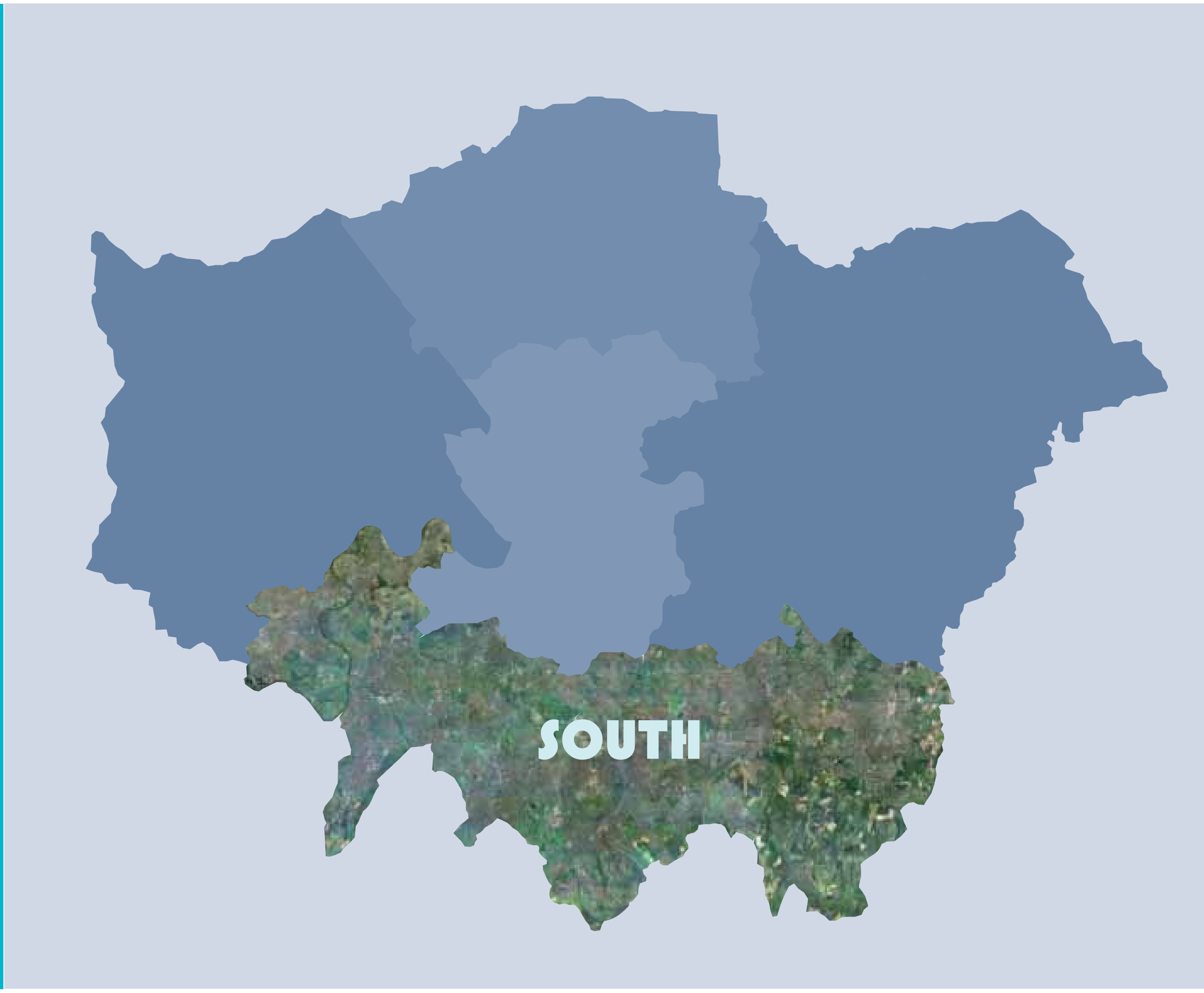
MAYOR OF LONDON

The London Plan

Sub-Regional Development Framework
South London



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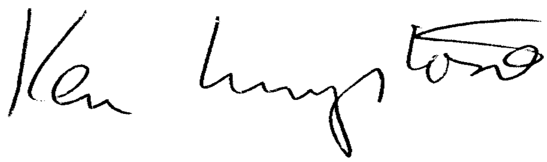
Foreword

This SRDF brings together a wide range of data and information about South London and makes many suggestions to boroughs and others of issues that should be addressed in implementing my London Plan.

South London has considerable existing economic strengths and many attractive residential and natural environments, these must be sustained and supported. The sub-region also faces some significant challenges through the long-term economic forces which affect the outer London economy as a whole and which could have a strong bearing on South London.

Public consultation on Further Alterations to the London Plan will follow later during 2006. In those Alterations I will be proposing changes to the structure of London's sub regions. However, the information and data contained in this SRDF remains valuable and will form a part of any updated SRDFs.

I would like to thank all those who have contributed to the drafting of this document and I look forward to further joint working on implementation



Ken Livingstone
Mayor of London
May 2006

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SOUTH LONDON

Sub-Regional Development Framework

Introduction

1. This Sub-Regional Development Framework (SRDF) covers the **South London** sub-region, which is made up of the boroughs of Bromley, Croydon, Merton, Sutton, Kingston and Richmond. Its purpose, in line with PPS12, is to provide guidance on the implementation of policies in the London Plan in order to help deliver a sustainable and prosperous future for the sub-region.

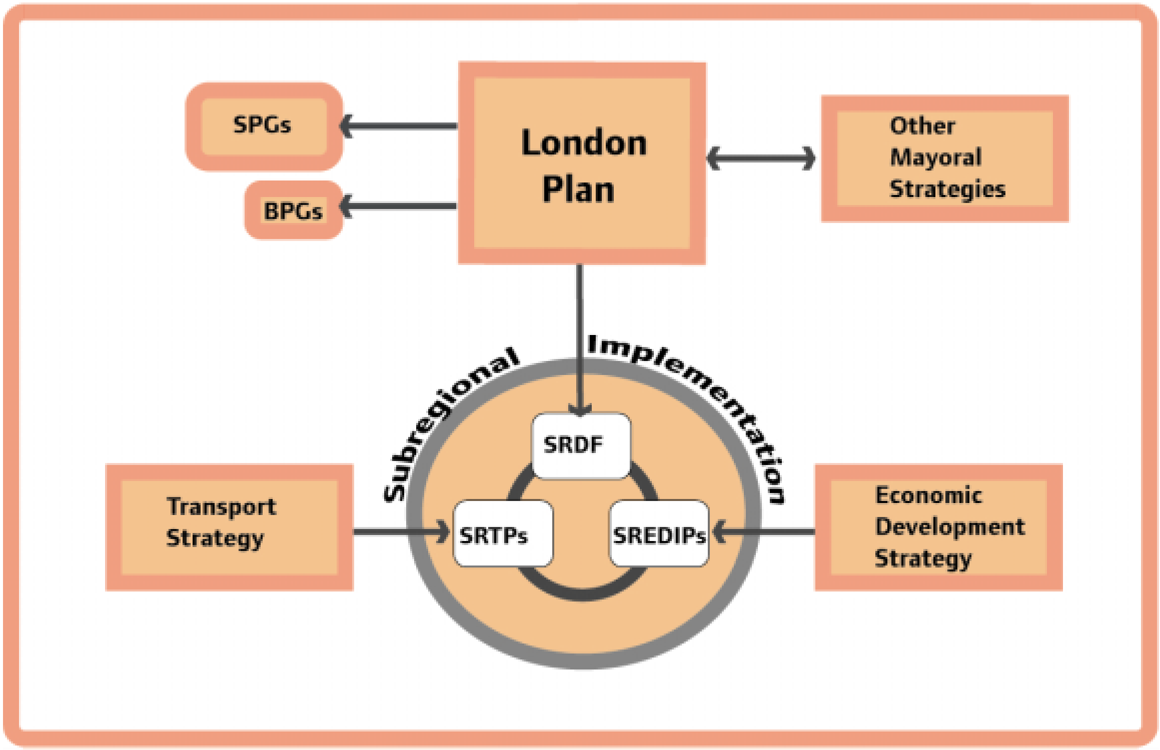
2. The SRDF for South London is in two parts. Both parts are based upon the statutory policies of the London Plan, especially those for South London in policies 5F.1-3. Consultation was undertaken in 2005 and a total of 65 responses were received. This final SRDF addresses the issues that were raised through the consultation and retains the general material and function of the draft SRDF which was supported through the consultation process.

3. Part One sets out an overall direction for the sub-region which has been broadly endorsed through the consultation process. Part Two looks at implementation, in particular it quantifies the various impacts of the growth that is projected to take place in the sub-region and proposes how it can be accommodated in the right place, at the right time and in a sustainable way. It is clear that this will be an ongoing process that will require further discussions to understand existing issues and to adjust to future changes or opportunities.

4. The SRDF sets out a set of **54** actions that are designed to achieve this implementation. Each one is designed to do one of two things. Either, to give a direct steer on the sub-regional implementation of the strategic policies in the London Plan. Or, to provide guidance and a check-list of matters that need to be developed in an integrated way at the local level (through LDFs and planning frameworks) in order to ensure a co-ordinated approach in drawing out the strengths of the sub-region.

5. The Mayor, the South London Partnership and other partners are committed to genuine partnerships and have worked together to engage with a wide variety of stakeholders in the sub-region. SRDFs will continue to build upon existing partnership arrangements. The London Development Agency (LDA) is working with partners to develop a sub-regional economic development implementation plan to target the sub-region's labour market issues, business support needs and economic development requirements. Transport for London (TfL) has been actively involved in preparation of the SRDF and will be preparing sub-regional Network Plans setting out more detail. The Mayor is committed to ensuring the proper synergy between these processes and the SRDF is seen as the place where the relationships are brought together.

Diagram 1. Sub-Regional Implementation and Links with Mayoral Strategies



6. The sub-regions in London have strong interactions and the need to approach boundaries in a permeable way is acknowledged by this SRDF. In particular, reference is made to Wandsworth, which lies in the Central London sub-region in the London Plan, but which is a member of the SLP. There are also links with West London, East London sub-regions and with the wider South East - primarily with the London Fringe sub-region.

7. As indicated in London Plan policy 5A.1 and paragraph 5.5, the SRDF provides non-statutory guidance on the implementation of London Plan policies in light of sub-regional circumstances. The SRDF is not a ‘mini London Plan’ and does not usurp, supersede or otherwise change the Plan’s policies. New information is included only as best planning practice to secure and inform implementation of existing published policy. Ordnance Survey type maps underlying the indicative working boundaries for Opportunity and Intensification Areas and Strategic Employment Locations have been used in Annex 2 for the same purpose. These boundaries are not definitive but only a consistent starting point for informed discussion and engagement primarily through LDFs – it is acknowledged that some have already been changed as the London Plan has been implemented and that many others will change as implementation proceeds.

8. The SRDF’s various actions derive from London Plan policies. The SRDF is not considered to be an SPG or SPD or to have equivalent status in the terms of PPS 12, though it does reflect the sub-regional approach to implementing regional policy outlined in PPS 11 (acknowledging that this applies outside London). However, in being issued by a key statutory strategic partner, the Mayor of London, following three months of consultation, it will be a material consideration for stakeholders. The materiality of individual actions will vary depending on their

relationship with London Plan policies. In itself the SRDF does not bear on the issue of 'general conformity' of UDPs/LDFs with those of the London Plan but it may serve as a convenient illustration of how the two can complement each other.

9. The SRDF preparation process provided a convenient opportunity, but no more, to identify issues which might be addressed in the London Plan review or LDFs. This does not constitute promulgation of new policy. To emphasise this point, Annex 5 outlining possible issues for discussion, should not be considered as an integral part of the SRDF, even though many of the issues within it derive directly from London Plan paragraphs 6.96 – 6.98 or other parts of that document.

10. Chapter 6 of the London Plan established a monitoring process to evaluate progress on implementation. The Annual Monitoring Reports (AMR) are produced each February and future AMRs will summarise progress for each of the SRDFs with a particular focus on the actions identified. The revision of the London Plan, the LDFs and the updating of other plans and strategies will provide the opportunities to amend policy in the light of the results of this monitoring.

11. The SRDF has been tested through an Integrated Impact Assessment (IIA) to ensure that it is sustainable, equitable and contributes to the health of Londoners. The draft has been amended to take into account the findings of the IIA.

12. Following consultation the SRDF has been amended up to focus more clearly on specific actions and activities essential to implementing the London Plan. It also recognises that this implementation process is necessarily an on-going process that will evolve over time. Considerable updating has also taken place on some of the data although it is recognised that this too will need further updating. It is the Mayor's intention that the SRDF process will continue as ongoing liaison and collaborative working between many organisations. This will still be the case even if the SRDF boundaries change through the review of the London Plan.

Part One - Identity and overall direction for South London

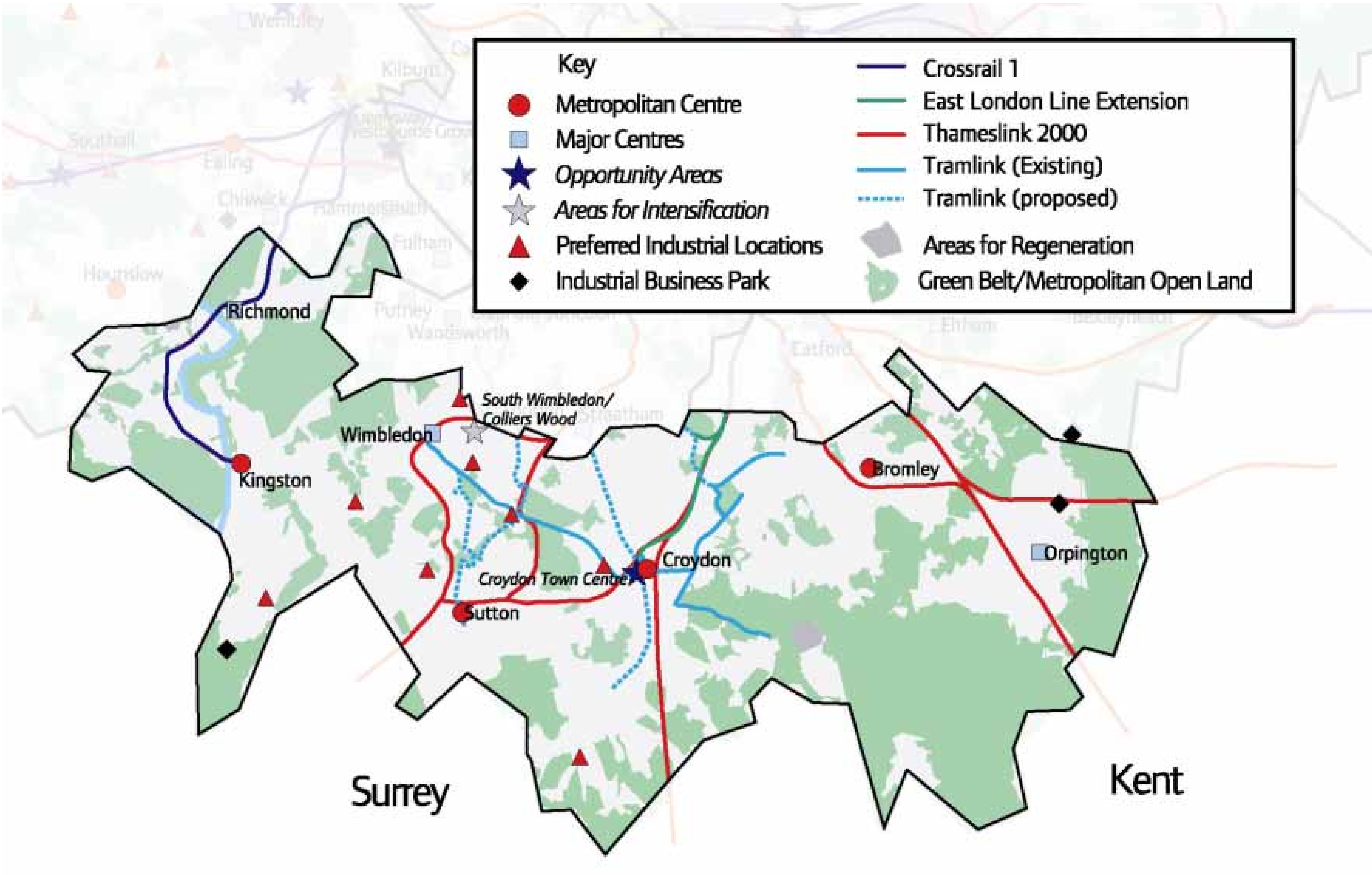
13. South London had a population of over 1.3 million in 2001. It forms a major part of London's economy and in 2001 was estimated to provide 590,000 jobs. South London, in common with all other sub-regions, will experience long-term growth in population, homes and jobs. It has enormous potential to combine economic strength with an exceptional quality of life and environment, but faces the challenge of meeting significant changes if it is to realise this to the full.

14. The key to its future is the strategy that all agencies adopt towards accommodating this growth. In the London Plan the population was expected to grow to 1,380,000 by 2016, an increase of just over 51,000 or about 4%. To put this in context, this is the equivalent of absorbing a city the size of Maidstone. It creates the need for new housing, jobs, and a variety of new and improved services and infrastructure such as schools, community and health facilities, transport, utilities and retailing. However, employment growth was not expected to be of the same order and could be less than originally expected. The task is to manage growth so that it goes into the places and takes the forms that will revitalise areas of deprivation, raise the overall quality of life and environment and produce the most sustainable outcomes. Following further demographic projections incorporating the results of the 2004 London Housing Capacity Study the population projection to 2016 has been revised to 1,380,600 representing a growth of 4% on the 2001 base level[1].

15. South London has many of the attributes that people look for in seeking a high quality of urban life. People are attracted by its relatively high quality and attractive environment and generally good housing conditions. Home ownership is much higher than the London average. Its overall population density of 32 persons per hectare (pph) compares with a London average of 46 pph. The overall employment rate at 72.8% is well above average. The unemployment rate of 4.3% is well below the London figure of 6.5%. The sub-region ranks second in England on skills attainment. In addition to its own economic strengths, much of South London has relatively easy access to the job opportunities and many facilities of Central London.

16. The Government's standard set of indicators of deprivation show that South London scores at half the London average. The sub-region is exceptionally well-endowed with major open spaces, including the Green Belt, a substantial 'green chain' of linked spaces, Crystal Palace Park, South Norwood County Park, Wimbledon and Mitcham Commons and Richmond and Bushy Royal Parks. There is a rich and diverse legacy of historic buildings, structures and areas, including villages such as Wimbledon, landmarks such as Kew Gardens and key buildings like Hampton Court Palace. South London is characterised by the strongest network of town centres in London. There are four Metropolitan centres - Kingston, Croydon, Bromley and Sutton - and three major centres, Richmond, Wimbledon and Orpington. Indeed these and other town centres contain a variety of strong community centres, many of which still reflect the towns and villages from which development grew.

Diagram 2 South London Sub-Region Source: London Plan 2004



17. These represent a remarkable set of assets that no other sub-region can match. Nevertheless, South London does experience some significant problems now: there are pockets of deprivation and decline and parts of the economy face significant challenges.

18. Three challenges are particularly important. The first concerns the relationship between expected population and employment growth. Even on the basis of the now dated estimates of housing capacity in the London Plan, South London's population is projected to grow significantly. Conversely, the Plan anticipated relatively modest employment growth and new interim projections based upon structural change, development capacity and accessibility (see Section 1B) suggest that even this may be optimistic. Low suburban employment growth is the result of complex, long-term structural changes affecting outer London as a whole but particularly evident in South London. A dramatic decline in the suburban economy is not expected but consideration needs to be given now on how to address these forces. The challenge for the sub-region is to be realistic in its aspirations and creative in its response, consolidating existing economic strengths, developing on its considerable potential attractions and re-positioning and re-branding its offer as a competitive business location for new markets. This includes redressing the misconception that population growth and associated housing provision can be a threat to employment generation when in fact they support it.

