cycling distance, and their current and future accessibility by public transport.</p> <p>D. The particular suitability of town centres to accommodate a diverse range of housing should be considered and encouraged, including smaller households, Build to Rent, older people's housing and student accommodation.</p> <p>E. The redevelopment, change of use and intensification of identified surplus office space to other uses including housing should be supported, taking into account the impact of office to residential permitted development rights (see Policy E1 ...) and the need for affordable and suitable business space (Policy E2 ..., Policy E3 ...).</p>
	Policy SD7 Town	C5. In Development Plans, boroughs should identify centres that have particular scope to

**Housing (March 2016) continued**

centres: development principles and Development Plan Documents	accommodate new commercial development and higher density housing, having regard to the growth potential indicators for individual centres in Annex 1. Criteria to consider in assessing the potential for intensification in town centres include: a) assessments of demand for retail, office and other commercial uses b) assessments of capacity for additional housing c) public transport accessibility and capacity d) planned or potential transport improvements – to indicate future capacity for intensification e) capacity and proximity of social infrastructure f) existing and potential level of density of development and activity g) relationship with wider regeneration initiatives h) vacant land and floorspace – as a further measure of demand and also of under-utilisation of the existing centre i) potential to complement local character, existing heritage assets and improve the quality of the town centre environment j) viability of development.
Policy D3 Optimising site capacity through the design-led approach	Whole policy
Policy D4 Delivering good design	Whole policy
Policy D5 Inclusive design	Whole policy
Policy D6 Housing quality and standards	Whole policy
Policy H1 Increasing housing supply	Whole policy
Policy H2 Small Sites	Whole policy
Policy H10 Housing size mix	Whole policy
Policy H12 Supported and specialised accommodation	Whole policy

**Housing (March 2016) continued**

Policy H13 Specialist older persons housing	Whole policy
Policy H15 Purpose-built student accommodation	Whole policy
Policy S1 Developing London's social infrastructure	<p>C. Development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported.</p> <p>D. Development proposals that seek to make best use of land, including the public-sector estate, should be encouraged and supported. This includes the co-location of different forms of social infrastructure and the rationalisation or sharing of facilities.</p> <p>F. Development proposals that would result in a loss of social infrastructure in an area of defined need as identified in the borough's social infrastructure needs assessment required under Part A should only be permitted where: 1) there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community, or; 2) the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services.</p>
Policy S2 Health and social care facilities	Whole policy
Policy S3 Education and childcare facilities	<p>A. To ensure there is a sufficient supply of good quality education and childcare facilities to meet demand and offer educational choice, boroughs should: 1) prepare Development Plans that are informed by a needs assessment of education and childcare facility needs. Needs should be assessed locally and sub-regionally, addressing cross-boundary issues. Needs assessments should include an audit of existing facilities 2) identify sites for future provision through the Development Plan process, particularly in areas with significant planned growth or need for school places (including Special Educational Needs and Disability places) 3) ensure that development proposals for housing and commercial facilities incorporate suitable childcare provision and encourage nursery provision within primary schools, where there is a need.</p>

<b>Housing (March 2016) <i>continued</i></b>		C. Development proposals should ensure that there is no net loss of education or childcare facilities, unless it can be demonstrated that there is no ongoing or future need. Any proposed loss of sport or recreation land (including playing fields) should be considered against the requirements of Part C of Policy S5 ...
	Policy S4 Play and informal recreation	B. Development proposals for schemes that are likely to be used by children and young people should: 1) increase opportunities for play and informal recreation and enable children and young people to be independently mobile 2) for residential developments, incorporate good-quality, accessible play provision for all ages. At least 10 square metres of playspace should be provided per child that: a) provides a stimulating environment b) can be accessed safely from the street by children and young people independently c) forms an integral part of the surrounding neighbourhood d) incorporates trees and/or other forms of greenery e) is overlooked to enable passive surveillance f) is not segregated by tenure
<b>Social Infrastructure (May 2015)</b>	GG1 Building strong and inclusive communities	Whole policy
	GG5 Growing a good economy	D. To conserve and enhance London's global economic competitiveness and ensure that economic success is shared amongst all Londoners, those involved in planning and development must: ensure that sufficient high-quality and affordable housing, as well as physical and social infrastructure is provided to support London's growth
	Policy SD4 The Central Activities Zone (CAZ)	L. Development of social infrastructure that meets the distinct needs of the CAZ should be supported.
	Paragraph 2.4.19	...Boroughs should also consider social infrastructure demands generated by residents, workers and visitors in the CAZ when undertaking social infrastructure need assessments.
	Policy SD6 Town centres and high streets	J. The provision of social infrastructure should be enhanced, particularly where it is necessary to support identified need from town centre and local residents, and facilities should be located in places that maximise footfall to surrounding town centre uses.

