

Direction	Intention to Publish London Plan Policy	Modification to Remedy National Policy Inconsistency New text is shown as bold red and deleted text as red-strikethrough
DR1	Policy H10	<p>Modify H10.9 as follows:</p> <p>9) the need for additional family housing and the role of one and two bed units in freeing existing family housing</p>
DR2	Policy D3 (and supporting text paragraph 3.3.1)	<p>Modify D3 as follows:</p> <p>A The design of the development must optimise site capacity. Optimising site capacity means ensuring that development takes the most appropriate form for the site. Higher density developments should be promoted in areas that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.</p> <p>B Where there are existing clusters of high density buildings, expansion of the clusters should be positively considered by Boroughs. This could also include expanding Opportunity Area boundaries where appropriate.</p> <p>D Gentle densification should be actively encouraged by Boroughs in low- and mid-density locations to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2.</p> <p>A All development must make the best use of land by following a design led approach that optimises the capacity of sites, including site allocations. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's characteristics.</p>

<p>DR3</p>	<p>Policy H2 (and supporting text paragraphs 4.2.1 to 4.2.14)</p>	<p>Delete 4.2.12 and 4.2.13 in their entirety</p>
<p>DR4</p>	<p>Policy E4 Policy E5 Policy E7 Policy SD1 And relevant supporting text paragraphs</p>	<p>Modify E4 as follows</p> <p>C The retention, enhancement and provision of additional industrial capacity across the three categories of industrial land set out in Part B should be planned, monitored and managed, having regard to the industrial property market area and borough-level categorisations in Figure 6.1 and 6.2. This should ensure that in overall terms across London there is no net loss of industrial floor capacity (and operational yard space capacity) within designated SIL and LSIS. Any release of industrial land in order to manage issues of long-term vacancy and to achieve wider planning objectives, including the delivery of strategic infrastructure, should be facilitated through the process of industrial intensification, co-location and substitution set out in Policy E7 Industrial intensification location and substitution and supported by Policy E5 Strategic Industrial Land.</p> <p>Modify supporting text paragraph 6.4.5 as follows</p> <p>6.4.5 Based upon this evidence, this Plan addresses the need to retain provide sufficient industrial logistics and related capacity through its policies. by seeking, as a general principle, no overall net of industrial floorspace capacity across London in designated SIL and LSIS. Floorspace capacity defined here as either the existing industrial and warehousing floorspace on site or the potential industrial and warehousing floorspace that could be accommodated on site at a 65 per cent plot (whichever is the greater).</p> <p>Delete supporting text paragraphs 6.4.6 through 6.4.11</p>

management and recycling, and land to support transport functions. This should be taken account when assessing whether substitution is appropriate.

Add new supporting text 6.4.8

6.4.8 Where industrial land vacancy rates are currently well above the London average, Boroughs are encouraged to assess whether the release of industrial land for alternative uses is more appropriate if demand cannot support industrial uses in these locations. Where possible, a substitution approach to alternative locations with higher demand for industrial uses is encouraged.

Modify E5 as follows

B Boroughs, in their Development Plans, should:

...

4) Strategically coordinate Development Plans to identify opportunities to substitute Strategic Industrial Land where evidence that alternative, more suitable, locations exist. This release must be carried out through a planning framework or Development Plan Document review process and adopted as policy in a Development Plan or as part of a coordinated masterplanning process in collaboration with the GLA and relevant borough. All Boroughs encouraged to evaluate viable opportunities to provide additional industrial land in new locations to support this process. This policy should be applied in the context of Policy E

D Development proposals for uses in SILs other than those set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function, (including residential development, retail, places of worship, leisure and assembly uses), should be refused except in released through a strategically co-ordinated process of SIL consolidation. This release must be out through a planning framework or Development Plan Document review process and adopted policy in a Development Plan or as part of a coordinated masterplanning process in collaboration the GLA and relevant borough.

Modify E7 as follows

D The processes set out in Parts B and C above must ensure that:

- 1) the industrial uses within the SIL or LIS are intensified to deliver an increase (or at least overall net loss) of capacity in terms of industrial, storage and warehousing floorspace with appropriate provision of yard space for servicing

1) the industrial and related activities on-site and in surrounding parts of the SIL, LIS or Non-Designated Industrial Site are not compromised in terms of their continued efficient functioning

Modify 6.7.2

~~Whilst the majority of land in SILs should be retained and intensified for the industrial-type function set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function, it~~ There may be scope for selected parts of SILs or LSISs to be consolidated **or appropriated substituted**. This should be done through a carefully co-ordinated plan-led approach ~~(in accordance with Parts B and D of Policy E7 Industrial intensification, relocation and substitution)~~ to deliver an intensification of industrial and related uses in the consolidated SIL or LSIS and facilitate the release of some land for a mix of uses including residential. Local Plan policies' maps and/or OAPFs and masterplans should indicate clearly:

- i. the area to be retained and intensified as SIL or LSIS (and to provide future capacity for the set out in Policy E5 Strategic Industrial Locations (SIL) and Policy E6 Locally Significant Industrial Sites) and
- ii. the area to be released from SIL or LSIS (see illustrative examples in Figure 6.3). Masterplans should cover the whole of the SIL or LSIS, and should be informed by the operational requirements of existing and potential future businesses.