19. The second challenge is to manage growth so that it enhances rather than diminishes South London's existing high quality of environment and so that it goes into the places and takes the forms that will revitalise areas of deprivation and poor environment. There is the potential to direct growth into the town centres and the areas with redevelopment or regeneration opportunities and to make best use of the public transport system by locating more intensive development in places with higher transport capacity. The sub-region has two particularly important areas with capacity for growth. The Wandle Valley is designated as a regeneration corridor in the London Plan and presents major potential to accommodate growth in a variety of forms as well as to improve and extend its open space. It includes an Area of Intensification at South Wimbledon/Colliers Wood and Croydon town centre Opportunity Area, both with substantial development capacity.

20. The third challenge is to identify a clear direction for the sub-regional economy. South London finds itself located between a set of growing areas: the dynamism of central London; the continuing strength of the 'western wedge' running through Heathrow and into the Thames Valley; the M25 corridor; and the huge potential of Thames Gateway, including Ebbsfleet International station and development area and the Bluewater shopping centre. There is an increasingly important corridor of growth emerging through Croydon and the Wandle Valley to Gatwick and on down to Brighton.

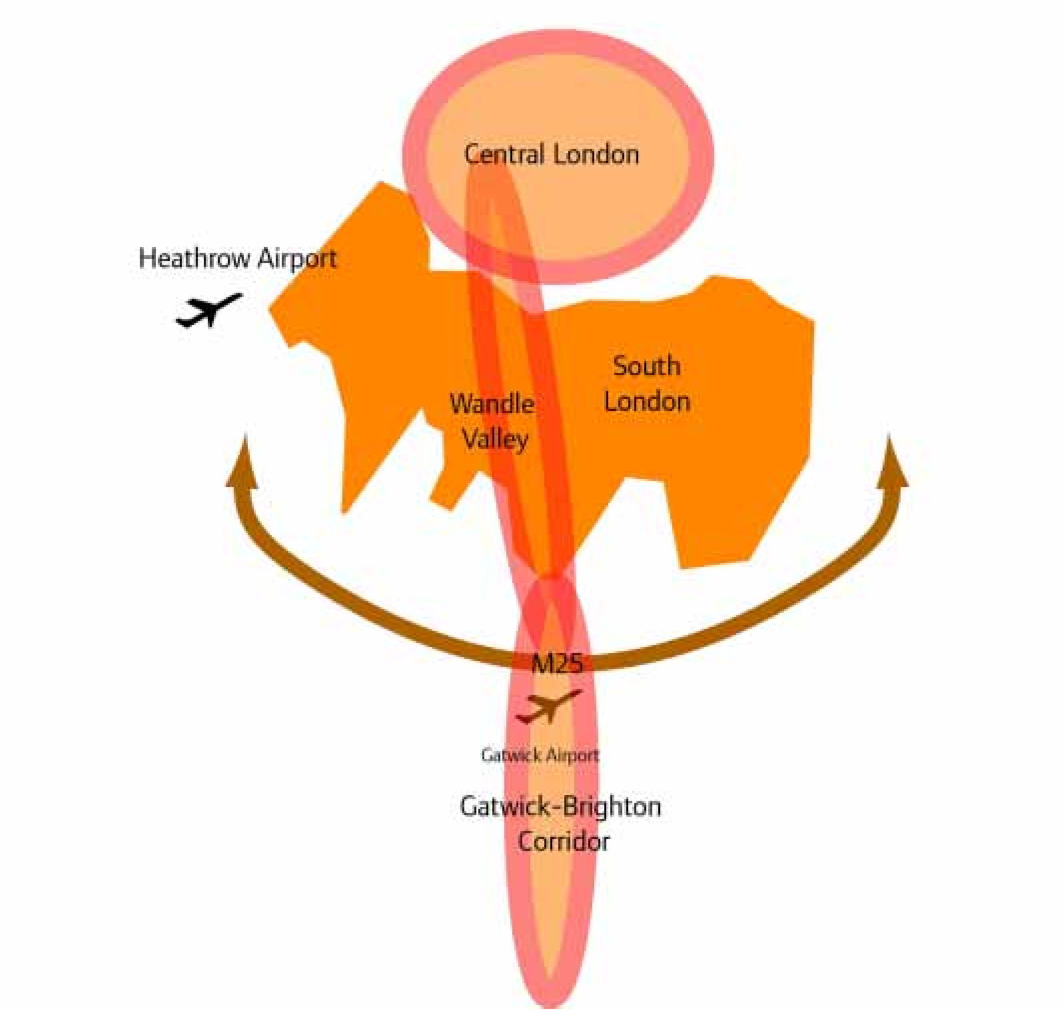
Sub-regional and inter-regional linkages

21. South London's location adjacent to major growth areas should be seen as an opportunity rather than a threat: the sub-region can benefit from its proximity by developing strong transport and other links to these growth areas and by positioning its own economy to maximise the gains it can achieve from growing and changing populations and markets. A key issue therefore is to re-energise its

economy and create a distinct role within London and the South East. There is an especially strong relationship between South London and the areas just outside the London boundary. Several of the sub-region's centres are former county towns and many residents see themselves as having an identity with the county as well as with or even instead of London. The South East of England Regional Assembly (SEERA) has published and submitted to Government it's draft South East Plan. This underscores the importance of joint working to maximise the potential of inter-regional linkage including:

- Compatibility of policies on housing densities.
- Accommodating growth in jobs and population within their respective areas.
- Measures to encourage more sustainable forms of commuting, especially reducing car dependence.
- Policies for the positive management of the Green Belt and urban fringe.
- Consistency of approach to issues such as town centre development and car parking so that a sustainable and polycentric approach is taken.
- Collaboration on the further development of the London-Gatwick corridor and on the regeneration of the Wandle Valley.
- Co-ordinating sewerage and flood risk management infrastructure.

Diagram 3 South London in its strategic context



22. Successful regions tend to be ones that create a clear sense of their identity, which all the key stakeholders support in a collaborative way. The South London Partnership is committed to this approach. Indeed, without such a vision, the Partnership is concerned that South London will not be able to establish itself with a clear 'brand' in a competitive market place for new investment. South London needs a twofold sense of identity. Firstly it needs to position itself within London as a whole and within the wider southeast region. Secondly, it needs agreement about its internal direction: for example, where should growth go - and which town centres should play what role?

People and their communities

23. The sub-region developed from a set of small communities. Subsequently, ribbon development and growth characterised by single uses and characterless environments have weakened the underlying community structures. Sub-regional policy needs to encourage the health of all its town centres in terms of the most effective distribution of retailing for customers and suppliers, but also as the main centres for work, leisure, culture and community facilities and as a location for high quality and intensive housing.

24. The London Plan seeks to achieve the best feasible balance between growth in homes and jobs. The dynamism and distinctiveness of the Central London employment market[2] means that realistically South London will continue to be a net source of employees for Central London, but policies should seek to promote the most vigorous growth in employment that is feasible in order to encourage sustainable communities and foster more sustainable forms of commuting. Policies should also seek to ensure that those who travel outside the sub-region for work, education or leisure, primarily but not exclusively to Central London, can do so effectively.

25. The demands of growth and the need to remedy current deficiencies will mean that many community services will require space for expansion. Most of the sub-region will see significant increases in the younger (0-17) and older age groups (over 65). More people and workers will mean more health services, more schools, expanded further and higher education, more utility services, and growing demand for open space, leisure, sport and cultural activities.

26. Diagram 4 shows the levels of ethnic diversity in local populations in London. The map shows that whilst South London is the least diverse sub-region, there are wards in the north of Croydon which are more diverse. Some wards in Kingston and Merton are more diverse than Bromley, Richmond and Sutton.

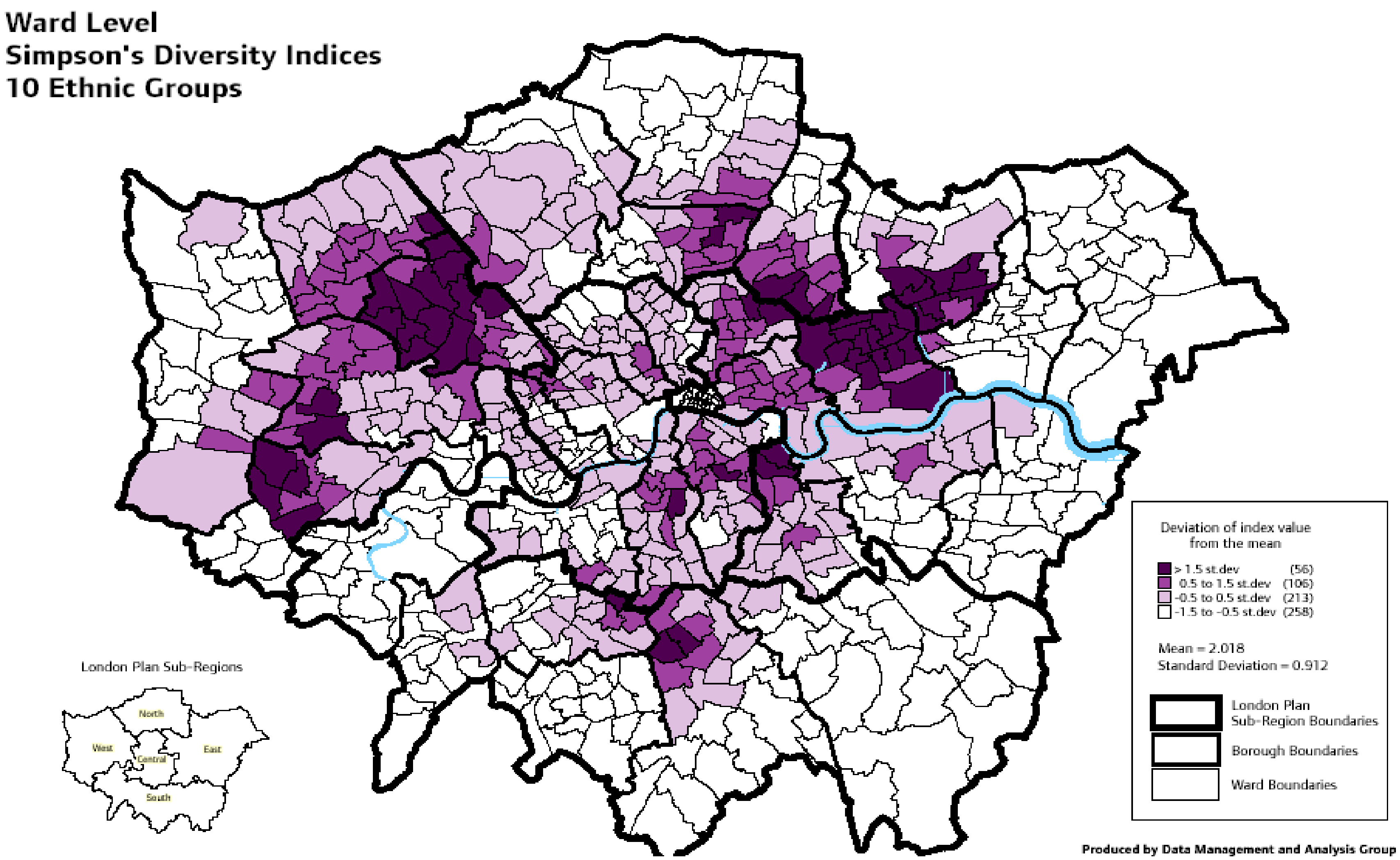
27. Overall, 82.6% of the population is white compared with the London proportion of 70%. However there are very diverse sets of ethnic communities with distinctive character: for example, the Korean community in New Malden, Tamils in Chessington, Asian communities in Merton, Indian and Jamaicans in Thornton Heath, Sri Lankans in Broad Green and Romas in St Paul's Cray[3]. Housing, employment, social and transport policies need to reflect the particular needs of these groups. It is expected that these patterns will change over time, not least in response to new housing opportunities.

Part One Action

(i) The Mayor, South London Partnership and other stakeholders should ensure regular liaison with stakeholders in the South East region where there are shared interests in relation to South London

(ii) Key stakeholders should work together to deliver the targets, commitments and investment that this SRDF identifies as necessary to ensure that South London develops sustainably. The detailed guidance given in this SRDF will continue to be discussed at the appropriate sub-regional level.

Diagram 4


Ward Level
Simpson's Diversity Indices
10 Ethnic Groups
London Plan Sub-Regions
North
West
Central
East
South
Deviation of index value from the mean
> 1.5 st.dev (56)
0.5 to 1.5 st.dev (106)
-0.5 to 0.5 st.dev (213)
-1.5 to -0.5 st.dev (258)
Mean = 2.018
Standard Deviation = 0.912
London Plan Sub-Region Boundaries
Borough Boundaries
Ward Boundaries
Produced by Data Management and Analysis Group

Part Two

28. In order to implement the London Plan at the sub-regional level, and to secure the direction and identity for South London set out in Part One, a series of issues and related actions needs to be addressed. They are best summarised under five headings.

    1. Quantifying all the elements of growth needed to develop sustainable communities.
    2. Allocating the growth spatially.
    3. Ensuring the resultant development brings benefit to communities.
    4. Ensuring the development improves the environment.
    5. Managing the development tools and processes.

29. Throughout this document the emphasis is on implementing the London Plan. It therefore concentrates on accommodating growth. However, there are other actions needed to deal with existing issues and problems - for example: overcrowding, the poor quality of much existing housing and lack of facilities. The guidance in this SRDF will have to be developed sensitively at the local level by boroughs and other key stakeholders.

Section 1. Quantifying Sustainable Growth.

30. This section considers the amount and nature of growth to be accommodated in the sub-region in the period up to 2016. The spatial implications of its potential location are considered in Section 2.

31. In preparing the SRDFs, considerable research was undertaken, often with partners, to assess the full impact of growth in each of the sub-regions. This work covered a wide range of potential users of land and attempted to balance the information on demand with known supply and capacity. More detail is given in the appendices, but the overall conclusions for South London cover the following:

    A. Housing. Current performance is in line with the London Plan target, but the new targets proposed in the alteration to the London Plan set a significant challenge and must be accommodated without compromising South London's attractive environment.
    B. Employment and offices. Consolidating the strengths and re-inventing the offer of the South London office market will present considerable challenges and require realistic and creative urban management including an imaginative approach to mixed use town centre re-development.
    C. Retail. The substantial demand for additional retail space will need to be managed through an agreed town centre network, but appears to be on an achievable scale if boroughs plan pro-actively for additional town centre capacity.
    D. Culture, leisure and tourism. The need here is to seize the opportunities provided by substantial growth in consumer expenditure and strategic policy to disperse these pressures from central London as well as filling gaps in existing provision in and around town centres. This will require sensitive management but a large land take is not anticipated.

E. **Social infrastructure**. Accommodating demand for health, education, social and community infrastructure, including open space, will need early identification in LDFs and development frameworks.
F. **Utility and infrastructure services**. These too will need planned integration by a number of partners to achieve sustainable development. Management of waste will make increasing demands on land.
G. **Industry and warehousing**. Careful management of, and improvements to, existing stock will be essential to meet new industrial needs including those for logistics, and provide scope for some limited release to other priority uses, especially housing.

32. Within this broad set of conclusions, there are a number of key issues that need to be addressed in this SRDF.

1A. Housing

33. South London has experienced significant levels of residential development in recent years. Housing output in the sub-region was 89% of target in 2003/4 and 127% of target in 2004/5. Performance was best in Bromley, Kingston and Richmond. The London Plan minimum target for South London is a further 2,830 additional homes per year or 56,550 homes over 20 years (1997-2016) (Annex 4, Table 1A.1). Alterations to the London Plan proposed for consideration at the Examination in Public in June 2006 are set out in Table 1A.2, Annex 4. It is proposed that the annual target for the sub-region for 2007/8 to 2016/7 is 2,955. Monitoring returns show that actual provision has in fact exceeded the London Plan target by 109% across the sub-region, over the last two years (Table 1A.3, Annex 4). Performance has been above target in all boroughs. The development pipeline at 12,100 homes is equivalent to 4 years completions (see Table 1A.4, Annex 4).

34. There is an urgent need for more affordable housing. There is likely to be a sub-regional requirement for about 1,850 social and intermediate homes each year, with a significant need for more three bedroom or larger dwellings. However most boroughs in the sub-region have targets below the London Plan figure of 50% and actual outturn of affordable housing in 2004/5 was estimated however at 42% of output, though the 2003/4 proportion was much lower at only 19% of output. (Table 1A.5, Annex 4,).

35. These statistics give rise to the first key issue, which is how to build on recent performance and deliver at higher and sustained rates, particularly for affordable housing.

Action 1A

Partners should bring forward development frameworks on key sites maximising the use of improvements to public transport infrastructure and capacity, building in the need for social and other infrastructure, setting minimum standards for higher densities and specifying appropriate housing size mix and mixed use priorities (see also Sections 1E, 1F and 5).

1B. Employment and Offices

36. New data show that in 2001 employment in South London was 604,000 rather than the 590,000 estimated for the London Plan. Compared with other sub-regions, a higher proportion of South London's workers (70%) also lived in the sub-region while 14% came from other parts of London and 16% from outside London (see Annex 4, Figure 1B.1). However, a relatively low proportion of residents (54%) also worked in the sub-region, underscoring the importance to South Londoners of access to the London economy as a whole.

37. Taking into account development capacity identified in 2001, as well as historic trends, the sub-region was projected in the London Plan to have employment growth of 36,000 by 2016, a growth rate of 6.1%[4] (see Figures 1B.2 and 1B.3, Annex 4). Had the sub-regional economy been projected to grow just in line with historic trends, the then expected level of employment growth might have been double this (72,000 jobs)[5]. However, South London's economy faces complex challenges if it is to achieve the higher levels of employment growth that it had in the past and to which the SLP aspires. Some of the sub-region's historic strengths will be less significant in a changing economy[6]. The task is to focus on current and future strengths and to manage transition in less effective economic activities.

38. The GLA is in the process of revising the employment projections in light of new data based upon structural trends, development capacity and accessibility[7]. These suggest that total employment growth 2001 – 2016 could be slightly negative (-10,000) rather than the modest increase (36,000) anticipated in the London Plan. This can be explained partly by the fact that in 2001, employment levels in London were above the underlying trend rate of growth and partly by a reduction in the London-wide employment growth projection to 2016 (Annex 4, Table 1B.4).

39. To a greater extent than in London as a whole, small and medium sized enterprises (SMEs) dominate the sub-regional business structure. In statistical terms most SMEs operate as small workplaces. Evidence from the Annual Business Inquiry shows that in South London 99% of workplaces have less than 200 employees. These account for 73% of employment compared to 65% in London as a whole. Those with ten or less employees account for 87% of workplaces and 24% of employment. The changing requirements of SMEs, not least for skill development, need to be supported. A few larger organisations are major sources of employment and the public sector is particularly important in this regard.

40. Relative to other outer London sub-regions, South London was slightly more dependent on office-based activities (27% of 2001 employment). On historic trends, they are likely to be the most vibrant source of employment growth (14.6% growth projected between 2001 and 2016). There is substantial capacity to meet growth, especially in the larger town centres. However, there may be problems of attracting sufficient demand in some locations where the forces that originally drove and sustained the office market are waning[8]. The results of the latest London Office Policy Review expected for publication in Spring 2006 will provide a valuable strategic update and overview.

41. 'Other services' are critical to the South London economy, employing 343,000 in 2001. While projected to grow at a lower rate (7.7%) than office-based activities they were still expected to be the single most important contributor to net employment growth. They often tend to be oriented towards residential services,

requiring premises in local centres. In outer London generally, the public sector is particularly important.