**Social Infrastructure (May 2015) continued**

Policy SD7 Town centres: development principles and Development Plan Documents	C. In Development Plans, boroughs should: 5) identify centres that have particular scope to accommodate new commercial development and higher density housing ... Criteria to consider in assessing the potential for intensification in town centres include: ... e) capacity and proximity of social infrastructure
Policy SD8 Town centre network	E. District centres should focus on the consolidation of a viable range of functions, particularly convenience retailing, leisure, social infrastructure...
Policy SD9 Town centres: Local partnerships and implementation Paragraph 2.9.2	Town Centre Strategies ... should be developed with input from relevant stakeholders, including ... social infrastructure providers...
Policy SD10 Strategic and local regeneration	Whole policy
Paragraph 2.10.3	Whole paragraph
Paragraph 2.10.5	...Development Plans and Opportunity Area Planning Frameworks should identify the particular needs and character of the area, and identify how investment and development should tackle the specific causes of deprivation that impact on the lives of people in the area...
Paragraph 2.10.6	...Local Plans, Opportunity Area Planning Frameworks, and regeneration strategies should identify, protect and promote the places and spaces that are particularly valued by local communities and other stakeholders, including cultural venues, heritage assets, community facilities and social infrastructure, as well as creating new spaces for people to enjoy.
Policy D1 London's form, character and capacity for growth	B2. In preparing Development Plans, boroughs should plan to meet borough-wide growth requirements ... by ... assessing the capacity of existing and planned physical, environmental and social infrastructure to support the required level of growth and, where necessary, improvements to infrastructure capacity should be planned in infrastructure delivery plans or programmes to support growth; ...
Policy D2 Infrastructure requirements for	In order to support the Healthy Streets Approach, development proposals should take account of

**Social  
Infrastructure  
(May 2015)  
continued**

sustainable densities Paragraph 3.2.6	... social infrastructure...
Policy H13 Specialist older persons housing	A2. Boroughs should work positively and collaboratively with providers to identify sites which may be suitable for specialist older persons housing taking account of ... the need for sites to be well-connected in terms of contributing to an inclusive neighbourhood, having access to relevant facilities, social infrastructure and health care, and being well served by public transport
Policy H14 Gypsy and traveller accommodation Paragraph 4.14.1	Boroughs should actively plan for gypsy and travellers' accommodation needs, and should ensure that new sites are well-connected to social infrastructure, health care, education and public transport facilities, and contribute to a wider, inclusive neighbourhood.
Policy S1 Developing London's social infrastructure	Whole policy
Policy S2 Health and social care facilities Paragraph 5.2.7	...In areas of high or concentrated population growth, particularly in Opportunity Areas, it is more likely that new primary and community facilities or capacity will need to be provided...
Paragraph 5.2.8	The co-location of facilities with other uses, such as other forms of social infrastructure or housing, is encouraged to use land more efficiently and to enable a more integrated service delivery.
Policy S3 Education and childcare facilities	Whole policy
Policy S4 Play and informal recreation	Whole policy
Policy S5 Sports and recreation facilities	Whole policy
Policy S7 Burial space	Whole policy
Policy E7 Industrial intensification, co- location and	B. ...Intensification can also be used to facilitate the consolidation of an identified SIL or LSIS to support the delivery of residential and other uses, such as social infrastructure...



<b>Social Infrastructure</b> <b>(May 2015)</b> <i>continued</i>	substitution	
	Paragraph 6.7.7	Collaborative working ... provides useful mechanisms to co-ordinate these processes. This should ensure that the need to maintain sufficient capacity for industry to service London's economy and residents is considered alongside other planning objectives including delivery of ... social infrastructure...
	Policy HC5 Supporting London's culture and creative industries	C5. ...Local Plan policies should ... integrate public transport, digital and other infrastructure, and services such as leisure, recreation, education and community facilities in the establishment and development of the Creative Enterprise Zone
	Policy SI 16 Waterways – use and enjoyment	B. Development proposals should protect and enhance, where possible, water-related cultural, educational and community facilities and events, and new facilities should be supported and promoted...
	Policy T4 Assessing and mitigating transport impacts	E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.
<b>Accessible London: Achieving an Inclusive Environment</b> <b>(October 2014)</b>	Policy SD6 Town centres and high streets	<p>Whole policy</p> <p>A1. The vitality and viability of London's varied town centres should be promoted and enhanced by encouraging strong, resilient, accessible and inclusive hubs with a diverse range of uses that meet the needs of Londoners...</p> <p>H. The delivery of a barrier-free and inclusive town centre environment that meets the needs of all Londoners, including disabled and older Londoners and families with young children, should be provided. This may include Shopmobility schemes, the provision of suitably designed crossing points, dropped kerbs and tactile paving, seating and public toilets.</p>
	Policy D4 Delivering good design	Whole policy
	Policy D5 Inclusive design	Whole policy
	Policy D6 Housing quality and standards	Whole policy