Modify supporting text paragraphs for policy SD1 as follows

2.1.16 Southwark is preparing an Area Action Plan (AAP) which will set out how the BLE will enhance significant residential and employment growth. The Old Kent Road OA contains the last remaining significant areas of Strategic Industrial Locations that lie in close proximity to the CAZ and the one within Southwark. The AAP should **plan for no net loss of industrial floorspace capacity and** set out how industrial land can be intensified and provide space for businesses that need to relocate from an area identified for release. Areas that are released from SIL should seek to co-locate housing with industrial uses, or a wider range of commercial uses within designated town centres. Workspace for the existing creative industries should also be protected and supported.

2.1.33 The Planning Framework should quantify the full development potential of the area as a result of Crossrail 2. It should ensure that industrial, logistics and commercial uses continue to form part of the overall mix of uses in the area, **with no net loss of industrial floorspace capacity**, and that opportunities for intensification of industrial land and co-location of industrial and residential uses are fully explored. Tottenham and Walthamstow contain clusters of creative industries which should be protected and supported. The Planning Framework should also protect and improve sustainable access to the Tottenham Valley Regional Park and reservoirs, and ensure links through to Hackney Wick and the Lower Lea Valley. Planning frameworks should include an assessment of any effects on the Epping Forest (Green) Area of Conservation and appropriate mitigation strategies.

<p>DR5</p>	<p>Policy G2 (and supporting paragraphs 8.2.1 and 8.2.2)</p>	<p>Modify Policy G2 as follows:</p> <p>A. The Green Belt should be protected from inappropriate development:</p> <ol style="list-style-type: none"> 1. development proposals that would harm the Green Belt should be refused except very special circumstances exist; 2. subject to national planning policy tests, the enhancement of the Green Belt to provide appropriate multi-functional beneficial uses for Londoners should be supported. <p>B. Exceptional circumstances are required to justify either the extension or de-designation of the Green Belt through the preparation or review of a local plan. The extension of Green Belt will be supported, where appropriate. Its de-designation will not be supported.</p>
<p>DR6</p>	<p>Policy G3 (and supporting text paragraphs 8.3.1 through 8.3.4)</p>	<p>Modify Policy G3 as follows:</p> <p>A. Metropolitan Open Land (MOL) is afforded the same status and level of protection as Green Belt:</p> <ol style="list-style-type: none"> 1) Development proposals that would harm MOL should be refused. MOL should be protected from inappropriate development in accordance with national planning policy tests that apply to the Green Belt. 2) boroughs should work with partners to enhance the quality and range of uses of MOL. <p>B. The extension of MOL designations should be supported where appropriate. Boroughs should designate MOL by establishing that the land meets at least one of the following criteria:</p> <ol style="list-style-type: none"> 1) it contributes to the physical structure of London by being clearly distinguishable from built-up area 2) it includes open air facilities, especially for leisure, recreation, sport, the arts and cultural activities, which serve either the whole or significant parts of London 3) it contains features or landscapes (historic, recreational, biodiverse) of either national metropolitan value 4) it forms part of a strategic corridor, node or a link in the network of green infrastructure and meets one of the above criteria. <p>C. Any alterations to the boundary of MOL should be undertaken through the Local Plan process in consultation with the Mayor and adjoining boroughs. MOL boundaries should only be changed in exceptional circumstances when this is fully evidenced and justified, ensuring that the quality of MOL is not reduced, and that the overall value of the land designated as MOL is improved. reference to each of the criteria in Part B.</p>

In Policies A, E and G and supporting text paragraphs 4.14.5, 4.14.6, 4.14.8, 4.14.9, 4.14.11 and 4.14.12:

Replace the terms 'Gypsy and Traveller' and 'Gypsies and Travellers' respectively with the phrases **gypsy and traveller** and **gypsies and travellers** in line with PPTS.

Modify 0.0.21:

Introducing the Plan

"The Plan provides an appropriate spatial strategy that plans for London's growth in a sustainable

All areas of PTAL 5 – 6			
Inner London PTAL 4			
Inner London PTAL 3		Up to 0.25 spaces per dwelling	N/A
Inner London PTAL 2		Up to 0.5 spaces per dwelling	N/A
Outer London Opportunity Areas			
Inner London PTAL 0 – 1		Up to 0.75 spaces per dwelling	N/A
Outer London PTAL 2-4		Up to 0.75 space per dwelling	1-2
Outer London PTAL 2-4		Up to 1 space per dwelling	3+
Outer London PTAL 0 – 1		Up to 1.5 spaces per dwelling	1-2
Outer London PTAL 0 – 1		Up to 1.5 spaces per dwelling ^	3+
<p>* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.</p> <p>~ With the exception of disabled persons parking, see Part G Policy T6.1 Residential Parking</p> <p>^ Boroughs should consider higher levels of provision where this would support additional family housing.</p>			

Modify T6.3 as follows:

- A. The maximum parking standards set out in Table 10.5 should be applied to new retail development, **unless alternative standards have been implemented in a Borough Plan through the application of Policy G below**. New retail development should avoid being dependent and should follow a town centre first approach, as set out in Policy SD7 Town centres: development principles and Development Plan Documents.

DR11

Policy H1
Supporting text paragraph 4.1.1.1

Delete 4.1.1.1 in its entirety