42. The sub-region aspires to substantial growth in innovation, hi-tech and tourism services. These are competitive fields and a strong, collaborative approach will be needed if South London is to succeed through local inward investment initiatives complemented by business support and marketing measures (See also Section 3 and the role of the Sub-Regional Economic Development Implementation Plan).

43. This picture of the sub-region's economic potential gives rise to the second key issue, how to ensure that the potential over-supply of capacity for employment growth in some areas does not lead to sterilisation of development land for other uses.

Action 1B

(i) In partnership with the LDA, boroughs are asked to facilitate the implementation of the Mayor's Economic Development Strategy through the South London Sub-Regional Economic Development Implementation Plan (SREDIP).

(ii) The Mayor will work with the LDA, boroughs and other stakeholders to encourage the market to provide and enhance viable, affordable provision for SMEs in appropriate locations and, through the Sub-Regional Economic Development Implementation Plan to meet their specific needs for business support and training (see also Section 3).

(iii) The Mayor will continue to analyse the London wide office market. Boroughs and other stakeholders are encouraged to supplement this through sub-regional and local office market analysis.

(iv) Through LDFs, boroughs and other partners are encouraged to promote the consolidation and re-positioning of the sub-regional office market in appropriate, viable locations and achieve wider planning objectives including town centre renewal and increased housing provision (see also Section 5).

1C. Retail

44. In South London, population and consumer expenditure growth is generating very significant need for new retail space, in particular for comparison goods[9]. Resident-based consumer expenditure in the sub-region on comparison goods is expected to almost double from £3.3bn to £6.5bn by 2016 and convenience goods[10] expenditure is also expected to increase, but at a more modest rate of about 30% from £2.1bn to £2.7bn[11].

45. According to strategic research, there may be a need for an extra 187,000 sq m to 281,000 sq m of comparison goods floorspace in South London between 2001-2016 (Annex 4, Table 1C.1). Relatively higher levels of comparison goods floorspace need are identified in the Boroughs of Croydon, Bromley and Kingston and lower levels of need in Richmond, Sutton and Merton. This assessment takes into account a number of strategically significant comparison goods developments already proposed in the sub-region[12], including those at Croydon and Kingston (Annex 4,Table 1C.3).

46. There is not a substantial need for new convenience space up to 2016[13]. Table 1C.2 (Annex 4) shows that in South London it is estimated that without taking into account existing proposals, between 10,000 sq m and 42,000 sq m convenience space might be required as a baseline to 2016.

47. Whilst these estimates are the best available, they need to be treated with caution. Using their own local need assessments, boroughs should test the overall requirement for convenience floorspace taking into account qualitative need including the complexion of the existing retail offer, under/over-trading, accessibility and the scope to make more efficient use of the existing stock. This will also require co-ordination with authorities outside London. Potential capacity within town centres should be exploited as a first priority in accordance with the sequential test and especially (although not exclusively) in District centres, which are particularly accessible to residents by sustainable modes of transport.

48. The SRDF process provided an opportunity to check and coordinate the pipeline of convenience goods proposals (Annex 4,Table 1C.3), currently estimated at some 38,000 sq m. Of the known convenience goods floorspace in the pipeline, 30% is in out of centre locations, compared to the London average of 27%. These should continue to be tested in light of local assessments of need and the sequential test.

Action 1C

(i) When making provision for anticipated retail demand in LDFs, boroughs are asked to undertake fine-grained assessments of need and capacity taking into account the indicative sub-regional and borough need for new comparison and convenience goods retail floorspace to 2016 in Annex 4, Tables 1C.1 and 1C.2.

(ii) Boroughs are asked to verify the pipeline of convenience goods floorspace, including the strategically significant proposals in Table 1C.3, Annex 4 and consider these in light of local assessments of need and the sequential test.

(iii) The Mayor will continue to work with boroughs and other stakeholders to consider areas where reconciliation of retail need and capacity requires coordination between the sub-region and its neighbours, including those beyond the London boundary, such as Blue Water.

1D. Culture, Leisure and Tourism

49. Culture, leisure and tourism provide important services and employment for Londoners and the wider south east as well as being an important part of London's world city role. They are intrinsically linked, increasing in importance as disposable incomes grow and can contribute to town centre renewal. South London is well placed to exploit growth in the leisure and tourism sectors.

50. Residents' spend per capita in South London is above the London-wide average on recreational, sporting and cultural services[14] (Table 1D.1, Annex 4). While Richmond currently has the highest per capita spend in the sub-region, Croydon will see the highest overall growth in spend on leisure services up to 2016.

51. There is a range of cultural attractions across South London, including those in town centres. The sub-region has three international sports venues (Twickenham, Wimbledon and Crystal Palace) and some strong focal points for tourism (including Hampton Court, Kew Gardens, Chessington, the Wandle Valley including Morden Hall Park, Down House, South London's parks and open space, the River Thames and a series of attractive riverside towns). There is a high level and diverse range of leisure services, including the theatres, cinemas and night-time economy activities clustered in its Metropolitan, Major and some District town centres, particularly Croydon, but also including Sutton and Kingston (Table 1D.2, Annex 4). Concentrations of night-time economy uses may require innovative and integrated approaches to resolve tensions with other activities and to provide support services, especially late night public transport. The Mayor's Culture Strategy[15] sets out a range of cultural uses that fit into London's network of town centres. The ongoing process of sub-regional working should also help identify locations where 'percent for art' schemes can make strategically important contributions to improving London's cultural offer in accordance with London Plan policy 3D.4.

52. South London is relatively well served in terms of playing fields and municipal and voluntary sector built facilities. However, there are significant gaps in provision across a range of sub-sectors, such as large swimming pools, and the bulk of sports facilities were built in the 1970s and are now showing their age. Crystal Palace has been a significant national and regional resource for athletics and other sports activities: the Mayor wishes to ensure that a new Crystal Palace sports facility is developed.

53. The sub-region has less than five per cent of London's supply of visitor accommodation (primarily in Croydon and Richmond). At present development trends, it is estimated that South London will accommodate about 700 extra rooms by 2016. However, in March 2006 there were already an estimated 500 rooms in the planning pipeline and emerging research[16] suggests that, based on demand, South London will experience the largest level of growth in proportion to current stock over the period 2006-2026. South London's town centres are well placed to take advantage of measures to diversify and increase tourism provision throughout London. The environmental quality, existing visitor destinations, transport connections (including proximity to international connections) and easy access to central London support growth in business and leisure tourism in South London. However there is a lack of suitable development sites in the sub-region. Possible locations for future hotel provision are shown in Table 1D.3, Annex 4. More specific information and guidance on business and leisure tourism related issues is set out in the South London Sub-Regional Tourism Strategy and Action Plan. Guidance on sub-regional and borough level hotel demand is given in the Hotel Demand Study, GLA 2006[16], this will also inform borough and sub-regional hotel provision monitoring benchmarks.

Action 1D

(i) Boroughs and other stakeholders are asked to consider the need to accommodate growth in cultural and leisure services (including strategic provision) and the needs of business and leisure visitors. Growth should be accommodated in line with London Plan policy and the strategic documents outlined above, and take account of the varied needs of London's diverse communities.

(ii) Boroughs and other stakeholders are asked to consider how to build on South London's strength in creative industries, capitalise on proximity to facilities outside the sub-region and accommodate appropriate scales of visitor accommodation.

1E. Social Infrastructure

54. The SRDF places great emphasis on the need for integrated planning by a range of partners at the earliest possible stage. The principal needs are for healthcare, education, community facilities and childcare.

55. Urban design has an important role to play in tackling the wider determinants of health, particularly in relation to providing quality housing, open spaces, transport links, safer environments and supporting vulnerable people. The public health White Paper Choosing Health: Making Healthier Choices Easier[17] sets out a framework for improving health. The White Paper includes plans for reducing the number of people who smoke, reducing obesity, increasing exercise, and improving mental health and well-being. It has significant implications for spatial planning, particularly in relation to access to open spaces (see Section 4D) and active travel to promote physical activity, as well as access to healthy affordable food.

56. **Healthcare facilities**. The Regional Public Health Group (London), the LDA and London's five Strategic Health Authorities have collaborated to establish a Healthy Urban Development Unit to assist London's health community to respond to the challenges of the forecast population growth[18]. This is intended to help make the best use of resources to tackle the complex issues and fragmented structure of health services in London.

57. Health standards are relatively high in South London: on health indicators of deprivation it scores well against the London average. Life expectancy is relatively high and over 70% of people assess themselves as being in good health. Nevertheless, there is a need to address those areas of relative deprivation within South London where a more holistic approach is required across a range of public and private services.

58. South London falls within the areas covered by the South East and South West London Strategic Health Authorities. Most of the increased demand for health care will be absorbed by the existing services through modest expansion of facilities and staff. However, there is a need to respond to the continuing growth in population and to improve existing facilities. Moreover, there is a need for the NHS to promote well-being and to encourage people to adopt healthier lifestyles. The NHS Improvement Plan (2004) sets out the programme to continue the expansion of NHS services until 2008. In response to this there are a number of

current programmes to increase capacity across South London, including a longer term perspective to take account of growth pressures.

59. The South West London Health Authority alone is expecting to see an investment of over £250m in new buildings over the next 10 years. The NHS needs modern flexible buildings that are appropriate for both staff and patients. This generally means building new facilities, although where possible refurbishments will be undertaken if the right service environment can be achieved.

60. The NHS in South London also needs to factor in the way people tend to access health services and be able to offer greater diversity and availability that suits their needs. The present capacity of community health accommodation is inadequate to meet future demands of health services or increases in population. Currently there are many small GP practices with surgeries in converted houses and separate health clinics. The opportunities provided by the Local Improvement Finance Trust (LIFT) programmes will allow the development of new Primary Care Centres. These are identified in Table 1E.1, Annex 4. These facilities will provide accommodation for a number of GPs supported by other primary care staff, for example, health visitors, district nurses and physiotherapists.

61. Some health services need a population greater than that served by a Primary Care Centre. Across South London, there are a number of local care hospitals. Each PCT is developing these facilities, so that again more patients can receive health care nearer their home and avoid having to travel long distances to large hospitals, where this is the right service and treatment model for health conditions. Examples include the following hospitals: Croydon General, Purley, Surbiton, Tolworth, Wilson (Mitcham), Nelson (Raynes Park), Queen Mary's (Roehampton),Teddington and the new Beckenham community hospital. Sites for new local care facilities are being sought for Wallington, Belmont and Heavers Farm.

62. The pattern of health care provision is changing and the range of specialist interventions is also increasing the opportunities to assist patients with their health. Consequently, there is no expected reduction in demand for access to the current hospital services and the existing hospitals Kingston, Mayday (Croydon), St. Helier together with those nearby, notably St. George's (Tooting), King's College Hospital (Denmark Hill), Princess Royal University Hospital (Farnborough), and Epsom will continue to provide a wide range of health services.

63. As the degree of specialisation increases within acute health care, it is necessary to concentrate some specialist services on to fewer acute hospital sites. In Sutton and Merton there is a proposal to bring the critical care services from Epsom and Sutton on to a single site at St. Helier Hospital. The new critical care hospital with 500-600 beds will also serve East Elmbridge and Mid Surrey. In addition, five new local care hospitals will be built in Sutton and Merton, the sites for which include The Nelson and The Wilson Hospitals.

64. Local Area Agreements (LAA) can be a useful mechanism to bring about improvements at a local level and increase the emphasis on partnership action to achieve change. LAA submissions submitted so far tend to focus on individual health behaviours, rather than addressing the broader determinants of health or explicitly tackling health inequalities. The scope for sub-regional or pan-London work on health and other issues such as climate change does not appear to have been addressed adequately in the first rounds of LAA development and there

could be significant benefits in further considering cross-borough work on some of these issues.

65. **Primary and Secondary Education**. In 2005 there were 224,980 pupils in South London in 552 schools[19]. The number of 5-15 year olds is projected to increase by over 12% by 2026[20]. The DfES is expected to publish a report on Secondary School Places Planning in London shortly.

66. Changes to school provision will not necessarily exactly reflect the demographic changes due to the impact of pupil preference and the admissions policies of schools, meaning there is significant pupil movement across the region. As well as changing demographics, government policy will effect school development in a number of areas. First, there is a government programme of new academies, some of which are new schools, some of which will be based on existing schools. Second, the government is committed to every secondary school in the country being refurbished or rebuilt within 15 years from 2005/06.

67. There is significant pupil movement from inner London boroughs into schools in boroughs within the sub-region. In relation to the maintained sector, Sutton is a net importer, pupils coming mainly from Merton and Croydon; Bromley is a net importer, with pupils coming from Croydon, Lewisham and Bexley. Richmond is a net importer, with pupils coming from Hounslow, Wandsworth and Kingston. Merton and Croydon are net exporters, though Croydon takes a significant number of pupils from Lambeth. Kingston exports as many pupils as it imports.

68. There is a high level of independent sector provision in South London – by comparing the population data with pupils in state provision it is estimated that independent schools reflect 29% of provision in Richmond, 15% in Kingston, 13% in Merton, 13% in Croydon, 10% in Bromley and 5% in Sutton.

69. **Higher and Further Education**. South London has a strong set of higher and further education institutions, which are increasingly engaged in supporting the needs of local communities and developing links with businesses. The overall initial Higher (HE) and Further Education (FE) entry rate for the South London population of 18-30 year olds is 41%. The increase in the number of students is likely to be at least 4,300 to 2016 and could be double that figure.

70. There are 25,000 students (seven percent of the London total) registered in South London Higher Education institutions. These include Kingston University, the only broad based higher education institution within the sub-region, with Wimbledon and Ravensbourne Art Colleges providing specialist courses and some provision at FE colleges such as Croydon College. However, the University of Greenwich, London South Bank University, Goldsmith's College, the University of Surrey, Thames Valley University, Royal Holloway College, Roehampton and St George's Hospital Medical School are all in neighbouring areas. Kingston University is currently planning significant expansion. Mayday Hospital is also a university college. There are a number of further education colleges in the area, of which Croydon College is the largest.

71. Though unemployment in South London is relatively low, skills development through Further Education is still critical to the job prospects of the sub-region's population and overall economic performance (see Section 3). Currently 210,000 students are enrolled in its FE institutions, 15% of the London total.

72. Some higher and further education institutions need to expand in order to meet demand but cost pressures and the need to continue investing in infrastructure and facilities are intense. Stakeholders are encouraged to explore:

- Provision for academic facilities, taking into account the further development of the sector including the need for new and potential expansion of existing facilities.
- Consideration of location and transport access needs of higher and further education institutions and their contribution to the wider offer of South London.
- Potential for mixed use development including education facilities.
- Provision of student accommodation.
- The contribution of the sector to local regeneration.
- The scope to foster greater links between the sector and business and the way in which the spatial planning process, GLA group and other agencies can contribute towards this.
- How to extend participation rates to ensure wider access to HE and FE, especially for hitherto excluded groups.

73. **Skills and Training**. South London Partnership (SLP) research underscores the high level of skills in the South London resident workforce. This highly skilled workforce plays a key role in sustaining the central London and wider regional economy. The sub-region ranks second in England on skills attainment. Nevertheless, half of labour market entrants are not qualified to NVQ3. There are also significant geographical disparities in skills within the sub-region. The SLP also highlights the importance and special needs of small and medium sized enterprises in South London. The LDA's SREDIP will signpost opportunities to address these interrelated issues.

74. The Learning and Skills Council in South London has been conducting a Strategic Area Review to ensure that the provision for post-16 education and training in the six boroughs of Richmond, Kingston, Merton, Sutton, Croydon and Bromley meets the needs of learners and employers. Projected population growth, combined with increased participation rates, will require an expansion of post-16 provision in South London with an increase in demand of 6,000 places for 16-19 year olds to 2012, relative to increased capacity of 3,500 places – leaving an outstanding deficit of 2,500 places.

75. **Community facilities.** Boroughs, through Community Strategies and area frameworks, need to plan for appropriate range of community facilities to meet the diverse needs of the local population. These need to include appropriate religious facilities, as well as libraries, open space and community centres. This is especially important in areas of significant new development, for example Croydon town centre and the South Wimbledon Area for Intensification. Provision needs to reflect the changing demography of individual areas, including the high proportion of older people relative to the London average.

76. **Childcare**. The provision of good quality childcare, at a cost parents can afford, is crucial to ensuring higher employment rates and reducing child poverty in London. In 2001, 16 per cent of children under five in the South London sub-region were living in a household with no adult in employment, compared with a Greater London average of 25 per cent (see Table 1E.2, Annex 4). The rate in

Croydon was higher than the other boroughs, at nearly 23 per cent. This is also a higher rate than the England average of 20 per cent.

77. The numbers of under fives in the sub-region are expected to increase by over 9,600, or nearly 12 per cent by 2016. In Bromley and Croydon, the increase is expected to be higher, around the Greater London average of nearly 16 per cent.

78. Provision of childcare in the South London sub-region is somewhat better than the London average, but still lower than the England average (see Table 1E.3, Annex 4). According to Ofsted figures for December 2005, the sub-region has registered day nursery and childminding places for nearly 29 per cent of its under five year olds, compared with nearly 31 per cent in England as a whole.

79. Just to bring provision in all the boroughs in the South London sub-region up to the England average – that is a place for three out of ten under-fives - would require an extra 900 places immediately. To maintain this rate given the projected increase in the population in this age group would mean an extra 3,500 places on top of current provision by 2016. This does not take account of any increase in need or demand.

80. Day care provision in London is much more expensive than the England average. Daycare Trust figures for January 2005 show that a day nursery place in Outer London averages £170 per week for a child under two, more than 20 per cent higher than the England average of £141. The cost of a place with a childminder (£150 per week) is 19 per cent higher in Outer London than the England average.

81. **Police and emergency services**. The Metropolitan Police Authority (MPA) and the London Fire and Emergency Planning Authority (LFEPA) are both in the process of re-structuring their service delivery. This will entail changes in their property requirements too. These should be built into development opportunities as they arise and further engagement with the two services will determine more definite local requirements and opportunities. Further details of police requirements at each of the Opportunity Areas are given in Annex 2. During the consultation process the National Offender Management Service (NOMS) has identified that there is a need for additional prison accommodation in or near to London. This is an issue that affects all of London and will need to be explored in more detail following the publication of this SRDF.

Action 1E

(i) Working with other stakeholders, boroughs are asked to ensure that specific provision for these health, education and community needs is included in development frameworks for the Opportunity Area, town centres and major sites in order to achieve sustainable communities.

(ii) Working with other stakeholders, boroughs are asked to look for opportunities to contribute towards new health infrastructure provision alongside other community infrastructure particularly in town centres, Opportunity Areas and Areas for Intensification and help the NHS bring forward its programme of new health schemes wherever possible.

(iii) The Mayor will work with DfES, boroughs and other relevant stakeholders to examine of the need for additional education facilities in the light of demographic changes expected in London. This work should also involve the LDA and consider the links between business and the education sector

(iv) Given the lack of affordable childcare facilities throughout the sub-region, boroughs and other relevant stakeholders are asked to set the provision of additional affordable childcare as a high priority for South London.

(v) GLA group will work with the MPA, LFEPA and other key stakeholders to ensure that suitable police and fire service infrastructure is built into relevant new developments, particularly those of Opportunity Areas.

(vi) The Mayor will initiate discussions with NOMS and other key stakeholders in relation to the potential need for additional prison accommodation in London.

1F. Utility and Infrastructure services

82. **Gas**. The high pressure distribution system is thought to have adequate capacity for the foreseeable future, including the scale of development envisaged in the London Plan. Transco will keep this situation under review as new high pressure infrastructure is expensive, can be disruptive to implement and generally involves a long lead in period.