<b>Accessible London: Achieving an Inclusive Environment (October 2014) continued</b>	Policy D7 Accessible Housing	Whole policy
	Policy D8 Public realm	Whole policy B. Development Plans and development proposals should: ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected,,,
	Policy H12 Supported and specialised accommodation	Whole policy
	Policy H13 Specialist older persons housing	Whole policy
	Policy H15 Purpose-built student accommodation Paragraph 4.15.6	PBSA should provide adequate functional living space and layout for the occupants. The design of the development must be high quality...
	Policy S1 Developing London's social infrastructure	Whole policy
	Policy S3 Education and childcare facilities	Whole policy A2. To ensure there is a sufficient supply of good quality education and childcare facilities ... boroughs should ... identify sites for future provision ... particularly in areas with significant planned growth or need for school places (including Special Educational Needs and Disability places)  B. Development proposals for education and childcare facilities should: ... 2) locate facilities in accessible locations, with good public transport accessibility and access by walking and cycling ... 7) ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach 8) ensure that facilities incorporate suitable, accessible outdoor space

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*continued***

Paragraph 5.3.6	...it is important that all schools are designed to be accessible and inclusive, meeting the highest standards of accessible and inclusive design (see Policy D5 ... and Area guidelines for SEND and alternative provision: BB104 <sup>89</sup> ).
Policy S4 Play and informal recreation	<p>Whole policy</p> <p>A1. Boroughs should prepare Development Plans that are informed by a needs assessment of children and young person's play and informal recreation facilities. Assessments should include an audit of existing play and informal recreation opportunities and the quantity, quality and accessibility of provision...</p> <p>B. Development proposals ... should: 1) increase opportunities for play and informal recreation and enable children and young people to be independently mobile 2) for residential developments, incorporate good-quality, accessible play provision for all ages. At least 10 square metres of playspace should be provided per child that: ... b) can be accessed safely from the street by children and young people independently 3) incorporate accessible routes for children and young people...</p>
Paragraph 5.4.4	There should be appropriate provision for different age groups, including older children and teenagers. Particular consideration should be given to consultation with children and young people in the design of new provision to understand their changing needs. The needs of parents and carers should also be considered in the design of these spaces...
Policy S5 Sports and recreation facilities	B1. Development proposals for sports and recreation facilities should increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling
Policy S6 Public toilets	Whole policy
Paragraph 5.6.4	...a range of toilet facilities should be provided. They should include unisex disabled persons' toilets, separate accessible baby change/family toilets, and cubicles for people with ambulant mobility impairments which can also be suitable for some older people or people who require additional space...
Paragraph 5.6.5	Public toilets which are open 24 hours can be of great benefit to people accessing London's night-

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	time economy. These, whether permanent or temporary, should provide facilities which can be used by disabled people and people of all genders.
Paragraph 5.6.6	Public toilet facilities, whether provided inside buildings or externally, should be safe, well-lit and clean...
Paragraph 5.6.7	...The provision of Changing Places toilets can open up new areas and experiences for people with profound and multiple impairments, and their companions, removing the barrier that the lack of provision can create.
Policy E10 Visitor infrastructure	H. 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 15 per cent of new bedrooms to be accessible ... 2) 15 per cent of new bedrooms to be accessible rooms...
Policy HC1 Heritage conservation and growth	A. Boroughs should ... develop evidence that demonstrates a clear understanding of London's historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access...
Policy HC6 Supporting the night-time economy	B2. In Development Plans, town centre strategies and planning decisions, boroughs should ... improve access, inclusion and safety, and make the public realm welcoming for all night-time economy users and workers...
Policy T4 Assessing and mitigating transport impacts	E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.
Policy T5 Cycling	B. ...Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
Policy T6.1 Residential parking	B. Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.  G1. Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available

<b>Accessible London: Achieving an Inclusive Environment (October 2014)</b> <i>continued</i>		<p>from the outset</p> <p>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 ... 5) be designed in accordance with the design guidance in BS8300vol.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.</p>
	Policy T6.2 Office parking	H. Disabled persons parking should be provided as set out in Policy T6.5 ...
	Policy T6.3 Retail parking	E. Disabled persons parking should be provided as set out in Policy T6.5 ...
	Policy T6.4 Hotel and leisure uses parking	D. Disabled persons parking should be provided as set out in Policy T6.5 ...
	Policy T6.5 Non-residential disabled persons parking	Whole policy
<b>The control of dust and emissions during construction and demolition (July 2014)</b>	Policy GG3 Creating a healthy city	F. To improve Londoners' health and reduce health inequalities, those involved in planning and development must: seek to improve London's air quality, reduce public exposure to poor air quality and minimise inequalities in levels of exposure to air pollution
	Policy SI 1 Improving air quality	D. In order to reduce the impact on air quality during the construction and demolition phase development proposals must demonstrate how they plan to comply with the Non-Road Mobile Machinery Low Emission Zone and reduce emissions from the demolition and construction of buildings following best practice guidance <sup>152</sup> .
	Policy SI 2 Minimising greenhouse gas	F. Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate

<b>The control of dust and emissions during construction and demolition (July 2014) <i>continued</i></b>	emissions	actions taken to reduce life-cycle carbon emissions.
	Paragraph 9.2.11	...To fully capture a development's carbon impact, a whole life-cycle approach is needed to capture its unregulated emissions (i.e. those associated with cooking and small appliances), its embodied emissions (i.e. those associated with raw material extraction, manufacture and transport of building materials and construction) and emissions associated with maintenance, repair and replacement as well as dismantling, demolition and eventual material disposal)...
	Policy T7 Deliveries, servicing and construction	G. Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.
<b>Character and Context (June 2014)</b>	Policy D1 London's form, character and capacity for growth	Whole policy
	Policy D3 Optimising site capacity through the design-led approach	Whole policy
<b>Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy (April 2013)</b>	Policy T9 Funding transport infrastructure through planning	A. The Mayor will charge the Mayoral Community Infrastructure Levy (MCIL) to secure funding towards transport infrastructure of strategic importance such as Crossrail 2, and potentially other strategic transport infrastructure.
<b>Preparing Borough Tree and Woodland</b>	Policy G7 Trees and woodlands	Whole policy

<b>Strategies (February 2013)</b>		
<b>Play and Informal Recreation (September 2012)</b>	GG3 Creating a healthy city	Whole policy G. To improve Londoners' health and reduce health inequalities, those involved in planning and development must: plan for improved access to and quality of green spaces, the provision of new green infrastructure, and spaces for play, recreation and sports
	Policy SD1 Opportunity Areas	A6. To ensure that Opportunity Areas fully realise their growth and regeneration potential, the Mayor will ensure that Opportunity Areas contribute to regeneration objectives by tackling spatial inequalities and environmental, economic and social barriers...  B3. Boroughs ... should plan for and provide the necessary social and other infrastructure to sustain growth and create mixed and inclusive communities...
	Policy SD10 Strategic and local regeneration	Whole policy B3. Boroughs should ... engage and collaborate with communities ... at an early stage and throughout the development of local development documents, strategies and regeneration programmes.  C. Development Plans, Opportunity Area Planning Frameworks and development proposals should contribute to regeneration by tackling inequalities and the environmental, economic and social barriers that affect the lives of people in the area...
	Policy D1 London's form, character and capacity for growth Paragraph 3.1.2	Understanding the existing character and context of individual areas is essential in determining how different places may best develop in the future...
	Paragraph 3.1.6	The process set out in this policy ... provides the opportunity to engage and collaborate with the local community and other stakeholders as part of the plan making process, enabling them to help shape their surroundings...
	Policy D3 Optimising site capacity through the design-led	D8. Development proposals should provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity

**Play and Informal Recreation  
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continued**

approach	
Paragraph 3.3.13	Maximising urban greening and creating green open spaces provides attractive places for Londoners to relax and play...
Policy D4 Delivering good design Paragraph 3.4.1	The processes and actions set out in the policy will help ensure development delivers good design...
Policy D5 Inclusive design	Whole policy
Policy D6 Housing quality and standards Paragraph 3.6.10	Communal play space should meet the requirements of Policy S4 ...
Table 3.2 iv	Communal outside amenity spaces should: ... be designed to support an appropriate balance of informal social activity and play opportunities for various age groups ...
Policy D8 Public realm	Whole policy L. Development Plans and development proposals should: explore opportunities for innovative approaches to improving the public realm such as open street events and Play Streets  M. Development Plans and development proposals should: create an engaging public realm for people of all ages, with opportunities for social activities, formal and informal play and social interaction during the daytime, evening and at night...
Policy D14 Noise Paragraph 3.14.1	...Consideration of existing noise sensitivity within an area is important to minimise potential conflicts of uses or activities, for example in relation to ... parks and green spaces affected by traffic noise and pollution...
Policy H16 Large-scale purpose-built shared living Paragraph 4.16.6	...the communal amenity spaces are important elements in ensuring that the quality of the overall residential amenity is acceptable...
Policy S1 Developing London's social	Whole policy