83. Reinforcement requirements for the lower pressure tiers of the gas distribution network will be considered on a site-by-site basis. In major developments, particularly the Opportunity Areas an early assessment will be required of the likely need for gas mains reinforcement and a plan prepared to seek to distribute any associated costs across the various individual sites within the Opportunity Area.

84. There are no current proposals to remove any of London's remaining gas holders. However, alternative pipeline based storage options may be possible for some outer London gas holders.

85. **Electricity**. The additional electrical loads for the scale of new development are extremely variable. They depend on the level of energy efficiency, the amount of local generation and critically the extent of electric, compared to gas, powered heating. The London Plan's emphasis on minimising energy consumption and use

of communal heating and cooling systems will mean that the need for additional electrical infrastructure will also be reduced. The London Plan requires local energy generation and Combined Heat and Power as more sustainable energy options, where feasible.

86. It will be useful for major developments, particularly in the Opportunity Area, to make an early assessment of the likely need for electricity mains reinforcement and seek to distribute any associated costs across the various individual sites within the Opportunity Area. In most cases, some off site reinforcement of EDF Energy's existing network will also be required and the developer may also be asked to pay a proportion of the cost.

87. **Heat distribution infrastructure**. Given that average heat demand densities in South London are significantly above the threshold required to justify investment in heat distribution infrastructure, priority should be given to this technology in South London.

88. **Telecommunications**. The London Plan stresses that all new buildings should be 'e-enabled'. In large sites, and in the Opportunity Area, planning for telecommunications infrastructure provision should be included in area frameworks. Ensuring telecommunications ducting is designed and planned in up front can considerably reduce the total costs of connecting new buildings to advanced high-speed networks. There are also opportunities for developers and local authorities to explore new ownership models relating to the provision of telecommunications ducting and the networks themselves. The implications of the DTI examination of how best to provide the next generation of broad band infrastructure should also be explored.

89. **Waste**. South London is forecast to produce some 2.9 million tonnes (mt) of waste in 2010, with arisings predicted to increase to 3.1 mt in 2015 and 3.3 mt in 2020. Table 1F1 in Annex 4 gives further details, and also shows the proportions of municipal, commercial/ industrial and construction & demolition waste within the projected arisings.

90. The London Plan (Policy 4A.1 Waste strategic policy and targets) commits to achieving 85% waste self-sufficiency by 2020. To meet this challenging target London must move progressively towards sustainable waste management through securing high rates of recycling and recovery, and must achieve a step change in the delivery of recycling and waste treatment facilities.

91. This will maximise the amount of material available for remanufacturing, and will embrace technology with the potential to produce renewable energy and renewable hydrogen – thus reducing London's contribution to climate change. Transforming London's approach to waste management will bring many benefits – an expansion of the capital's green economy through the provision of new jobs and opportunities from recycling and reprocessing, as well as facing up to London's environmental responsibilities.

92. Research carried out in 2005[21] evaluated the adequacy of London's existing strategically important waste management and disposal facilities to meet London's future needs for all waste streams, and identified the potential to locate new recycling and recovery facilities in London. Draft Alterations to the London Plan's waste polices, published for public consultation by the Mayor in October 2005, set

out the number and type of recycling and waste management facilities required, and the opportunities for their broad location.

93. Although sub-regional waste self-sufficiency is highly desirable on sustainability grounds, Central London does not have sufficient capacity to support this. The draft Alterations therefore propose a sub-regional apportionment which sees most of Central London's capacity (expressed as a land requirement) distributed between East, West and North London, with the largest proportion going to East London where the research indicates that land availability is greatest. Full details are set out in Tables 1F.2, 1F.3 and 1F.4 in Annex 4.

94. For South London, Table 1F.2 shows that 56.3 ha of additional land will be required to manage 85% of the 1.1 mt of municipal and the 1.3 mt of commercial & industrial waste arisings from South London forecast for 2020. Within South London, 3.5 ha of land currently occupied by waste transfer stations is capable of being put to alternative use for recycling and waste treatment purposes, as waste exports out of London diminish in line with Policy 4A.1. This leaves 52.8 ha of land not currently in waste use to be identified and safeguarded. This represents an annual average delivery rate of 3.5 ha per annum over the period 2006 to 2020. New Waste Policy 2 in the draft Alterations calls upon boroughs to collaborate at sub-regional level to ensure that sufficient land capacity is identified across the sub-region in LDDs.

95. Table 1F.3 shows average throughput per year and average land take for various waste recycling and treatment facilities, and Table 1F.4 shows an indicative distribution of these facilities for South London: 28 recycling (materials reclamation facilities – MRF), 11 composting, 4 mechanical biological treatment (MBT), 5 anaerobic digestion, and 3 gasification/pyrolysis facilities. Boroughs should ensure that through their LDDs a range of facilities sufficient to meet the sub-region's required waste processing capacity is provided (New Waste Policy 3).

96. New Waste Policy 4 outlines three categories of broad locations appropriate for such facilities: (a) Strategic Employment Locations (Preferred Industrial Locations and Industrial Business Parks), (b) Local Employment Areas and (c) existing waste management sites.

97. Under (a), the draft Alterations suggest that for South London, the following SELs are appropriate:

- Purley Way Area PIL, LBs Croydon and Sutton
- Barwell Business Park IBP, RB Kingston
- Chessington Industrial Estate PIL, RB Kingston
- Willow Lane, Beddington PIL, LB Merton
- Kimpton Industrial Area PIL, LB Sutton

98. Boroughs should note that the SELs identified above comprise only one of three categories of broad locations suitable for waste management – boroughs should also look to Local Employment Areas and existing waste sites for site identification and safeguarding.

99. Recycling and waste treatment are important growth industries and it is important to consider suitable sites and environmental separation buffers. The implications for freight will also need to be taken into account.

100. **Water and Sewage**. Water supplies within London are at a critical level and greater emphasis needs to be placed on a sustainable twin track approach of water conservation including a major reduction of pipeline leaks and on sustainable additional water resources. Most of South London is served by Thames Water although part of the sub-region is served by Sutton and East Surrey Water. Support is needed to enable the water companies to repair, maintain and replace water mains on a widespread scale in order to reduce leakage. The Mayor will produce a Water Action Framework during 2006 which will set out a sustainable strategic direction for managing water supplies in future in order to cope with London's growth.

101. South London's sewerage services are provided solely by Thames Water. The sub-region has a series of medium sized Wastewater Treatment Works (WwTW) at Kingston, Hogsmill and Beddington and some sewage is also treated at WwTW outside the sub-region. This is unlike other parts of London where very large WwTWs dominate. Thames Water expect that existing sewerage capacity can cater for new development. However, specific large sites may require significant upgrades to the sewer network (see Annex 2).

102. The problems of combined sewer overflows affect the Thames within South London. Government is currently considering the options suggested for tackling this issue although the current specific focus is on the Abbey Mills overflow in the vicinity of the Olympic Park. The discharge of clean surface water to the combined sewer system should generally be avoided in order not to further exacerbate the sewer overflow problems.

103. Guidance on the supply of water to and removal of sewage from Opportunity Areas is provided in Annex 2.

104. **Flood Risk**. Parts of the sub-region, notably alongside the Thames and the Wandle Valley have an identified flood risk. Flood defences exist along many of the rivers but in all cases of new development proposals within the indicative flood risk area there will need to be a flood risk assessment in line with PPG25 and the emerging PPS25. For developments adjacent to flood defences good practice and London Plan policy 4C.7 dictates that the development should be set back from the defences to allow for their sustainable maintenance and enhancement. In all development cases surface water run off should be managed as close as possible to its source. In line with London Plan policy 4C.8 the use of Sustainable Drainage Systems (SuDS) should be promoted unless there are practical reasons for not doing so.

105. **Land for transport**. Some additional land will be required to meet the need for improved public transport. In general these needs will be included in the detailed development of the projects themselves. Further information is given in the Mayor's draft Land for Transport Functions SPG.

Action 1F

(i) The Mayor and key stakeholders will continue to engage with the major utility infrastructure providers to ensure a consistent and sustainable approach to matching new development to infrastructure and longer term planning and funding of infrastructure for London.

(ii) Stakeholders should work collaboratively towards identifying and safeguarding land and sites for an appropriate range of recycling and waste treatment facilities in suitable locations across the sub-region to provide sufficient capacity to meet London's 85% self-sufficiency target.

(iii) Boroughs, GLA and LDA should work with the Environment Agency to consider a Strategic Flood Risk Assessment for the Wandle Valley in conjunction with the Central sub-region.

1G. Industry and warehousing

106. This section is put last because, unlike the activities listed above, the land required for industry is projected to decrease, albeit slightly, rather than increase. However there are some important issues to consider, not least the continuing strength of industrial and warehousing type uses in the sub-region that need to be safeguarded, as well as waste management, recycling and utilities (Section 1F) and transport requirements (Section 2E).

107. South London contains 3.2 million sq m of industrial/warehousing floorspace (3.9 m sq m including Wandsworth), nearly an eighth of the London total. 26% of the industrial stock is in Croydon, 23% in Merton (Wandsworth has a similar total stock), 16% each in Bromley and Sutton and 10% each in Richmond and Kingston. There are ten Strategic Employment Locations in the sub-region (and another in Wandsworth)(see also Section 2D). It is estimated that in 2003, South London contained 31 ha of vacant industrial land, four percent of the London total. Croydon (with the neighbouring part of Sutton) is the largest market in the sub-region area and is able to accommodate relatively large-scale requirements, notably along Purley Way and Beddington Lane. Elsewhere demand is mainly driven by small and medium-sized requirements.

108. In net terms, between 2000 and 2003, the sub-region lost 56,000 sq m of industrial/factory floorspace (Annex 4, Figure 1G.1). This average conceals a 10% reduction in factory space and a six percent increase in warehousing – both trends are slightly below the London average. Four fifths of the losses of factory space between 2000 – 2003 occurred in Bromley, Croydon and Merton[22]. Uniquely, Kingston experienced a loss in warehousing space.

109. In South London the recommended strategic benchmark for the release of industrial land, based upon structural change and management of vacancy rates, is 90 hectares between 2001 and 2016. This figure is indicative only, and not intended to justify individual development proposals. This benchmark takes account only of historic demand for waste related activities, not the new need for London to be as self-contained as possible in managing its waste streams. The draft Alterations to the London Plan identify an indicative requirement for additional land for recycling and waste management facilities 2005-2020 in South

London estimated at approximately 3.5 hectares per annum (of which 1.6 hectares arising from structural change has already been taken into account in the benchmark above). Factoring the net requirement for waste management facilities into the sub-regional benchmarks reduces the South London monitoring benchmark for release of industrial land from 6 hectares per annum to around 4.1 hectares per annum to 2016.

110. In order to manage this change, account needs to be taken of the potential for intensification and mixed use redevelopment, including the possibility of some substitution of industrial and warehousing uses, especially for low-density uses in locations which are well served by public transport to other parts of the sub-region. This approach would make more efficient and intense use of the most accessible sites through higher densities whilst enabling businesses to continue to serve their markets, especially central London, and encouraging a more sustainable pattern of industrial activity.

111. The Mayor's draft Industrial Capacity SPG[23] categorised boroughs in light of industrial demand and capacity to inform implementation of London Plan policy. In the draft SPG, all the South London boroughs and Wandsworth are identified within the 'Restricted Transfer of Industrial Sites' category. After evaluating these categorisations in the light of up-to-date market indicators, the consultants recommended that Croydon and Sutton should be considered for re-classification in the 'Limited' transfer category. It is suggested that industrial demand and supply in these two boroughs should be monitored particularly closely to test whether this is justified.

Action 1G

(i) Boroughs, in collaboration with the Mayor and South London Partnership at the sub-regional level are encouraged to take into account the indicative sub-regional monitoring benchmarks for the transfer of industrial land to other uses 2001-2016 and consider how it might be refined to inform the preparation of LDFs in light of the need to ensure the efficient use of land including capacity for waste management, recycling, utilities, transport functions and other industrial type uses.

(ii) Through the Industrial Land Availability Study (conducted every 4 years), boroughs, the West London Partnership and the GLA group will monitor and manage the release of industrial land within the sub-region.

(iii) Through their LDFs, boroughs are asked to develop a positive and proactive approach to accommodating warehouse provision in appropriate locations in South London including the potential for Strategic Logistics Parks. This should be taken into account in assessing future industrial demand.

Section 2. Allocating growth spatially across South London.

112. The growth requirements of all the matters discussed in Section 1 can be summarised as follows:

Table 2.1 Growth Requirements: Summary 2001-2016

Land Use	Growth
Housing	At least 42,500 dwellings or 2,830 per annum (1997-2016). (The draft Alterations to the London Plan proposed for consideration at the EiP in June 2006 indicate capacity for 2,995 homes per year between 2007/8 and 2016/7.
Jobs	36,000 (revised emerging estimate 26,000). Sufficient land appears to be identified, demand needs to be tested.
Retail	Up to 280,000 sqm comparison goods
Culture/leisure/tourism	Miscellaneous plus approx 700 hotel rooms
Healthcare	Miscellaneous Primary care sites. Other care sites known.
Education	Primary and secondary schools requirement to be identified through ongoing liaison with DfES and other partners.
	Higher & Further education – to be determined with stakeholders.
Community facilities	Miscellaneous, mostly small scale.
Open Space	See section 4D.
Recycling/Waste management facilities	Estimated gross additional land requirement of approximately 3.5 hectares per annum (2005-2020).
Other Infrastructure	Miscellaneous, mostly small scale.
Land for transport	Some requirement likely; See Land for Transport SPG.
Industry/warehousing	Reduction of 90 hectares or 6 hectares per annum 2001-2016, which falls to 4.1 hectares per annum 2005-2016 when net additional recycling/waste management land requirement is factored in.

113. The land take for these activities has been refined through the SRDF process. The biggest challenge is to find land for housing, but demand for land for schools, waste and open space will also be substantial. Other land demands are relatively small and will often be satisfied by mixed use and more intensive development. There is likely to be a contribution of about six hectares per annum to land supply from industrial use.

114. This growth must be accommodated in those areas with the greatest potential for sustainable development. A core principle in allocating growth will be to optimise the relationship between the intensity of development and the existing and potential capacity of the public transport system. Main locations for growth include:

A. **Town Centres** including the four Metropolitan centres of Kingston, Croydon, Bromley and Sutton, which in the main perform strongly and have important potential for mixed development as well as retail expansion and other Major and District town centres, some of which are performing poorly.
B. **Opportunity Area/Area for Intensification** of Croydon town centre and the Area for Intensification of South Wimbledon/Colliers Wood set within the wider regeneration corridor of the Wandle valley.

C. **Suburbs** that are entering a period in which renewal of their fabric will be needed and potential areas for incremental intensification such as North Sutton.
D. **Industrial Locations** including the Strategic Employment Locations as well as some Locally Significant Employment Sites.
E. **Transport and Accessibility** including areas that will benefit from improved access once the East London Line, Thameslink 2000, Crossrail 2 and the Croydon Tramlink extensions are implemented.

115. Before looking at the role that each of these potential locations can play, it is helpful to take an overview. As far as employment is concerned, the London Plan projection is for 36,000 additional jobs in the sub-region by 2016. The indicative estimates of growth in the Opportunity Area (OA) and the Area for Intensification (AI) total 7,500. As shown in Section 1, developments in the pipeline could already accommodate the bulk of the potential demand. Map 2.1 (see paras 171 and 172 on transport accessibility below) shows a good correlation at the sub-regional level between increased job accessibility and the location of the OA and most of the Metropolitan and Major town centres.

116. The issue for most boroughs will be the sensitive programming of development in town centres and the OA to avoid an oversupply developing and to maximise the use of those locations that are most accessible.

117. The London Plan identified capacity for at least 42,000 dwellings to be built in the sub-region by 2016 or 2,830 per annum. Draft Alterations to the London Plan based upon the 2004 Housing Capacity Study identify an increase in potential housing capacity to 3,035 homes per annum between 2007/8 and 2016/17. The London Plan allocated 3,300 dwellings to the OA and AI. Emerging estimates (see Annex 2) suggest that this capacity could be increased to 4,000 dwellings. The mixed use policies in the Plan will lead to new concentrations in town centres. Conversely, it is clear that the release of industrial land would only make a limited contribution, even if it were all to go housing.

118. The clear conclusion that has to be drawn is that in appropriate locations densities will have to rise and intensification be sought across the sub-region. This is a key issue for South London and is discussed further in section 5.

2A. South London Town Centre Network

119. The ability of the sub-region's town centres to improve their image and attractiveness will be a key to accommodating sustainable growth. Much of their vitality will be driven by a suitable retail offer, a consolidated office market, and a spread of other attractions -cultural, leisure and public services – as well as housing.

120. The South London sub-region is characterised by a network of town centres including four Metropolitan centres, Kingston, Croydon, Bromley and Sutton, and three Major centres, Wimbledon and Richmond and Orpington. (There are also four Major centres in Wandsworth). These centres are all anticipated to grow significantly to 2016. A full list of centres, including District centres, in the sub-regional network can be found in Annex 1.

121. Taking into account accessibility and capacity boroughs may wish to consider the scope for distributing growth to smaller and middle tier centres (majors and

districts) as indicated in PPS 6. The Mayor's view is that it would be more appropriate to make provision for most of the growth in comparison goods expenditure (including some of the residual growth) on the established Metropolitan and some Major centres as these provide the greatest level of accessibility by public transport and widest choice of higher order comparison goods shopping. Whilst some District centres could accommodate part of the demand for comparison goods floorspace, especially those centres that are most accessible by public transport and with potential for intensification, they will play a greater role in accommodating changing requirements for convenience space.

122. A broad assessment of the demand for retail floorspace was outlined in Section 1. The projected demand to 2016 for new retail and office space across the Metropolitan and Major centres is summarised in Table 2.2 below. Further detail is provided in Annex 1 and Annex 4, Table 2A.1.

Table 2.2 Town Centres: Potential Growth Summary to 2016

Borough/ Town Centre	LP town centre category	Total Floorspace Sqm	Indicative. Comparison goods floorspace need, Sqm (1)	Office action (see Table 2A.1, Annex 4)	Comment (See Annex 1)
Bromley Bromley	Metro	170,000	35,000 - 51,000	Some spec.dev. potential	Transport based expansion
Orpington	Major	52,000	4,000 - 6,000	Some mixed use potential	Mixed use potential
Croydon Croydon	Metro	253,000	34,000 - 53,000	Some spec. dev. potential/Some mixed use potential	Major development potential based on office consolidation, access & mixed use
Kingston Kingston	Metro	242,000	26,000 - 43,000	Some spec. dev. potential	Metropolitan role to be strengthened through K+20 vision
Merton Wimbledon	Major	79,000	10,000 - 14,000	Some spec. dev. potential	Mixed use potential
Richmond Richmond	Major	58,000	7,000 - 11,000	Some spec. dev. potential	Develop distinct niche offer
Sutton Sutton	Metro	145,000	10,000 - 16,000	Some mixed use potential	Mixed use intensification with improved accessibility
Wandsworth Clapham Jn	Major	69,000	6,000 - 10,000	Some mixed use potential	Access based enhancement.
Tooting	Major	69,000	1,500 - 2,000	Some mixed use potential	Mixed use with strong ethnic dimension
Putney	Major	52,000	6,000 - 9,000	Some mixed use potential	Support mixed use intensification
Wandsworth	Major	45,000	<1,000	Some mixed use potential	Investigate potential for intensification & expansion

Source: Experian/London Property Research/GLA
Note (1): Indicative modeled requirement only, based upon £4,000/sqm sales density, range 2.0-2.5% productivity growth. Development schemes in pipeline have been taken into account

123. London Plan policy 3D.2 urges boroughs to allocate sufficient sites to meet identified need using the sequential test and PPS6 suggests that this should be at least five years from the adoption of the development plan document. Limited data from the 2004 Town Centre health checks indicates that there is capacity to accommodate some of South London's need for new retail floorspace in Kingston,

Croydon and Sutton. A supplementary assessment of vacant floorspace sourced from Experian GOAD suggests that further potential capacity also exists in Bromley and some of the Major and District centres spread across the sub-region. Further assessments of capacity at the local level will therefore be necessary to supplement the broad estimates derived from the Town Centre health checks. As indicated in Section 1C, the Mayor will continue to work with boroughs and other stakeholders to consider areas where reconciliation of retail need and capacity requires coordination between the South London sub-region and its neighbours including those beyond the London boundary.

124. It is essential that South London develops and sustains a co-ordinated town centre network that optimises the performance of each town centre within the whole network. The SRDF process provided an opportunity to co-ordinate potential changes to the existing town centre network and these are indicated in Annex 1. These revisions should be taken into account in subsequent reviews of the London Plan and UDPs/LDFs. Network data emerging from the 2004 town centre health checks suggest that Croydon, Kingston, Bromley and Sutton continue to function as Metropolitan centres and implementation of significant retail proposals at Croydon and Kingston in particular will strengthen their Metropolitan roles further.

125. Croydon is the largest employment centre in South London and its role as a Metropolitan centre has been strengthened by improved accessibility since the implementation of the Croydon Tramlink. The centre has suffered as a result of structural changes in the forces which originally drove its office market. The pace of renewal of its stock of outdated office space has been slow and it has also faced challenges in sustaining its retail offer. Existing cultural facilities (such as Fairfield Halls and the Clocktower) will need to be rejuvenated to meet the future increases in demand. The centre is a primary location for future hotel provision (Annex 4, Table 1D.3). While there have been more recent proposals for retail, leisure and mixed use these have not as yet been co-ordinated in a development framework to achieve both the objectives of the Mayor and the Borough's 2020 vision. Further details on Croydon Opportunity Area are provided in Annex 2.

126. Kingston, alongside Croydon, remains among the strongest of the town centres in London and the sub-region. Implementation of Kingston's K+20 vision will strengthen its metropolitan role further and build upon its main attractions including the ancient market, major department stores, the River Thames and expanding leisure offer. The need for improved public transport accessibility to the centre is a key concern. Further detail on Kingston Town Centre can be found in Annex 4, Table 2B.1.

127. Bromley will continue to face competition from Bluewater in Kent but this is being countered through retail refurbishments, traffic management and public realm improvements in the town centre. The scope for further mixed-use intensification of the centre and strengthening the retail offer should be explored as a priority. Bromley possesses well developed commercial facilities and good radial connections but could benefit from improved orbital connections. Enhanced public transport services to Bromley South, where development potential exists, through Thameslink 2000 and London Metro could improve the accessibility and commercial attractiveness of the centre.

128. Sutton is the fourth largest centre in the sub-region as measured by total floorspace and by turnover. Relative to the other three Metropolitan centres in

the sub-region, Sutton provides a greater proportion of convenience (over ten percent of total retail floorspace) and independent stores (just over 40% of all retail outlets). The centre benefits from good rail connections, which will be improved further upon implementation of Thameslink 2000. The potential of a proposed Tramlink extension is being explored, which would improve accessibility to the relatively deprived northern wards between Sutton and Morden (see also Annex 4, Table 2B.1).

129. Richmond, Wimbledon, Putney, Tooting and Clapham Junction continue to serve as Major centres in the network, building upon niche roles in cultural, tourism and leisure activity including evening economy. The potential of the proposed Tramlink extension linking Wimbledon and Sutton is being re-examined. Wandsworth is the smallest of the major centres in South London as indicated in Table 2.2. The town centre is however undergoing development as a result of Single Regeneration Budget investment in the town centre and private investment on the riverside.

130. **Town centre office provision**. The future of the office market needs to be considered alongside retail needs. South London needs to develop a distinct sub-regional approach to managing office provision, distinguishing between centres where:

(i) Speculative office development could be promoted on the most efficient and accessible sites.
(ii) Some office provision could be promoted as part of wider residential or residential and retail/leisure mixed use development.
(iii) There is "no purpose in promoting offices" and static or declining demand should be managed.

131. Table 2.2 above reflects these designations for Metropolitan and Major centres. Borough designations of individual centres will need to reflect this general typology taking into account local capacity, transport, environmental and market appraisals. Long-term structural factors affecting the South London office market (see Section 1) suggest that beyond the town centres additional provision within new mid-urban and conventional business parks and science parks is likely to be unnecessary in the sub-region (Table 2A.1, Annex 4). The potential for office development in South London's town centres should continue to be monitored closely and the forthcoming London Office Policy Review 2006 will provide a further strategic update.

132. Clusters of cultural and leisure uses are spread throughout the sub-region particularly in the Metropolitan and Major centres, and some District centres (Annex 4, Table 1D.2). Centres in South London have a relatively diverse range of leisure services, including the night-time economy, drinking and dining, cinemas and theatres, which should be sustained, with impacts managed appropriately.

133. The Mayor has been working with stakeholders to produce Best Practice Guidance to explore a balanced approach to support and development of the night-time economy in appropriate locations. It promotes an integrated approach to managing it's impacts together with broader measures to enhance culture, tourism and other leisure provision as part of town centre renewal. The growth in leisure services needs to be considered particularly with regard to the town centre network. It should include provision for a range of visitor accommodation which will add quality and competitive attraction to South London's tourism offer,

including provision of bed and breakfast accommodation (Annex 4, Table 1D.3). There is scope to use the sub-region's town centres as locations to diversify and increase tourism provision throughout London in accordance with the Mayor's London Plan and Tourism Strategy. The Mayor's Culture Strategy[24] identifies a range of cultural uses particularly appropriate in London's network of town centres. The 'cultural quarter' concept outlined in the London Plan also has potential to contribute to the regeneration of selected town centres and other appropriate locations as well as enhancing broader cultural, leisure and entertainment provision.

Action 2A

(i) When making provision for anticipated retail demand in LDFs, boroughs are asked to take into account the indicative ranges of comparison goods floorspace need for town centres in Annex 1 and make provision for 'residual' growth in town centres, where it can best enhance consumer choice, improve vitality and viability and is most accessible by public transport.

(ii) Through LDFs and any other appropriate mechanisms, boroughs and other stakeholders are asked to consider how to develop the cultural, leisure and tourism roles of town centres, including potential hotel provision, and to explore with strategic and local partners how future growth in the night time economy might be accommodated in appropriate centres supported by coordinated and sensitive management practices.

(iii) In light of local circumstances the Mayor and boroughs are encouraged to test and refine the broad office policy and location approach set out above and in Table 2A.1, Annex 4 to inform the preparation of LDFs.

2B. Opportunity Areas and Areas for Intensification

134. Annex 2 sets out the London Plan objectives for both Areas. It also includes a list of issues to be addressed in Development Frameworks, including detail on utility infrastructure provision, indicative phasing of transport, current status and indicative boundaries. The SRDF process provided an opportunity to engage stakeholders in a coordinated update and review of progress on the Frameworks. This has helped identify principles which will rationalise and consolidate the approach to be taken to their future development in light of overall sub-regional and wider needs.

135. In preparing the London Plan, the boundaries of the Areas were drawn relatively tightly. However, better account can be taken of the relationships between these Areas and their hinterlands and some of the boundaries have been drawn to support a wider area. The exact boundaries are a matter for boroughs, through their LDFs to determine but this SRDF gives a useful common starting point.

136. **Wandle Valley**. The Wandle Valley is identified in the London Plan as a Regeneration corridor. It extends from the Thames at Wandsworth to the Purley Way at Croydon with links to Gatwick Airport. The corridor still accounts for a substantial proportion of the sub-region's employment and has five Preferred Industrial Locations. There is a complex mix of wildlife areas, open parkland, residential areas, town centres, brownfield sites, industrial estates and areas of

industrial archaeological interest. It includes the Area for Intensification. There is major potential for regeneration of business areas and residential communities and improvements to open space to create a linked network to provide a Regional Park, restoring and enhancing the River Wandle and other watercourses. In addition, a 500 hectare area is designated to become a Country Park. Priority areas include Mitcham town centre, Hackbridge, Beddington Lane and the South Wandle industrial area. It will be essential to improve public transport access and to resist the temptation to convert inappropriate amounts of industrial land to housing.

137. **South Wimbledon / Colliers Wood** is identified in the London Plan as an Area for Intensification. The LDA suggests that an action plan should be prepared for the Durnsford Road/Plough Lane/Riverside Triangle, including improved transport links. Further information on this area is given in Annex 2.

138. **Croydon Town Centre Opportunity Area**. The potential of Croydon town centre is reflected in the London Plan by its unique designation as a Metropolitan town centre, Opportunity Area and as one of only two strategic office centres outside the central London office market area. It can offer the best accessibility by public transport of any outer London centre, enhanced relatively recently by the tram. Though partially constrained by post-war and 1970s designs, especially those to accommodate the car, it still has significant potential for brown field development and intensification to re-create itself as a more sustainable and attractive suburban centre of the highest order. However, despite completion of Centrale and a pipeline of strategically important shopping proposals (Table 1C.3, Annex 4) its offer and reach as a modern retail location is thought to be eroding[25]. With a substantial but ageing office stock and a diminution in demand from traditional large scale occupiers it is particularly susceptible to the forces which are undermining the suburban office market more generally (see Section 1C).

139. Independent research for both LB Croydon and the Mayor[26] has pointed to the need to play to, and consolidate, its strengths in the office market by selective mixed use redevelopment for the future, acknowledging that this may lead to some net loss of office space but an uplift in the quality of the remainder, including the office environment. This could be complemented, and even led, by a broader range of activities including housing, an increased and diversified leisure and cultural offer, and tourism development. The Council's '2020 Vision' provides a basis for a more radical, forward looking development framework to achieve or review the London Plan objective of securing 5,500 new jobs and at least 2,500 more homes in the Opportunity Area by 2016. Further information on this Opportunity Area is given in Annex 2.

140. Other growth and regeneration centres of Sutton Town Centre, Kingston town centre and Crystal Palace are included in Table 2B.1, Annex 4.

Action 2B

(i) Boroughs are asked to identify boundaries of the Opportunity Areas and Areas for Intensification in LDFs taking into account the indicative emerging boundaries illustrated in Annex 2.

(ii) Drawing on Annex 2, the boroughs, working with other stakeholders, should refine and implement the Opportunity Area Framework for Croydon town centre as soon as practicable.

(iii) Drawing on Annex 2, boroughs, GLA group and other stakeholders are asked to progress and agree development frameworks for the Wandle Valley and associated Area for Intensification in the context of this SRDF.

2C. Suburbs

141. The suburbs in South London generally provide a good living environment and have proved very adaptable. This popularity has been enduring – between 1973 and 2000, Richmond added more than 20,000 people, Merton and Kingston added between 10,000-20,000 and Croydon added 5,000. Many are affluent places, but the South London suburbs are varied in character and some older suburbs face the need for renewal of ageing infrastructure over the next two decades. One of the main challenges facing the sub-region will be the maintenance and enhancement of the quality of suburban life whilst increasing sustainability and achieving more intensive development, especially in places with relatively good access to public transport. The Mayor's toolkit[27] on 'Tomorrow's Suburbs' is intended to assist the boroughs, developers and other partners in meeting this challenge.

142. Outer London generally, and South London in particular, face significant structural economic challenges. Addressing these requires a range of measures. One is recognition that increasing population will tend to create demand for services and thus extra jobs. Generally an increase in suburban resident population of 1,000 has, on average, the potential to generate 230 service based jobs in a locality[28]. This underscores the importance of policies aimed at revitalising the town centre network. These are the places attracting the growing employment sectors, and where they can be located most sustainably. This highlights the importance of policies adopted by many boroughs, focusing attention to environmental issues, traffic and parking and town centre management.

Action 2C

Boroughs are asked to consider locations where selective intensification could assist with the renewal and continued vibrancy of those suburbs.

2D. Industrial Locations

143. Strategic Employment Locations are South London's reservoir of industrial capacity. The indicative working boundaries are outlined in Annex 2 and boroughs are asked to take these into account when defining them in LDFs. The draft

Industrial Capacity SPG anticipates that SELs should be promoted as the sub-region's prime locations for industrial activity and designated in development plans. It suggests that local guidelines should be produced to manage and enhance the distinct offers of different types of SEL and that other than as part of a strategically coordinated process, development of significant non-business uses within them should be resisted.

144. Preparation of the SRDF provided an opportunity to engage in a coordinated review of SELs in light of the recent strategic, and emerging local assessments of demand and supply of industrial land. These suggest that most of the industrial land release benchmark (see Section 1G) should come forward from outside the SEL framework and Locally Significant Industrial Sites. The review indicated that there is approximately 470 hectares within SEL in the sub-region (just over one tenth of the London-wide total) and represents a reduction of 13% or 69 hectares since 2000 (see Annex 4, Table 2D.1). The reduction of the area covered by SELs in South London appears to be accounted for mainly by consolidations of the Purley Way Industrial Area in Croydon and Sutton, and through smaller reductions in the areas covered by Beverley Way Industrial Area in Merton and St. Mary's Cray in Bromley following changes of use to retail.

Action 2D

(i) When implementing London Plan policy 2A.7, boroughs are asked to take into account the indicative boundaries of SELs in Annex 2 in defining them in LDFs and to identify Locally Significant Industrial Sites in light of local and strategic industrial demand assessments and London Plan policy 3B.5.

(ii) In producing and reviewing the Sub-regional Economic Development Implementation Plan for South London, the LDA and SLP should consider measures to improve the quality of retained industrial locations in order to stimulate business development and employment.

2E. Transport and accessibility

145. The close integration of transport and land use development will support the sub-region's development and growth, ensuring that residents, business and visitors have access to the services and facilities they need. The spatial allocations discussed above need to be related and carefully phased to integrate with areas which have, or are planned to have, good transport accessibility, particularly by public transport. Parts of the sub-region have relatively poor levels of accessibility, and there is a significant challenge to improve the accessibility of these areas, particularly by good quality public transport services, which the London Plan and the Transport Strategy seek to address. In addition to the infrastructure required, there is a need to manage traffic growth and congestion. This section addresses those issues, starting with an examination of the existing transport network.

146. Just over four million trips have an origin or destination in the South London sub-region on an average weekday. The car is the predominant mode of travel for many journeys in the sub-region. For trips starting in the sub-region, across the whole day and for all journey purposes, 52% of trips are made by car/motorcycle – the highest of any sub-region, 26% are walk trips and 20% are by public transport (LATS 2001). Ten percent of all trips originating in South London are to

one of the sub-region's four metropolitan centres. The Central London sub-region is an important destination of trips, representing eight percent of all trips.

147. The sub-region encompasses areas of inner and outer London, and reflects the related differences in transport network density and service provision and hence accessibility by road and public transport. Towards central London, and the town centres, development densities and public transport provision and use are all relatively high, whilst in outer London the car plays, and will continue to play, a significant role.

148. The sub-region contains no sections of motorway, but has direct links to the M25, M3 and M23 that are the responsibility of the Highways Agency. The key orbital route through the sub-region is the A232 / A240, which connects Kingston, Sutton, Croydon and Bromley. The route is largely single carriageway, and the number and close proximity of junctions further limit capacity. Other orbital routes are provided to the south of the sub-region by the M25 and, to the north, by the A205 South Circular, although the latter is predominantly single carriageway. Key radial routes are the A23, A217, A3 and A316. The highway network experiences high levels of peak period traffic congestion, especially around the town centres.

149. South London benefits from relatively extensive National Rail network coverage, served by 86 stations, predominately providing for radial travel to central London via Waterloo, Victoria and London Bridge stations. There are also orbital lines that link the town centres. The sub-region has limited Underground network coverage, with the District and Northern Lines serving just seven stations in the northern part of the sub-region, and relies disproportionately on the National Rail network for journey to work trips to Central London. Two-thirds of the population lives within 1km of a National Rail or Underground station.

150. The bus and tram network plays an important role in South London, with buses accounting for 13% of trips. There are over 3,500 bus stops in the sub-region; 68% of residents are within 200m of a bus stop and 96% are within 400m. The 28km Croydon Tramlink system is centred on Croydon, and is divided into three lines to provide a service from Wimbledon to Elmers End, Croydon to Beckenham Junction and Croydon to New Addington. Tramlink serves 38 stops and a new tram stop at Tamworth Road in Central Croydon opened in 2005. Since its opening in 2000, Tramlink has shown the potential for accessible public transport and its benefits from attracting travellers from the car – the Croydon Tramlink Impact Study reported that up to 19% of Tramlink passengers used to make their journey previously by car. Patronage has risen to almost 23 million per annum.

151. Heathrow and Gatwick airports are important generators of trips to and from the sub-region in terms of employment, servicing and passengers. They have significant direct and indirect impacts on the sub-region in terms of the activity and employment associated with the airports. In 2004, Heathrow and Gatwick handled 65 and 31 million passengers respectively. The implications of proposals for expansion of the south east's airports were examined and consulted upon by Government, and a White Paper The Future of Air Transport, published in December 2003.

152. Though outside the sub-region, Heathrow airport has considerable influence on it, especially in the west. Thirty five percent of the 42 million non-transfer passengers accessed the airport by public transport. 72% of Heathrow's 70,000 employees drive to work. It is estimated that 15% of traffic on the adjacent road

network is airport related. Problems of traffic congestion and poor air quality are very significant issues for the Heathrow area. Heathrow Terminal Five is currently under construction and scheduled for a phased opening from 2008. National Rail and Underground services are being extended to serve the new terminal. Terminal Five will increase the passenger capacity from around 65 million passengers per annum (mppa) to 90 mppa. The Government's White Paper gave a commitment to examine how to make best use of Heathrow's existing two runways, and how a third runway could be added after a new runway at Stansted, whilst complying with strict conditions on noise, air quality and improved public transport access. A third (short) runway, would increase airport capacity to 116mppa. The further work, the Project for the Sustainable Development of Heathrow, is being led by the DfT.

153. There are currently significant constraints on the capacity to reach Heathrow by road and rail. The South East and East of England Regional Air Services Study (SERAS) report included a number of proposed transport improvements. However, the study estimated that these would increase the proportion of people using public transport to the airport from 38% today to only 40%. This is significantly below the airport operator's long-term aspiration of 50% of passengers using public transport to reach Heathrow.

154. At Gatwick, which has considerable bearing on the central part of the sub-region, 31% of the 27 million non-transfer passengers accessed the airport by public transport. The airport operator BAA has adopted a target of 40% by 2012. The Gatwick Airport Outline Masterplan, published by BAA in March 2005, envisages a capacity of 45mppa with a single runway.

155. It is clear that additional public transport infrastructure over and above that recommended in the Government’s SERAS report is essential to achieve more balanced and sustainable access to Heathrow and Gatwick for both travellers and workers. The Government and BAA should continue to work with the GLA, TfL, boroughs and other partners to clearly identify additional measures to ensure that a higher public transport mode share is achieved. The expansion of capacity, assuming the environmental impacts are shown to be acceptable, would also have to clearly identify additional measures to ensure that a higher public transport mode share would be achieved and guarantee that adequate funding is provided to implement these measures. Airport expansion and its significant implications are identified in Annex 5 as an issue for the review of the London Plan.

The challenge and opportunity

156. The level of growth forecast for South London will be accommodated by a combination of improvements to the existing network, new infrastructure and measures to reduce the need for travel, particularly by car. For all of these, integrating land use and transport – ensuring high trip generating developments are located in areas of good public transport accessibility and spare capacity - will play an important medium and longer term role. The sub-region has a distinct set of public transport hubs that run in an arc across the sub-region: a long-term goal should be to strengthen links between these to give a stronger sub-regional network. There is also potential to strengthen the ‘spokes’ of bus and other services that feed into these hubs. Much can be achieved by improving the quality of public transport interchanges.