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Recreation  
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*continued***

infrastructure	
Policy S3 Education and childcare facilities	Whole policy
Policy S4 Play and informal recreation	Whole policy
Policy S5 Sports and recreation facilities	Whole policy
Policy S6 Public toilets	Whole policy
Policy G1 Green infrastructure Paragraph 8.1.1	...Objectives include: promoting mental and physical health and wellbeing ... alongside more traditional functions of green space such as play, sport and recreation.
Policy G3 Metropolitan Open Land Paragraph 8.3.4	...Examples include improved public access for all, inclusive design, recreation facilities...
Policy G4 Open space Paragraph 8.4.2	Boroughs should undertake an open space needs assessment, which should be in-line with objectives in green infrastructure strategies (G1 ...) (drawing from existing strategies such as play, trees and playing pitches)...
Policy G6 Biodiversity and access to nature	B4. Boroughs ... should ... seek opportunities to create other habitats, or features ... that are of particular relevance and benefit in an urban context  E. Proposals which reduce deficiencies in access to nature should be considered positively.
Policy G7 Trees and woodlands Paragraph 8.7.1	Trees and woodlands play an important role within the urban environment. They help to trap air pollutants, add to amenity, provide shading, absorb rainwater and filter noise...
Policy G8 Food growing Paragraph 8.8.1	...Community food growing not only helps to improve social integration and community cohesion but can also contribute to improved mental and physical wellbeing.
Paragraph 8.8.2	As provision for small-scale food growing becomes harder to deliver, innovative solutions to its delivery should be considered, such as ... incorporating spaces for food growing in community schemes such as in schools...

<b>Play and Informal Recreation (September 2012)</b> <i>continued</i>	Policy SI 1 Improving air quality	B2. In order to meet the requirements in Part 1, as a minimum ... development proposals in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people should demonstrate that design measures have been used to minimise exposure.
	Policy T2 Healthy Streets	C. In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage ... Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.
	Policy T3 Transport capacity, connectivity and safeguarding	E. Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments...
	Paragraph 10.3.11	...the Mayor will work with partners to continue to develop a comprehensive network of frequent, high-quality bus routes.
	Policy T4 Assessing and mitigating transport impacts	E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.
	Policy T5 Cycling	A. Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle...  B. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards <sup>187</sup> . Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
	Policy T6.5 Non-residential disabled persons parking	A. Disabled persons parking should be provided...
<b>Olympic Legacy (July 2012)</b>	Policy SD1 Opportunity Areas	Whole policy
<b>London View Management Framework (March 2012)</b>	Policy HC3 Strategic and Local Views	Whole policy

	Policy HC4 London View Management Framework	Whole policy
<b>London World Heritage Sites (March 2012)</b>	Policy HC2 World Heritage Sites	Whole policy
<b>All London Green Grid (March 2012)</b>	Policy G1 Green Infrastructure	Whole policy
<b>London's Foundations (March 2012)</b>	Policy G9 Geodiversity	Whole policy
<b>Planning for Equality and Diversity in London (October 2007)</b>	Policy GG1 Building strong and inclusive communities	Whole policy
	GG2 Making the best use of land	Whole policy
	Paragraph 1.3.5	...The Mayor will co-ordinate investment and focus regeneration initiatives in those parts of London most affected by inequalities, including health inequalities.
	Policy GG3 Creating a healthy city	Whole policy
	Policy SD1 Opportunity Areas	A6. To ensure that Opportunity Areas fully realise their growth and regeneration potential, the Mayor will ensure that Opportunity Areas contribute to regeneration objectives by tackling spatial inequalities and environmental, economic and social barriers that affect the lives of people in the area...  B9. Boroughs ... should ensure planning frameworks are informed by public and stakeholder engagement and collaboration at an early stage and throughout their development
	Policy SD4 The Central	J. The safety, security and resilience of the CAZ should be promoted working with

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Diversity in  
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2007) *continued***

Activities Zone (CAZ)	businesses and communities.
SD6 Town centres and high streets	<p>D. The particular suitability of town centres to accommodate a diverse range of housing should be considered and encouraged...</p> <p>H. The delivery of a barrier-free and inclusive town centre environment that meets the needs of all Londoners, including disabled and older Londoners and families with young children, should be provided...</p> <p>K. Safety and security should be improved ... in new development</p>
Policy SD7 Town centres: development principles and Development Plan Document Paragraph 2.7.6	...Boroughs should use their evaluation of the area and engagement with local communities and stakeholders to draw up local Development Plan policies, designations and site allocations, and develop town centre strategies that seek to meet the needs of their communities.
Policy SD10 Strategic and local regeneration	Whole policy
Policy D1 London's form, character and capacity for growth	A1. ...Area assessments should cover ... demographic make-up and socio-economic data...
Policy D3 Optimising site capacity through the design-led approach Paragraph 3.3.4	Designating appropriate development capacities through site allocations enables boroughs to proactively optimise the capacity of strategic sites through a consultative design-led approach that allows for meaningful engagement and collaboration with local communities, organisations and businesses.
Policy D4 Delivering good design Paragraph 3.4.7	C. Design and access statements submitted with development proposals should demonstrate that the proposal meets the design requirements of the London Plan.
Paragraph 3.4.10	It is important that design quality is maintained throughout the development process...