157. South London has relatively good connections with the adjacent regions outside of London, both by road and rail. The employment and population growth of the wider South East has led to increased in-bound and out-bound travel. Existing commuting patterns and the implications of future scenarios are currently being reviewed by regional partners including the GLA and SEERA.

Improving transport provision

158. The London Plan, Mayor's Transport Strategy and TfL's Five Year Investment Programme and London Orbital Rail Interchange Plan identify a number of transport projects serving South London, ranging from regional schemes to those of a more local nature. These projects, of which the principal ones are described in summary below, aim to improve accessibility to, from and within the sub-region, as well as providing the strategic public transport capacity to meet the forecast growth.

159. **East London Line**. The East London Line project will extend and upgrade the existing London Underground service, converting it into a new metro-style rail service. Phase 1 will serve New Cross and New Cross Gate, extend the service southwards to West Croydon and Crystal Palace, and northwards to a future interchange with Crossrail at Whitechapel and Dalston. It is scheduled for completion by 2010. Phase 2 is planned to extend the line west to Clapham Junction and connect to the North London Line stations at Canonbury and Highbury & Islington. The project will increase train frequency on the central section of the line by 60%, remove the need for many travellers to interchange or travel into the central area and act as a catalyst for significant regeneration. It includes 4 new stations and will enhance north/south cross-river movement.

160. **Croydon Tramlink extensions**. TfL has assessed the feasibility of potential Tramlink network extensions – including to Crystal Palace, Purley, Streatham, Sutton and Tooting. The TfL 5 Year Investment Plan contains funding for the project development of the Crystal Palace extension. Building on the success of the existing system, the proposed extensions would, in the longer term, provide a comprehensive network across a large section of south London. Funding for further project development work and construction of extensions to the Tramlink network will be sought in future Spending Reviews.

161. Proposals by Government to give the Mayor a greater role in specifying fares and services on the **National Rail** network in London will produce potential benefits from a more integrated public transport network. An initial example of this is the transfer of control to TfL of a number rail services, collectively termed the North London Railway, from Autumn 2007. TfL have also assisted in the development of the ON overground network concept, seeking to provide metro style service frequencies and marketing to overcome the perceived complexity of the network in south London, and this could be developed significantly further. The DfT study into opportunities for making use of capacity released by the relocation of Eurostar services from Waterloo to St. Pancras has identified useful opportunities to improve national rail services. More generally, the introduction of Oystercard facilities as part of the South West London franchise renewal process will help make bus, tube and rail services more integrated for passengers.

162. National Rail projects being developed by Network Rail include **Thameslink 2000**. The Thameslink 2000 project will serve a north-south axis allowing more through services and longer trains, with connections to Gatwick and Luton

airports, an interchange with Crossrail at Farringdon and CTRL at Kings Cross / St. Pancras. The scheme will increase capacity and accessibility, with up to 24 trains per hour operating through the core central section during peak periods. Following the initial Public Inquiry and subsequent revisions to the scheme, a new Public Inquiry for the TWA powers process was completed in late 2005.

163. Even though not directly serving the sub-region, **Crossrail** will increase accessibility to and from South London via interchanges in Central London and in particular, the new key interchange at Farringdon with Thameslink. Services are planned to run from Maidenhead and Heathrow in the west via Central London to Shenfield and Abbey Wood (via Canary Wharf) in the east. A Crossrail hybrid Bill has been deposited in Parliament and entered the Select Committee stage in early 2006.

164. In addition there will be significant upgrades to the **London Underground** network serving South London, through the PPP programme. Planned enhancements to the signalling system on the Northern Line will increase line capacity by over 20% by 2012 and District Line trains will be refurbished by 2009. In the longer term, following on after Crossrail 1, Crossrail 2 would further improve capacity and accessibility.

165. TfL are developing road network corridor plans, working with the boroughs, to optimise the efficiency of operation of the network, both for traffic to reduce congestion, and for parking and servicing. For both corridor plans and other transport developments, it will be important to take account of public space amenity, and to seek to further improve South London's attractiveness as a place to live and work. In addition, the LCN+, a network of high quality cycle routes to form London's primary strategic cycle network, is scheduled to for completion by 2009/10.

166. Proposals for Park and Ride sites have been put forward to serve some of the Metropolitan town centres. Where proposals for park and ride facilities are developed, they should be assessed against TfL's Park and Ride Assessment Framework and be consistent with TfL's Park and Ride Policy. Proposals for park and ride facilities should be set within the context of borough parking plans.

167. Annex 3, gives an indicative phasing of the major transport schemes, updating London Plan Table 3C.1 following the publication of TfL's Five Year Investment Programme. The implementation of the transport schemes outlined above will lead to improvements in accessibility across the sub-region.

Land use and development

168. Effective planning and the appropriate development of land can assist the objective of reducing the demand for travel, particularly the number and length of trips by car. The importance of locating major development in places that have good public transport accessibility, and where the public transport system has capacity now, or will do in the future, has already been stressed and informs the allocations above. A key issue will be maximising development in these locations.

169. Higher densities are important because they support:

- Increased demand for public transport where otherwise volumes would not support a high quality service.

- Increased number of trip destinations within a comfortable walk, short distance public transport or cycle trip.
- Increased development value, which can facilitate delivery, and which can also facilitate greater public realm improvements as well as direct financial contributions to transport needs.

170. Without a commitment that vital public transport services will be in place when needed, there are risks that the type of development necessary for the success of the development aspirations will not come forward. Planning authorities might then be prepared to grant permission for less dense applications which would not use the opportunities to the full. On the other hand, if applications for high-density developments are approved and implemented long before the public transport services are provided, adverse patterns of car use and parking could be established.

171. It is therefore vital that at a site level the form, scale and phasing of development should be integrated with the capacity and accessibility of the public transport system for different locations. Developments that generate a significant number of trips should be sited in or near locations with good accessibility by public transport, and with sufficient existing capacity or planned capacity coming on stream in time to meet the expected demand.

Managing demand

172. Complementing the infrastructure improvements outlined above, there is also a need to manage demand for car travel. The policies in the London Plan and Transport Strategy aim to change travel behaviour in combination with the provision of significantly enhanced public transport services, so as to achieve the vision of a sustainable South London. Managing the demand for car use through targeted initiatives to encourage behavioural change and management of parking when combined with sustainable land use patterns and effective public transport alternatives, will discourage car use and play a crucial role in achieving a change to other forms of transport. The long-term role (towards the end of the Plan period) of road user charging is being considered by central government. Effective network management will also be vital to ensure sustainable distribution of goods and services. TfL are currently exploring how best to develop measures to change travel behaviour and will be engaging with boroughs and key stakeholders on this issue.

173. Even with the implementation of the policies and proposals of the London Plan and Transport Strategy, it is recognised that the increase in activity in the sub-region will lead to growth in road traffic, albeit at a slower pace than growth in public transport use. However, the levels of road traffic growth will be significantly lower than those resulting from a policy scenario without an emphasis on new public transport infrastructure, the integration of transport and land-use planning and the management of demand. The Mayor's Transport Strategy Local Implementation Guidance (July 2004) sets out sub-regional targets for limiting traffic growth between 2001-2011. These sub-regional targets are set within the context of London's overall traffic growth reduction targets outlined in London Plan Policy 3C.16. For South London, the targets are to limit traffic growth to a four percent increase in the outer London area and, a one percent reduction in town centres of the sub-region.

Freight and distribution

174. The implications of development for the movement of freight must also be planned for. All too frequently the movement of freight is seen as a negative factor. However, without efficient and economic freight services, the development of a sustainable South London will not succeed.

175. The London Plan recognises the importance of freight within a wider transport strategy, both in terms of supporting the significant logistics and distribution sector within the sub-region, promoting the efficient servicing of businesses, and reducing the negative environmental impacts which can result particularly from road-based distribution.

176. It is vital that freight access from the trunk road and National Rail networks is improved to increase the efficiency of distribution and support economic development. It will be equally important to discourage the use of unsuitable roads by heavy freight. TfL are currently developing a London Freight Plan in consultation with the London Sustainable Distribution Partnership.

Analysis of capacity and accessibility

177. Recent analysis by TfL of future capacity and accessibility in the sub-region is summarised on Diagram 5.

178. It can be seen that substantial parts of the sub-region will benefit from significant improvements in accessibility, in terms of jobs and population accessible within 45 minutes. There is generally a good correlation with the Opportunity Area and Area for Intensification. Although major schemes such as Crossrail and the majority of the PPP programme do not directly connect with the sub-region, their impact in terms of additional capacity and congestion relief, and reductions in journey times have significant benefits for travellers to and from South London.

Monitoring and review

179. As part of the monitoring and review process of the London Plan, TfL will undertake regular assessments of transport capacity to support development in the Opportunity Area and Area for Intensification (London Plan Objective 5 KPI 16). This will be reported on and made available to the boroughs and strategic partners.

Action 2E

(i) Relevant policies regarding transport and development are set out in chapter 3C of the London Plan. In addition, in preparing their LDFs boroughs are asked to have regard to the implications of the phasing table at Annex 3 of this SRDF on the need for higher densities and the creation of sustainable communities.

(ii) The Mayor, TfL, boroughs and other strategic partners should use the TfL Business Plan, borough Local Implementation Plans and other delivery mechanisms to support investment in transport, particularly by sustainable modes.

(iii) In view of the existing high demand and growth expected in the sub–region, particular emphasis should be given to integrating improvements to sustainable modes with appropriate adjustments of parking standards and strategies, reflecting the London Plan approach of lower parking provision for areas where good alternatives to the car are available.

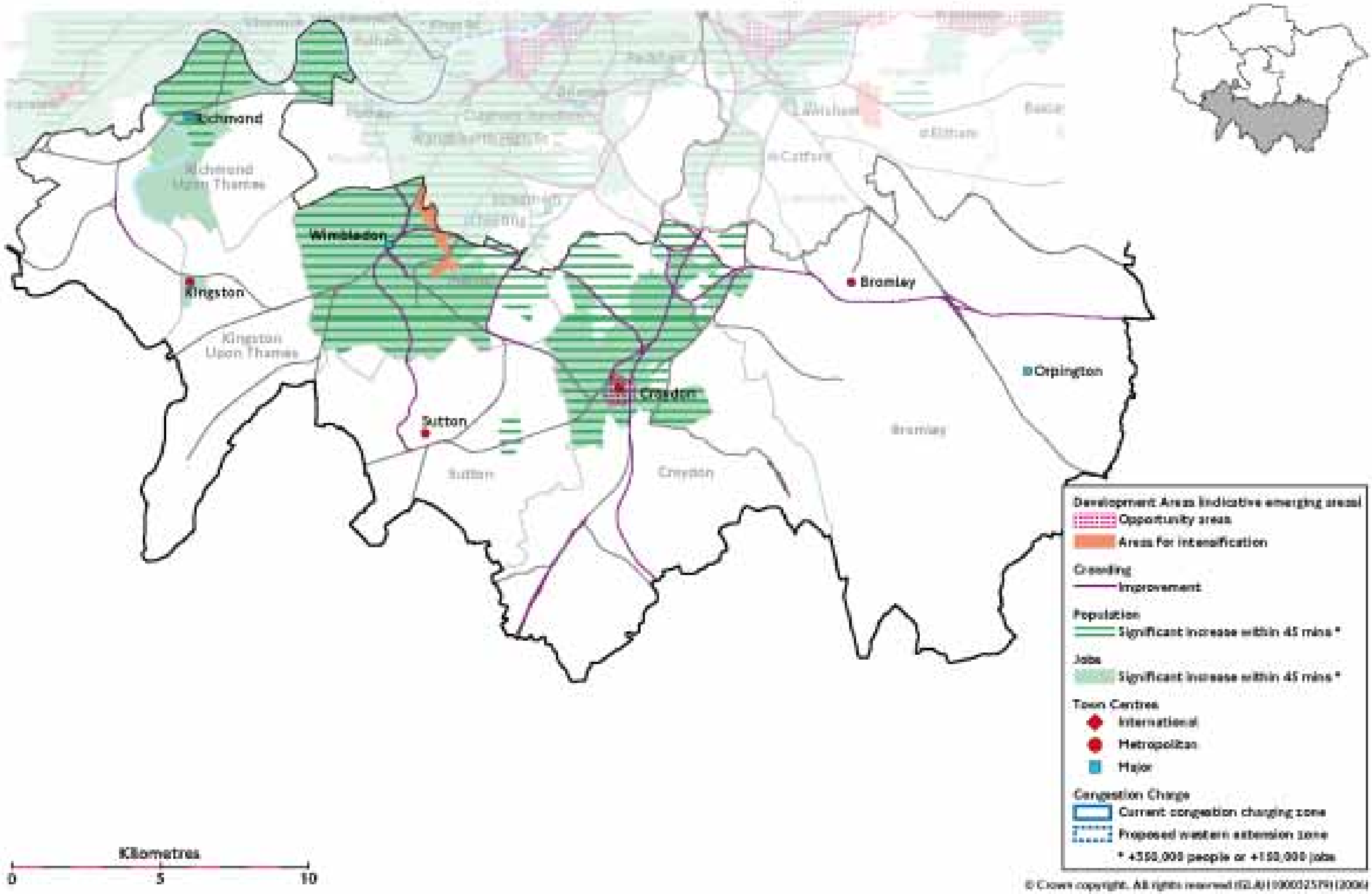
(iv) TfL are currently exploring how best to develop measures to change travel behaviour and will work with sub-regional stakeholders and government to explore innovative options.

(v) TfL will and boroughs are asked to work with the London Sustainable Distribution Partnership to promote a collaborative approach to local distribution issues and opportunities, for example through sub-regional freight quality partnerships.

(vi) TfL, in consultation with key stakeholders, will produce an integrated sub-regional transport network plan to ensure a co-ordinated approach to meeting the sub-region's transport needs, which appropriately reflects development planning issues. As well as reviewing infrastructure needs, this would consider issues such as improving travel information and influencing travel behaviour.

Diagram 5

South London Public Transport Improvements to Existing Network by 2016



Section 3. Ensuring development brings benefit to communities.

180. The London Plan recognises that the benefits of growth must be targeted to address the needs of groups who historically have had particular difficulty in gaining access to them. The Plan identifies these groups as people with disabilities, older people, children and young people, women, black and minority ethnic groups, refugees and asylum seekers, gay men, lesbians, bisexuals and trans-people.

181. Benchmark data providing proxies for the sub-regional distribution of these groups is not available for all, but Tables 3.1 – 3.3 in Annex 4 do show that within this sub-region a higher proportion of the population is White British than the London average (75% and 60% respectively), with lower proportions, particularly, of Black African (2.2% - London average 5.3%), Indian (3.6% - London average 6.1%) and White Other (5.4% - London average 8.3%) residents. South London has a lower proportion of households containing people with a limiting long-term illness, health problem or disability (26.7% compared with the Greater London at 29.6%).

182. The Government's standard set of indicators of deprivation show that South London scores at half the London average. The London Plan identifies the main concentrations of deprivation and Map 2A.2 of the Plan shows the Areas for Regeneration which will target these. The only Area for Regeneration identified in South London is in Croydon. Nevertheless, there are pockets of deprivation and areas associated with large local authority estates such as St. Hellier, New Addington and the Crays. Some of the large social housing estates feature in the estates renewal programme. They are characterised by isolation, poor access to transport, low educational achievement and poor quality of life. The Plan asks boroughs to prioritise such areas for action and investment, in particular to develop integrated strategies for them through LDFs, Community Strategies and Neighbourhood Renewal Strategies. These should be informed by the Economic Development Strategy's policies on tackling barriers to employment, reducing disparities in labour market outcomes between groups, addressing concentrations of disadvantage and encouraging childcare provision. Local communities should play an active and visible role in the regeneration of their areas.

183. People in these areas need co-ordinated programmes of improved public transport, skills development, capacity building, environmental improvement, local job generation, childcare, enterprise development programmes and money advice. House prices are very high and many people need better access to affordable housing. Boroughs are asked to take into account Policies 2A.4 and 3A.14 of the Plan through their LDFs, Community Strategies and Neighbourhood Renewal Strategies, and to consider whether there are any additional areas which should be identified

3A. Promoting social inclusion

184. While there is evidence of health inequalities across London, South London has the lowest levels of mortality for people under 75 than the other sub-regions as shown in Figure 3.4, Annex 4. All boroughs have lower levels than the England average except Croydon, which is the same as the average. The lowest levels are in Bromley and Richmond upon Thames. However, the work of the Healthy Urban Development Unit (see Section 1E) will be important in addressing social needs in

the sub-region. The London Food Strategy[29] includes actions to improve Londoners health by improving access to a range of food. There is a particular need for residential care homes for older persons, children and other groups throughout London, as well as discretionary support services. The lack of affordable childcare is a major factor contributing to London's high rate of child poverty and social exclusion (see Section 1E).

185. To address needs fully, requires detailed local assessment of issues and options both geographically and in terms of communities of identity or interest. Many of the necessary actions will be of a purely local level and fall beyond the scope of this SRDF, for example, training to help women return to work or lifetime learning schemes, particularly for older people. The Mayor's Economic Development Strategy[30] provides the wider context for addressing economic and social inclusion. The emerging Sub-Regional Economic Development Implementation Plan (SREDIP), sponsored by the LDA, and the Community Strategies produced by cross-sectoral partnerships will also be important.

186. It is anticipated that Community Strategies may need to be set in a sub-regional and pan-London context. The ongoing process of sub-regional working provides an opportunity to explore the relationship between strategic and local targeting in addressing the needs of these communities and the sorts of guidance and actions that may be required.

187. The Mayor has already produced Supplementary Planning Guidance (SPG) on achieving an inclusive environment[31] and housing[32], which includes guidance on the housing needs of London's diverse population and affordable housing. SPG and Best Practice Guidance are in preparation on meeting the spatial needs of London's diverse communities and on health issues in LDDs are in preparation. Stakeholders should also take into account the Mayor's Strategy for children and young people[33] and the strategy for older people[34].

Action 3A

(i) The Mayor will, and boroughs and other partners are asked to, maximise the benefits of growth to South London's excluded communities, making use of the Sub-Regional Economic Development Implementation Plan, targeting of government and EU resources, and action plans to support community-led regeneration.

(ii) The Learning and Skills Councils and the London Skills Commission are asked to review their strategies to maximise the engagement of deprived communities and disadvantaged individuals in the economy, including the development of BME/SME business development strategies with LDA, LSC and Business Link.

3B. Access to employment

188. The unemployment rate of 4.3% is well below the London figure of 6.5%. However, the local economy is characterised by relatively low wages and low levels of business investment. A particularly significant contribution to the sub-regional economy is made by the 46% of resident workers who commute out of the area.

189. The London Plan stresses the need to improve access by disadvantaged communities to Opportunity Areas and other places of employment. This potentially requires physical actions for local communities to be able to reach the jobs there. It also requires a greater focus on access to information networks, and strong pathways to good education, employment structure, raising aspirations, training and access to affordable and quality childcare (see Section 1E).

190. In their Community Strategies boroughs may wish to examine the possibility of focusing more training resources in areas of deprivation and to re-examine the content of schemes. These should be developed to increase access to employment arising from both local regeneration initiatives and, more substantially, the growth in job opportunities across London. Further education, as well as work-based learning, community learning and apprenticeships, plays a crucial role in improving the job prospects of South London's population through skills development and is therefore a key tool in promoting social inclusion.

Action 3B

Boroughs (primarily through LDFs and Community Strategies), Local Strategic Partnerships (LSPs), the LDA and other key partners are invited to consider the linkages between disadvantaged communities, areas of deprivation and access to labour markets. This may include working with TfL and other partners to identify a package of measures to improve the situation.

Section 4. Ensuring development improves the environment.

4A. Conservation, design and the public realm

191. In a city with a 2,000 year history, buildings and spaces have left layers of historical development that contributes to the fabric of South London. Much of it represents the development of former towns and villages, ribbon development along radial routes in the inter-war period and some 'overspill' estates. However it does contain many historic settlements and individual buildings of exceptional importance, such as those at Richmond, Kew and Hampton Court. Many of these are magnets for tourism and are often in or close to town centres and public transport routes. Some of its town centres also contain conservation areas and their future development will need to respect their historic and architectural character. Best Practice Guidance on Urban Design Principles and the Public Realm is in preparation.

Action 4A

Boroughs and other stakeholders are asked to promote improvements to the public realm and open spaces, and emphasise increasing the quality of the environment for pedestrians and cyclists.

4B. Sustainable design, construction and energy

192. The Mayor's Supplementary Planning Guidance on Sustainable Design and Construction[35] will be important for a sub-region in which more sustainable forms of development can make a major contribution. The boroughs are seeking to promote higher standards of design and the Mayor will strongly support their initiatives in both policy-making and exercise of development control functions. Climate change and redevelopment are dual drivers for enhanced levels of sustainable design and construction. 'London's Warming' (the London Climate Change Partnership) sets out the expected climate change impacts for London.

193. The Mayor's Energy Strategy includes a target to implement at least one zero-emission development (ZED) in every London borough by 2010. South London already holds the showcase ZED development – BedZed in Sutton. The strategy suggests that projects should be developed in the other South London boroughs – Bromley, Croydon, Merton, Kingston and Richmond – to ensure that South London hits its zero emission target.

194. New developments over ten housing units or 1000sq m should seek to achieve a minimum of a "Very Good" EcoHomes or British Research Establishment Environmental Assessment Method (BREEAM) rating. If the public transport infrastructure is in place to enable the development to achieve an "Excellent" rating then this should be the standard sought. All public building, schools, libraries or developments with significant public sector participation, regardless of size and location, should normally seek to achieve an "Excellent" BREEAM rating.

195. Although detailed wind power potential capacity maps are not yet available for the whole of London, South London's concentration of open space means that a proportion of London's opportunities for wind power may be in South London.

This will need to take into account the historic and environmental sensitivity of open space. Wind power should therefore be given careful consideration in all new developments and refurbishments, and in the context of strategic and forward planning for this sub-region generally.

196. The Mayor's Energy Strategy emphasises the need for energy efficiency as the first step towards achieving a more sustainable approach to energy use. The definition of suitable locations for Energy Action Areas should take special account of mixed-use development, private wire networks, integrated utility provision, and contract energy management.

197. In line with best practice it is recommended that the installation of on-site renewable technologies, including biomass fuelled combined heat and power (CHP) plants, anaerobic digestion plants and hydrogen fuel cells, within new development should be sought wherever possible. Integration of renewable technologies should come after the application of energy efficiency measures that reduce energy demand. Boroughs should also identify suitable sites for renewable energy schemes to implement London Plan policy 4A.10. Boroughs are encouraged to include targets and guidance for the generation of renewable energy in LDFs having regard to the target of 665GWh for London by 2010 (see SPG Sustainable Design and Construction).

198. In line with best practice it is recommended that development over 1,000m² (or ten housing units) provide at least ten percent of its energy needs from on-site renewable sources wherever feasible in line with London Plan policy 4A.9.

Action 4B

(i) Boroughs and developers are asked to include the above targets when preparing LDFs and in considering applications.

(ii) The Mayor will work with boroughs and the LDA to define Energy Action Areas to showcase low carbon communities that demonstrate a range of energy technologies and techniques.

4C. Air quality and noise

199. Poor air quality damages health and quality of life in London it is estimated that in 2005, 1000 early deaths and the same number of hospital admissions occurred in London as a result of PM_{10} air pollution. The main source of the pollutant is road traffic which in 2003 accounted for 41% of emissions of NOx and 56% of emissions of PM_{10} in Greater London. This provides a further incentive to manage traffic demand and to improve public transport capacity. All the South London boroughs except Bromley have declared Air Quality Management areas for nitrogen dioxide and all boroughs except Croydon and Bromley for PM_{10}.

200. The sub-region is in general less extensively affected by noise from major roads than many other parts of London. However, there is still the need to apply policies in the Mayor's Ambient Noise Strategy[36] to improve noise management of road and other sources, and to enhance soundscapes wherever possible through exemplary acoustic design, particularly in housing areas and in the sub-region's

extensive network of open spaces. The northern part of the Borough of Richmond is overflown by Heathrow's two main arrival flightpaths, where any moves towards mixed mode operations would be a significant issue. Impacts of Biggin Hill airport are primarily local in nature.

Action 4C

(i) Boroughs are asked to ensure that their Air Quality Action Plans are suitably integrated with other relevant strategic plans including the Community Strategies, LDF and LIPs and that consideration is given to the Mayor's Air Quality Strategy and Policy 4A.6 of the London Plan in the development and implementation of such strategic plans.

(ii) Boroughs are invited to consider actions that can be included in their community strategies and LDFs to reduce ambient noise.

4D. Open space

201. The sub-region benefits from its with major open spaces, including the Green Belt, a substantial 'green chain' of linked spaces, Wimbledon and Mitcham Commons and Richmond and Bushy Royal Parks. These open spaces contribute significantly to the sub-region's overall character. The openness and general quality of its environment constitute an important economic[37] as well as environmental asset in attracting investment into the sub-region. There is potential to augment the quality of the public spaces[38], especially through the regeneration of the Wandle Valley as a Regional Park.

202. The network of parks, open space, wildlife sites and the Green Belt are one of South London's strengths. It will be important to ensure the continued existence and protection of these open spaces. As the population continues to grow, opportunities should be taken to enhance the quality and range of facilities that are offered in parks and provide for their future maintenance. The GLA will publish a Women's Safety in Parks Toolkit later in 2006 which will give advice on safe park design and management.

203. There are areas of South London with deficiencies in the coverage of the different types of park in the hierarchy of open spaces, set out in the London Plan, and deficiencies in access to nature. The Green Belt is also under-used in terms of a major recreational asset. The indicative deficiency areas for regional and metropolitan parks and the opportunities to address them are shown in Annex 4, Map 4D.1. The indicative deficiency areas for district parks are shown in Annex 4, Map 4D.2.

204. Richmond Park and Bushy Park provide open space in the category of Regional Parks to the west of the sub-region. However, almost two thirds of those living in the sub-region fall within the indicative deficiency area. Implementing the Wandle Valley Regional Park opportunity would address a large part of the deficiency in the sub-region. This incorporates the Beddington Farmlands, which is due to be restored to Metropolitan Open Land status by 2016 and together with Mitcham Common in Merton and Beddington Park in Sutton, there is a potential to create a 500 acre Country Park. This links into the network of open spaces and linkages

through the Wandle corridor and continues to the Thames and to the Green Belt to form the Regional Park. The opportunity to provide and manage the South East London Green Chain, largely falling within East London, as a Regional Park facility can assist in alleviating the deficiency area in the east of this sub-region.

205. The sub-region is well served by Metropolitan Parks. Borough open space strategies should address the indicated District Park deficiency areas by identifying opportunities to create new parks, expand and improve the quality and facilities of existing Local Parks and/or private open space.

206. **Green Arc and urban fringe**. The "Green Arc" initiative promotes the positive management and use of the urban fringe to provide a good quality environment for people and wildlife[39]. The sub-region should support the Surrey and South West London Green Arc approach and work in partnership in the area identified in Annex 4, Map 4D.3. Stakeholders are encouraged to establish a Green Arc partnership to cover the south east quadrant of London and adjacent area of Kent.

Action 4D

(i) The Mayor will work with boroughs and other partners in helping to redress the deficiency in access to Regional Parks through the Wandle Valley and South East London Green Chain opportunities.

(ii) In their LDFs boroughs are asked to set out proposals to meet deficiencies in access to Metropolitan and District Parks and to take forward the Green Arc initiative.

4E. Wildlife and biodiversity

207. South London's wildlife sites overlap widely with Green Belt, Metropolitan Open Land and with the hierarchy of open spaces of the London Plan, but include further areas, which complete the strategic network of natural open space. Three spatial issues should guide the protection and enhancement of these areas[40], and further provision for wildlife. First is the function of the network in providing corridors and stepping stones to promote the movement of species across the map of south London. Second is the provision of environmental education centres. Third, and most important, is development to remedy the deficiencies in access to nature, evident in the Areas of Deficiency (Annex 4, Map 4D.4).

208. The wildlife sites provide a network of natural open space to promote the movement of wildlife through the sub-region. The main corridors follow the Thames and upper Wandle Rivers with valuable wet grasslands, woodlands and heathlands. Elsewhere there are important clusters of heathlands and acid grasslands at Richmond Park and Wimbledon Common, and a band of woodland and grassland sites across the south from Farthing Down to High Elms, with an extension north to Scadbury Park.

209. There are significant deficiencies in north west Croydon, west Bromley, and in a broad band running from New Malden through Sutton to Purley, and many smaller areas. The management and improvement of open spaces should be

informed by the ecological zones of the south, which are more complex than those elsewhere in London, ranging from the chalk downs in the south east of the sub-region, through high level sands and gravels, the clay hill slopes, low level sands and gravels and the alluvium near the rivers to the Thames and its tributaries (Map 4D.5, Annex 4). Existing wildlife sites in these zones illustrate the habitat appropriate for new provision.

210. In line with best practice it is recommended that all development in South London should generate a net increase in the quality and quantity of wildlife habitat[41]. Where wildlife habitat is not present on site and all opportunities associated with the site have been considered, financial contributions for the creation, restoration and maintenance of off-site habitats and species (the Mayor's wildlife sites, and priorities identified by local Biodiversity Action Plans) should be made. Further guidance on implementation is provided in the Mayor's Biodiversity Strategy, in 'Design for Biodiversity'[42] and in 'Building Green'[43].

211. To aid in the provision of access to nature, the Mayor identifies Areas of Deficiency in access to nature. These are shown in Map 4D.4 in Annex 4. The Areas of Deficiency can be addressed through three processes:

(i) Improving the natural value of an accessible site, or creating a new site, to provide a significant experience to nature.
(ii) Providing new access points to a site providing a significant experience of nature, or opening up access to a previously restricted site.
(iii) Improving the walking access through areas surrounding a site, bringing more parts of developed London into the one kilometre walking distance.

Action 4E

Boroughs are asked to identify areas of deficiency in access to nature and to indicate how these can be redressed in their LDFs.

4F. The Blue Ribbon Network.

212. The Blue Ribbon Network in South London includes a significant stretch of the River Thames which has a major sports and recreation focus, the River Wandle, Beverly Brook, Hogsmill Brook, the upper reaches of the River Ravensbourne and other smaller tributaries.

213. The River Thames is a great asset to western parts of the sub-region. The Thames Strategies Hampton to Kew and Kew to Chelsea set out management plans for this stretch of the river and are valuable partnerships that promote integrated and sustainable approaches to the river and riverside areas. These will be reviewed in the near future and their recommendations should be given appropriate consideration. A particular issue for this stretch of the Thames is its sports and recreational use, which should be promoted and development that encourages such uses should generally be supported. The GLA will be researching the demand for and provision of boat servicing facilities in London during 2006/07.

214. Many of the tributary rivers have suffered from unsympathetic development and have become degraded. Restoration of these rivers will add to the environmental

and amenity value of South London. Opportunities to implement recommendations from the South London River Restoration Strategy, published by the Environment Agency in 2003, should be taken. Surface water run-off also needs to be sustainably managed to ensure that the overall water management of these rivers more closely reflects natural patterns. Linked to river restoration and sustainable flood risk management, attempts should be made to store surface water during storms within the functional flood plain of tributary rivers.

Action 4F

(i) Boroughs, the Environment Agency and other partners are asked to protect and promote the potential of water and waterside areas.

(ii) Boroughs, and where appropriate the Mayor and LDA, should work to implement the proposals contained within the South London River Restoration Strategy through a combination of decisions on planning applications and specific projects.

Section 5. Managing the development tools and processes.

5A. Densities

215. There would appear to be significant opportunities for increasing densities. There clearly is a potential for increasing overall housing output through relatively modest increases in density in line with the ranges set out in the London Plan. Progress has been made in recent years in terms of raising the intensity of housing development in all boroughs within the sub-region. Croydon has achieved the greatest increase in densities over earlier figures in the period 1998-2002. Other South London boroughs could perhaps do more to promote appropriate intensification of housing development based on higher design and environmental standards.

216. As a general principle, the sub-region will benefit from policies that encourage a fuller mix of uses, especially in town centres. Different uses will not always be compatible and residential environments in particular need protection from unacceptable levels of intrusion of noise, traffic and other nuisances. However, mixed-uses will often provide a financially viable approach that will also contribute to the objective of sustainable communities.

217. Densities have been rising since the publication of the London Plan (see Table 5A.1, Annex 4). The sub-region's larger sites will be better able to accommodate higher densities than many smaller infill sites that have to relate sensitively to their surroundings. On the other hand, there is likely to be an increased need to accommodate additional social infrastructure on the larger sites in order to achieve sustainable communities.

218. Both of these issues underline the need to prepare masterplans for the larger sites in a way that mirrors the full range of requirements of this SRDF. These masterplans need to address the appropriate introduction of higher densities in a consistent way across all boroughs[44]. Boroughs are asked to include detailed proposals for densities in their LDFs, in accordance with the SRQ matrix and other London Plan policies.

5B. Housing mix

219. Recent performance shows that while performance is better than some other sub-regions there is still relative under-provision of larger units, see Table 5B.1 in Annex 4. This is an important issue and the trend needs to be altered in order to develop sustainable communities, meet the full range of housing need, and reduce the migration of family households out of London.

Action 5B

Boroughs, through their LDFs and planning decisions, should ensure that sufficient larger residential units are provided to meet identified housing requirements.

5C. Mixed use and changes of use

220. Mixed uses are likely to become more prevalent in the sub-region. This can bring several benefits: for example larger retail developments can accommodate residential on upper floors, and the re-introduction of housing into town centre schemes can help to re-vitalise centres and add to safety at night. Particular care will be needed in the location, design and management of late night entertainment facilities to minimise risk of disturbance to existing residents, and maximise potential for new town centre housing.

221. In general the key to achieving sustainable centres is likely to be a combination of private and public partnership working and mixed-use re-development. Such partnerships will be important in enabling site assembly, usually in connection with more comprehensive town centre renewal schemes. This may entail the use of compulsory purchase procedures. Partnerships are also needed to help enhance and maintain the office, industrial and town centre environments, for example through BIDS.

222. Rejuvenation of the sub-regional office offer may entail a reduction in gross office stock but an uplift in the quality of the remainder. In consolidating the office content of centres, changes from office to other uses, especially housing, should be encouraged[45] in line with the guidance in Section 1 above.

Action 5C

In preparing LDFs, development frameworks and assessing larger proposals, boroughs are encouraged to consider whether the introduction of a wider range of uses could increase the sustainability of development taking into account London Plan policies 3B.4 and 4B.1.

5D. Tall buildings

223. The London Plan commits the Mayor to work with the boroughs and the strategic Partnerships to help identify suitable locations for tall buildings for inclusion in LDFs and the SRDFs (Policy 4B.8). The Mayor is due to publish extensive guidance on the management of strategic views in the form of a London View Management Framework in the summer of 2006. The most appropriate areas for intense land uses and tall buildings are those with good public transport links subject to assessment about capacity and the urban design requirements expressed in Policies 4B.8 and 4B.9 of the London Plan. The Croydon town centre masterplan already presumes some tall buildings. The possibility that parts of Lambeth (Vauxhall/Battersea), Croydon, Sutton, Merton and Kingston might be suitable should be considered. These and other proposals for locations for tall buildings that may be identified as suitable should be subject to an urban design study that includes an examination of opportunities and constraints, including topography, designated strategic and local views, local context, scale, height, urban grain and setting. Local Development Frameworks should provide further detail to identify such locations. More specific detail is a matter that should be included in borough LDFs.

5E. Further information

There are five Annexes attached.

Annex 1 Gives more detail on the town centre network

Annex 2 Sets out the key issues, emerging capacity estimates and indicative boundaries for each of the Opportunity Areas and Areas for Intensification together with indicative boundaries of the Strategic Employment Locations that need to be taken into account in LDFs and the planning frameworks for those areas.

Annex 3 Updates the London Plan transport phasing diagram for the sub-region.

Annex 4 Contains detailed tables, maps and figures to support the main conclusions drawn in the body of the SRDF.

Annex 5 Lists potential issues that have arisen which may need to be considered in the review of the London Plan and preparation of LDFs.