**Planning for  
Equality and  
Diversity in  
London (October  
2007) *continued***

Policy D5 Inclusive design	Whole policy
Policy D6 Housing quality and standards	Whole policy
Paragraph 3.6.7	Development should help create a more socially inclusive London. Gated forms of development that could realistically be provided as a public street are unacceptable and alternative means of security should be achieved through utilising the principles of good urban design and inclusive design (see Policy D5 ...).
Policy D7 Accessible housing	Whole policy
Policy D8 Public realm	Whole policy
Policy D12 Fire safety	A4. In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they ... provide suitable and convenient means of escape, and associated evacuation strategy for all building users  B2. All major development proposals should be submitted with a Fire Statement ... The statement should detail how the development proposal will function in terms of... the means of escape for all building users...
Paragraph 3.12.8	Policy D5 ... requires development to incorporate safe and dignified emergency evacuation for all building users, by as independent means as possible...
Policy H2 Small sites	A2. Boroughs should pro-actively support well-designed new homes on small sites ... to ... diversify the sources, locations, type and mix of housing supply...
Paragraph 4.2.8	Where existing houses are redeveloped or subdivided, boroughs may require the provision of family-sized units (3 bed + units)...
Policy H4 Delivering affordable housing	A. The strategic target is for 50 per cent of all new homes delivered across London to be genuinely affordable...
Policy H8 Loss of existing housing and estate redevelopment Paragraph 4.8.4	...it is important that all such schemes are delivered with existing and new residents and communities in mind. All proposals for such schemes should take account of the requirements of the Mayor's Good Practice Guide to Estate Regeneration (2018) and the requirement for a ballot of residents when accessing Mayoral funding for schemes that involve demolition.

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Policy H9 Ensuring the best use of stock Paragraph 4.9.3	...The use of dwellings as short-term holiday rentals can have a detrimental impact on neighbours' residential amenity and community cohesion in the wider area where concentrated in a particular location...
Policy H10 Housing size mix	Whole policy
Policy H12 Supported and specialised accommodation	Whole policy
Policy H13 Specialist older persons housing	Whole policy
Policy H14 Gypsy and Traveller accommodation	Whole policy
Policy H16 Large-scale purpose-built shared living	A. Large-scale purpose-built shared living development <sup>82</sup> must meet the following criteria: 1) it is of good quality and design 2) it contributes towards mixed and inclusive neighbourhoods...
Paragraph 4.16.5	It is important within a large-scale purpose-built shared living development to create a sense of community. Buildings should be designed and managed in a way that lowers barriers to social interaction and encourages engagement between people...
Policy S1 Developing London's social infrastructure	Whole policy
Policy S2 Health and social care facilities	Whole policy
Policy S3 Education and childcare facilities	Whole policy
Policy S4 Play and informal recreation	Whole policy

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Policy S5 Sports and recreation facilities	Whole policy
Policy S6 Public toilets	Whole policy
Policy S7 Burial space	Whole policy
Policy E3 Affordable workspace	A. In defined circumstances ... planning obligations may be used to secure affordable workspace ... at rents maintained below the market rate for that space for a specific social, cultural or economic development purpose such as: 1) for specific sectors that have social value ... 2) for specific sectors that have cultural value ... 3) for disadvantaged groups starting up in any sector...
Policy E8 Sector growth opportunities and clusters Paragraph 6.8.4	...These initiatives can act as a catalyst for economic growth and promote social mobility in areas with high levels of deprivation...
Policy E9 Retail, markets and hot food takeaways	Whole policy C. Development Plans and development proposals should: ... 2) support convenience retail in all town centres ... to secure inclusive neighbourhoods and a sustainable pattern of provision where there is less need to travel 3) provide a policy framework to enhance local and neighbourhood shopping facilities and prevent the loss of retail and related facilities that provide essential convenience and specialist shopping 4) identify areas under-served in local convenience shopping and support additional facilities to serve existing or new residential communities in line with town centre Policy SD7 ... 5) support London's markets in their full variety...
Paragraph 6.9.6	The creation of a healthy food environment ... is therefore important ... More deprived areas commonly have a higher density of hot food takeaways than other areas <sup>122</sup> .
Policy E10 Visitor infrastructure Paragraph 6.10.4	Improving the availability of accessible serviced accommodation <sup>131</sup> is vital to ensuring that as many visitors as possible can stay in London and experience its visitor attractions and business offer. To help achieve this, serviced accommodation developments should achieve the highest standards of accessible and inclusive design (see also Policy D5 ...).
Policy E11 Skills and opportunities for all	Whole policy

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Policy HC1 Heritage conservation and growth Paragraph 7.1.3	...When assessing the significance of heritage assets, it is important to appreciate the influence of past human cultural activity from all sections of London's diverse community. Every opportunity to bring the story of London to people and improve the accessibility and maintenance of London's heritage should be exploited. Supporting infrastructure and visitor facilities may be required to improve access and enhance appreciation of London's heritage assets.
Policy HC5 Supporting London's culture and creative industries	B2. Boroughs are encouraged to ... identify Creative Enterprise Zones in Local Plans ... in areas of identified demand and more deprived areas...
Policy HC6 Supporting the night-time economy	Whole policy B. In Development Plans, town centre strategies and planning decisions, boroughs should: ... 2) improve access, inclusion and safety, and make the public realm welcoming for all night-time economy users and workers ... 4) address the cumulative impact of high concentrations of licensed premises on anti-social behaviour, noise pollution, health and wellbeing and other issues for residents...
Paragraph 7.6.9	Boroughs should explore the benefits of diversifying the night-time mix of uses, particularly in areas where there are high concentrations of licensed premises, along with extended opening times of public places and spaces. This can help attract a more diverse range of visitors, including those who feel excluded from alcohol-based entertainment activities. It can also help decrease crime, anti-social behaviour and the fear of crime.
Paragraph 7.6.11	Boroughs should work with land owners, investors and businesses to address perceived barriers to accessing the night-time economy and enhance the experience of London at night. This can include requiring new developments to provide accessible and gender-neutral toilets (see Policy S6 ...), supporting venues that serve specific groups (for example through the LGBT+ Venues Charter), <sup>136</sup> working with local police and businesses to make streets and the public realm safer and more welcoming...
Policy HC7 Protect public houses	Whole policy
Policy G1 Green Infrastructure	A. London's network of green and open spaces, and green features in the built environment, should be protected and enhanced...



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	C2. Development Plans and area-based strategies should use evidence, including green infrastructure strategies, to ... identify opportunities for addressing environmental and social challenges through strategic green infrastructure interventions.
Paragraph 8.1.1	...Objectives include: promoting mental and physical health and wellbeing...
Paragraph 8.1.2	All development takes place within a wider environment and green infrastructure should be an integral element and not an 'add-on'. Its economic and social value should be recognised...
Policy G3 Metropolitan Open Land Paragraph 8.3.4	Proposals to enhance access to MOL and to improve poorer quality areas such that they provide a wider range of benefits for Londoners that are appropriate within MOL will be encouraged. Examples include improved public access for all, inclusive design, recreation facilities...
Policy G4 Open space	A4. Development plans should ... ensure that open space, particularly green space, included as part of development remains publicly accessible.
Paragraph 8.4.4	Proposals to enhance open spaces to provide a wider range of benefits for Londoners will be encouraged. Examples could include improved public access, inclusive design, recreation facilities...
Policy G8 Food growing Paragraph 8.8.1	...Community food growing not only helps to improve social integration and community cohesion but can also contribute to improved mental and physical health and wellbeing.
Policy SI 1 Improving Air Quality	B2. ... In order to meet the requirements in Part 1, as a minimum: ... d) development proposals in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people should demonstrate that design measures have been used to minimise exposure.
Policy SI 2 Minimising greenhouse gas emissions	Whole policy F. Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.
Policy SI 3 Energy infrastructure	Whole policy
Policy SI 4 Managing heat risk	Whole policy
Policy SI 16 Waterways	B. Development proposals should protect and enhance, where possible, water-related cultural,

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<p>– use and enjoyment</p>	<p>educational and community facilities and events, and new facilities should be supported and promoted...</p> <p>E. Existing access points to waterways (including slipways and historic steps) and alongside waterways (including paths) should be protected and enhanced.</p> <p>F. Development proposals along waterways should protect and enhance inclusive public access to and along the waterway front and explore opportunities for new, extended, improved and inclusive access infrastructure to/from the waterways.</p> <p>G. Development proposals should improve and expand the Thames Path and the towpaths, improve alignment with the waterway where relevant, enhance them as walking routes, and provide better linkages to the transport network ... These paths will be public and not private spaces.</p>
<p>Policy T2 Healthy Streets</p>	<p>Whole policy</p>
<p>Policy T3 Transport capacity, connectivity and safeguarding</p>	<p>E. Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.</p>
<p>Paragraph 10.3.11</p>	<p>...the Mayor will work with partners to continue to develop a comprehensive network of frequent, high-quality bus routes.</p>
<p>Policy T4 Assessing and mitigating transport impacts</p>	<p>E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.</p>
<p>Policy T5 Cycling</p>	<p>B. ...Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.</p>
<p>Paragraph 10.5.5</p>	<p>Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. This could include identifying and reserving specific spaces which provide step-free cycle parking and opportunities for people using adapted cycles, as well as providing facilities for other non-standard cycles such as tricycles, cargo bicycles and bicycles with trailers, for both long-stay</p>

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	and short-stay parking.
Paragraph 10.5.7	...Accessible facilities for disabled cyclists should also be provided.
Paragraph 10.5.8	Short-stay cycle parking must be available for shoppers, customers, couriers and other visitors, and must be convenient and readily accessible. It must have step-free access and be located within 15 metres of the main entrance wherever possible.
Policy T6.1 Residential car parking	<p>F. The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.</p> <p>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 for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.</p> <p>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 BS8300vol.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.</p>
Paragraph 10.6.9	The Mayor's ambition is for London to be a city where it is easy for all disabled people to live and travel in London. Disabled people should have a genuine choice of housing that they can afford within a local environment that meets their needs. This means taking a holistic approach to creating streets, local services and a public transport network that caters for disabled people and people with long-term health conditions. It is recognised that some disabled people will rely on car

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	travel more than others, whether as a passenger or a driver ... disabled persons' parking should be provided for new residential developments. In some circumstances this may include visitor parking for disabled residents who might have regular visitors such as carers. Any such parking should be marked out as such and restricted only for these users from the outset.
Paragraph 10.6.10	Where general parking is provided on-site, any disabled persons parking bays not provided at the outset should be identified on plan. For car-free development, how provision will be made, including whether bays are provided on-site or on-street, should be clearly set out and justified, in line with relevant guidance and local policies. All provision should be fully assessed and demonstrably consistent with the inclusive design principles of Policy D5 ..., and GG1 ...
Paragraph 10.6.11	...Where a bay is being marked up for a particular resident, this should be done prior to occupation. Details should also be provided of how existing or future residents would request a bay, how quickly it would be created and what, if any, provision of visitor parking for disabled residents is available. In car-free developments, at no time should any onsite space marked on plan for future disabled persons parking be used for general parking.
Paragraph 10.6.13	...the inclusion of parking provision (excluding disabled persons parking) ... should not result in a reduction to affordable housing.
Paragraph 10.6.14	...This includes ensuring that disabled persons parking bays can be used by those who need them at any given time and ensuring enlarged bays are available to be converted to disabled persons parking bays as required...
Policy T6.2 Office parking	D. Outer London boroughs wishing to adopt more generous standards are required to do so through an evidence-based policy in their Development Plan that ... justifies those standards, including: 1) the provision and operation of (existing and future) public transport, especially in relation to bus reliability  H. Disabled persons parking should be provided as set out in Policy T6.5 ...
Paragraph 10.6.17	...It should also ensure that the operation of car and cycle parking and the public realm does not prioritise vehicles over people...
Policy T6.3 Retail parking	E. Disabled persons parking should be provided as set out in Policy T6.5 ...
Policy T6.4 Hotel and	A. In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to ... disabled

<b>Planning for Equality and Diversity in London (October 2007) <i>continued</i></b>	leisure uses parking	persons parking...  D. Disabled persons parking should be provided as set out in Policy T6.5 ...
	Policy T6.5 Non-residential car parking	Whole policy
	Paragraph 10.6.23	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. All proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided.

Successive Mayor's have published Opportunity Area Planning Frameworks (OAPF). These are adopted by the Mayor as Supplementary Planning Guidance to the London Plan. The following adopted OAPFs have been saved by specific reference to Policy SD1 Opportunity Areas.

<b>Opportunity Area Planning Framework</b>	<b>2020 London Plan reference</b>	<b>2020 London Plan policy text</b>
<b>City Fringe</b>	SD1 Opportunity Areas	Whole policy
<b>Croydon</b>	SD1 Opportunity Areas	Whole policy
<b>Isle of Dogs and South Poplar</b>	SD1 Opportunity Areas	Whole policy
<b>London Riverside</b>	SD1 Opportunity Areas	Whole policy
<b>Old Oak and Park Royal</b>	SD1 Opportunity Areas	Whole policy
<b>Olympic Legacy SPG</b>	SD1 Opportunity Areas	Whole policy
<b>Southall</b>	SD1 Opportunity Areas	Whole policy
<b>Thamesmead and Abbey Wood</b>	SD1 Opportunity Areas	Whole policy
<b>Upper Lee Valley</b>	SD1 Opportunity Areas	Whole policy
<b>Vauxhall, Nine Elms and Battersea</b>	SD1 Opportunity Areas	Whole policy
<b>Waterloo</b>	SD1 Opportunity Areas	Whole policy
<b>White City</b>	SD1 Opportunity Areas	Whole policy

## **Supplementary Planning Guidance not saved**

The following Supplementary Planning Guidance is not proposed to be saved following publication of the 2020 London Plan:

- Culture and Night-Time Economy (November 2017)
- Central Activities Zone (March 2016)
- Town Centres (July 2014)
- London Planning Statement (May 2014)
- Sustainable Design and Construction (April 2014)
- Safeguarded Wharves Review (March 2013)
- Land for Industry and Transport (September 2012)