Abbreviations used in this document

AfI	Area for Intensification
BAA	British Airports Authority
BME	Black and Minority Ethnic Communities
bn	billion
DfES	Department for Education and Skills
DfT	Department for Transport
GLA	Greater London Authority
ha	Hectares
IIA	Integrated Impact Assessment
LDA	London Development Agency
LCN+	London Cycle Network Plus
LDD	Local Development Document
LDF	Local Development Framework
LIP	Local Implementation Plan (transport)
LSC	Learning and Skills Council
m	Metres/million
mppa	Million passengers per annum
mt	million tonnes
NHS	National Health Service
OA	Opportunity Area
PPP	Public Private Partnership
PPS	Planning Policy Statement
SEL	Strategic Employment Location
SERAS	South East and East of England Regional Air Services Study
SLP	South London Partnership
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
Sq.m	Square metres
SREDIP	Sub-Regional Economic Development Implementation Plan
SRDF	Sub-regional development framework
SME	Small to Medium Sized Enterprises
TfL	Transport for London
UDP	Unitary Development Plan

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[9] Comparison goods include items such as clothing, shoes, jewellery, furniture, carpets, household appliances and utensils, bicycles, sports equipment, garden products and books.
[10] Convenience goods include items such as food, drinks (alcoholic and non-alcoholic), tobacco, newspapers and periodicals.
[11] Experian Business Strategies. London Town Centre Assessment Stage 1 Comparision Goods Floorspace Need. GLA, 2004
[12] These have been sourced from boroughs, the London Development Monitoring System (LDMS) and a commercial database of new retail development (EMAP Glenigans).
[13] Experian Business Strategies. London Town Centre Assessment Stage 2. Convenience Goods Floorspace Need. CLA, 2005
[14] Experian Business Strategies 2004 op cit
[15] Mayor of London. London Cultural Capital, 2004 – see paras 5.28-5-45
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[19] Department for Education and Skills, Statistics of Schools in England 2005
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[44] Mayor of London. Housing Provision Draft Supplementary Planning Guidance. GLA, 2005

Annex 1 - Town Centres

South London Town Centre Network

Borough/Centre	London Plan Classification	Total GOAD/CASA floorspace (sqm)	Modelled Indicative Comparison Goods Floorspace Need (sqm) 2001-2016[1]	Commentary
Bromley				
West Wickham	District	26,000	1,000	
Petts Wood	District	21,000	<1,000	
Penge	District	30,000	2,000	
Crystal Palace(part)	District	--*	--*	
Orpington	Major	52,000	4,000 - 6,000	Exploit opportunities for reconfiguration and intensification of town centre mix of uses to support role as Major centre.
Bromley	Metropolitan	170,000	35,000 - 51,000	Metropolitan role should be strengthened through improved accessibility upon implementation of Thameslink 2000 and London Metro.
Beckenham	District	38,000	1,000	
Residual			*5,000 - 8,000*	
Croydon				
Upper Norwood	District	29,000	1,000	
Thornton Heath	District	44,000	<1,000	
South Norwood	District	21,000	<1,000	
Purley	District	28,000	<1,000	Known potential for intensification
Crystal Palace (part)	District	--*	--*	
Norbury	District	20,000	<1,000	
Croydon	Metropolitan	253,000	34,000 - 53,000	Exploiting the mixed use potential of the Opportunity Area and implementation of significant retail developments in the pipeline should further strengthen the Metropolitan role of this centre.
Coulsdon	District	18,000	1,000	Known potential for intensification
Addiscombe	District	10,000	1,000	
Residual			*21,000 - 31,000*	
Kingston				
Tolworth	District	23,000	1,000	
Surbiton	District	29,000	<1,000	
New Malden	District	29,000	1,000	
Kingston	Metropolitan	242,000	26,000 - 43,000	Metropolitan role should be strengthened through the implementation of retail, residential, cultural and creative industries developments and the Kingston K+20 vision.
Residual			*4,000 - 7,000*	
Merton				
Wimbledon	Major	79,000	10,000 - 14,000	Role as a Major centre should be supported by flourishing mix of retail with growing evening economy and leisure offer. Tramlink extension options being re-examined.
Morden	District	24,000	1,000	
Mitcham	District	23,000	1,000	
Residual			*9,000 - 14,000*	

Borough/Centre	London Plan Classification	Total GOAD/CASA floorspace (sqm)	Modelled Indicative Comparison Goods Floorspace Need (sqm) 2001-2016[1]	Commentary
Richmond				
Twickenham	District	38,000	1,000	
Teddington	District	27,000	1,000	
Richmond	Major	58,000	7,000 - 11,000	Role as a Major centre should be enhanced by sensitive intensification and by building on niche roles in culture, leisure and tourism offer including careful management of its vibrant evening economy.
East Sheen	District	31,000	<1,000	
Whitton	District	19,000	--*	
Residual			*3,000 - 4,000*	
Sutton				
Worcester Park	District	29,000	1,000	
Wallington	District	22,000	<1,000	
Sutton	Metropolitan	145,000	10,000 - 16,000	Considerable potential for mixed use intensification. Accessibility of this Met centre should be further improved upon implementation of Thameslink 2000. Tramlink options under investigation.
North Cheam	District	23,000	1,000	
Cheam	District	18,000	1,000 - 2,000	
Rosehill	District	8,000	--*	
Residual			*3,000 - 4,000*	
Wandsworth				
Wandsworth	Major	45,000	<1000	Investment in town centre and riverside underway. Health check indicates that this centre may actually be functioning as a large District centre. Potential for intensification/extension under investigation.
Tooting	Major	69,000	1,500 - 2,000	Major centre role supported by flourishing mix of leisure and retail with a strong ethnic dimension. Tramlink options being investigated.
Putney	Major	52,000	6,000 - 9,000	Major centre role supported by mix of high quality retail, leisure including evening economy and residential intensification.
Clapham Junction	Major	69,000	6,000 - 10,000	Europe's busiest rail interchange with a thriving evening economy. Accessibility will be further improved upon implementation of the East London Line component of Orbirail.
Balham	District	30,000	<1000	
Residual	--		*2,000 - 3,000*	

--* not identified

Note (1): Indicative modeled requirement only, based upon £4,000/sqm sales density, range 2.0-2.5% productivity growth. Development schemes in pipeline have been taken into account.

Annex 2 Opportunity Area, Area for Intensification & Strategic Employment Locations

OPPORTUNITY AREA Croydon Town Centre

Borough: Croydon

	London Plan estimated capacity 2001-2016	Emerging capacity based on LP area 2001-2016	Net Change	Potential future direction (to inform LP review) 2001-2026
Site Area (ha)	78	78	--	78
Indicative Employment Capacity	5,500	5,500	--	5,500
Minimum homes	2,000	2,700	+700	2,700

Strategic Objectives (from the London Plan, Feb 2004)

The London Plan highlights the Area's unique status as a Metropolitan town centre, one of London's two strategic office centres outside central London and as an Opportunity Area.

It states that "the planning framework should take an integrated approach to a number of sites which even individually are of strategic importance – those covering the station, Fairfield Halls, Croydon College, Park Place and the Whitgift extension …. (it) should build on the council's strategy to re-brand the offer of Croydon to meet modern commercial needs, developing its ability to provide a major London presence with ready access to central London but at considerably less cost.

"This will require realism in the balance to be struck between new office development and encouraging the conversion of redundant buildings to other uses. A rejuvenation of the mix and vitality of supporting uses and enhancement of the environment will help support re-development, as well as exploration of new opportunities that may arise through Croydon's proximity to Gatwick airport/LDF… (it) should explore the scope for encouraging tall buildings in Croydon."

Key Issues

- Ensure that the unique strategic significance of Croydon is fully reflected in the Framework, as well as addressing local needs.
- Ensure that the Framework is forward looking, creative and realistic in its aspirations, not based on past role of Croydon as a back-office/corporate HQ/government admin centre.
- Reconcile Framework with 2020 Vision and, more particularly, with UDP/LDF.
- Make sure that Framework has a clear appreciation of future as well as existing occupiers and their future requirements and current/future level of vacancy/under-used stock beyond cyclical variations.
- Framework should incorporate management plan to guide transition from historic to modern office role: cataclysmic changes are not expected but needs positive process to plan/anticipate incremental structural change.
- Upgrade capacity of East and West Croydon stations and strengthen and facilitate improved public transport links.
- Essentially anticipate managed, selective reduction in overall floorspace requirement, retention of office capacity if not all existing stock in most attractive locations focused on public transport; managed transition from relatively high car dependency to higher public transport use; mixed use development within these areas which enhances their attractiveness as an office location, for the most part office led but, where appropriate housing/leisure/retail led with a significant office component to secure renewal of office stock. In view of fragility of ensure that mixed use proposals.
- Beyond these locations encourage changes from offices to more viable retail/leisure/housing/hospitality mixed uses, possibly with a new office component where this will complement the retained office locations. Ensure that such changes enhance the overall

- attractiveness of Croydon, initially for residential/retail/leisure activities but ultimately for a renaissance in its office functions.
- Seek more positive partnership with owners/occupiers of existing degrading/potentially degrading office stock which still remains viable in office use at relatively low rents, to explore how its appearance/function can be enhanced to complement broader measure to improve Croydon's office brand/offer, including greater provision/stronger management for smaller scale, sometimes more locally based, occupiers.
- Stress importance of enhancing attractiveness of the office environment through public realm, permeability, ancillary use improvements and linkages with the wider offer of the town centre to office workers and visitors.
- That good quality open space is provided and linked to the wider network, addressing any deficiencies in public open space and improving access to nature.
- Active partnership with Gatwick related activities to explore how office capacity in Croydon can relieve pressure around the airport, including scope for more affordable public transport linkages.
- Active partnership with west CAZ office stakeholders to explore scope for complementary synergy with Croydon office capacity and good public transport linkages.
- Creative, attractive and carefully branded responses to potential substantial increases in need for leisure and retail space (see Section 2A), complementing the distinct offers of different quarters of the town centre.
- More proactive town centre and night time economy management to reinforce a new, distinctive Croydon brand/offer.
- Incorporate smaller sites and opportunities into the Framework.
- Wider partnership working to maximise contribution of strategic as well as local partners seeking rejuvenation of the Area.
- Main sites are: Croydon Gateway site (includes 560-834 units); College site/Fairfield Hall Park Place/Minerva site.
- In addition there are active planning proposals for residential development for the following smaller town centre sites: Fairfield House (196 units); St James Road site (184 units) and Lennig House (office conversion).
- The borough anticipates revising the estimate for new housing in this Opportunity Area and the Mayor wishes to engage in this process.

Infrastructure Issues

- Electricity – The load forecast for the area covered in the period up to 2016 ranges from 15MW – 17MW of load. The provision of 33/11kV infrastructure are as follows: Installation of Croydon North 33/11kV Substation (including 33kV circuits, the installation of 11kV cables from Croydon Central 33/11kV Substation and the relocation of the existing East Croydon 33/6.6kV Substation for the Fairfield Development.
- Gas – Capacity is generally available but will need to be assessed in detail at the time of definite development proposals.
- Water – New water resources may be needed and new or improved local supply infrastructure may need reinforcement subject to nature of proposals. Developers may be required to fund studies to ascertain impacts of proposals on existing water supply infrastructure. All reasonable measures should be taken to reduce demand should be implemented. Groundwater should be protected.
- Sewage –Local and trunk sewer network discharges to Beddington STW. Due to existing capacity/operational issues with sewers in this area, developers may need to fund studies to ascertain the impact of development on existing waste water infrastructure.
- Flood Plain/Drainage – No flood plain identified. Study needed to investigate most sustainable options for surface water. Sustainable urban drainage system/on site retention should be prioritised.
- Blue Ribbon Network – None present although local surface water drains will discharge to the River Wandle.
- Police/Emergency Services - Safer Neighbourhood Team base required within the Town Centre and at East Croydon Station; Triage custody provision within shopping centre required (triage comprises cell room and search facility for shoplifting and associated crime).

Status at April 2006

LB Croydon published Supplementary Planning Guidance for Central Croydon in March 2002. In response to GLA representations on UDP a commitment has been given to a more proactive approach to renewal of the town centre including offices, as outlined above. Initial soundings from Croydon were that the Council is content with existing 2020 vision. However, as this becomes increasingly out of date there are some signs this position is beginning to change. Particularly given recent consultation on Fairfield Hall.

Strategic land use objectives set out in the SPG are:

* Diversify the range and size of land uses and activities in order to assist Croydon's economic social and environmental sustainability.
* Encourage appropriate new uses for under-used buildings.
* Encourage and facilitate redevelopment to provide a new balance of property types to assist in Croydon's sustainability.
* Aim to integrate land uses in commercial areas of the town and alter the areas of single-use, to create a greater mix and variety.

Land use guidance is as follows:

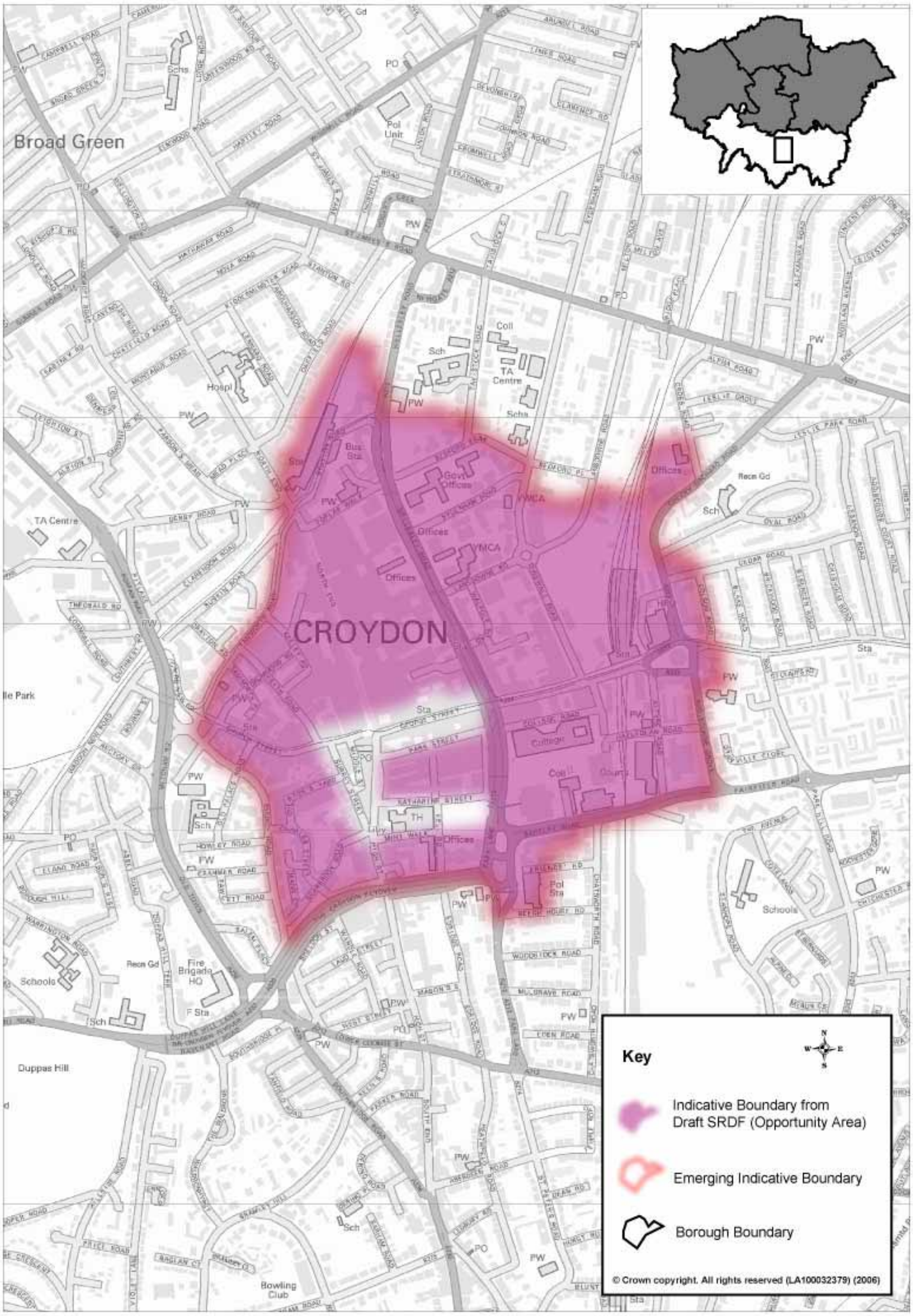
* Interactive ground floor uses along main pedestrian routes irrespective of upper floor use.
* The development of hotels in appropriate locations.
* Development that seeks to improve Croydon's growing tourist industry.
* Ensuring all design makes a positive contribution to the mitigation of crime and disorder.
* Development that seeks to increase the scope for educational facilities and functions in and around central Croydon.
* An increase and diversification of the range of new leisure facilities, in order to draw more people of different ages and cultures into the area, particularly in the evenings and at weekend.s
* The introduction in appropriate locations of a range of commercial workspace, small scale retail and residential use, including higher density near public transport in order to create a greater sense of ownership, activity and security.
* An increase in residential accommodation and encouragement of development that will help to secure a significant quality of new affordable and intermediate accommodation.
* New accommodation for the Warehouse Theatre.
* The use of the town centre into the evenings and the illumination of buildings at night, particularly those of architectural importance in the street scene.
* Development that makes the provision for cultural industries and supports the arts.

LB Croydon published 2nd deposit draft proposed modifications in February 2006. The borough intends to produce an Area Action Plan later in 2006.

Indicative Phasing

	2002-2006	2007-2011	2012-2016	Post 2016
Key transport infrastructure				
National Rail Improvements				
Bus Capacity increases				
Thameslink 2000				
Croydon tramlink extension to Crystal Palace				
Other Croydon tramlink extensions				

Croydon Opportunity Area: Indicative Working Boundary
(to be refined through ongoing SRDF process for definition in LDFs)



AREA FOR INTENSIFICATION South Wimbledon/Colliers Wood

Boroughs: Merton/Wandsworth

	London Plan estimated capacity 2001-2016	Emerging capacity based on LP area 2001-2016	Net Change	Potential future direction (to inform LP review) 2001-2026
Site Area (ha)	120	120	--	120*
Indicative Employment Capacity	2,000	2,000	--	2,000*
Minimum homes	1,300	1,300	--	1,300*

* To be updated following current review of land use policy in Merton as part of the process of preparing the LDF

Strategic Objectives (from the London Plan, Feb 2004)

The London Plan recognises the strategic importance of the discontinuous chain of older industrial areas and relatively small industrial sites along the Wandle Valley as a whole. It notes the continuing importance of traditional manufacturing and emerging newer activities including those associated with the media and aviation, the potential contribution of regional and local transport improvements to regeneration of the area and the access to employment opportunities that these provide to deprived inner London communities and other residents within the sub-region.

Within the Wandle Valley the London Plan highlights the scope for intensification and brownfield re-development of the Area represented by the Valley Sewage Works, Wimbledon football club and dog track, Dunsford Road industrial estate and Colliers Wood itself.

The "planning framework for this area should explore how improvements in public transport could enhance local accessibility … linkages with communities in areas for regeneration should be considered. The framework should provide incentives for intensification … encouraging changes from inappropriately located retail provision to more sustainable business activities. Site assembly and decontamination are also important … "

"In preparing the (SRDF) partners should explore potential for intensification around Mitcham/Willow Lane (c60 ha) … as a key node … if public transport could be improved"

Key Issues

- In light of local and strategic demand assessments and proposals for the CAZ related Vauxhall/Nine Elms/Battersea Opportunity Area, refine appreciation of the amount of industrial land which should be retained within the Wandle Valley as a whole, the extent to which industrial provision requires renewal, the role which mixed use redevelopment/intensification could play in this process and the way in which in which its geographical distribution could complement strategic as well as geographical objectives.
- Investigate incentives to consolidate, redevelop and intensify inappropriately located retail provision in ways which will support the Valley's viable industrial strengths, including re-designation of coherent industrial areas.
- Investigate and define scope to extend and enhance the strategic leisure, heritage and environmental offer of the Wandle Valley as a whole in ways which will complement the overall objectives above.
- Ensure the value of historic townscape is recognised and that important features are incorporated
- Increase access to, improve quality of and provide public open space adjacent to the Wandle Valley as part of the Wandle Valley Regional Park Initiative to provide an open space network from the Thames to Beddington Park and beyond.

- Test options to improve strategic public transport and associated scope for intensification recognising that these are currently unfounded, especially in the Mitcham/Willow Lane area.
- Explore how relatively poor permeability and local public transport access to and within the Valley can be enhanced for both local residents and deprived inner London communities.
- Ensure that more specific proposals for the South Wimbledon/Colliers Wood Intensification Area are integrated with those for the Valley as a whole.

Infrastructure Issues

- Electricity – The load forecast for this area up to 2016 ranges from 5MW to 16MW of demand. These areas are covered by Durnsford, Merton and Gorringe Park substations. These substations are already at their firm capacities and would not be able to meet this load. It is therefore proposed to meet this load from Durnsford substation by replanting / reinforcing it at 132kV. By equipping Durnsford with 2 X 60MVA transformers (with a facility for a third incorporated), we would create sufficient capacity to meet this load. The 132kV cables would be connected at Wimbledon 132kV supergrid point. This extra load may require reinforcement at the supergrid site.
- Gas – Capacity is generally available but will need to be assessed in detail at the time of definite development proposals.
- Water – New water resources may be needed and new or improved local supply infrastructure may need reinforcement subject to nature of proposals. Developers may be required to fund studies to ascertain the impacts on existing water supply infrastructure. All reasonable measures should be taken to reduce demand should be implemented. Groundwater should be protected.
- Sewage – Area is served by trunk sewer which discharges to Crossness STW but study needed to assess impacts on local and trunk sewer network. Developers may be required to fund this study.
- Flood Plain/Drainage – Need to take into account flood risk implications which can constrain the feasibility of development. Most of the area is within the floodplain of the River Wandle, development within these areas will require a Flood Risk Assessment, a strategic Flood Risk Assessment of the AfI would be beneficial linking to the wider Wandle Valley. Study needed to investigate most sustainable options for surface water. Sustainable drainage system/on site retention should be prioritised.
- Blue Ribbon Network - Area includes extensive parts of the River Wandle. Development should respect and enhance this river corridor which is degraded in parts and in need to restoration.
- Police/Emergency Services - Pan-London patrolling facility of up to 10,000 m^2 and safer Neighbourhood base required.

Status at April 2006

The GLA with partners is producing a Framework, which explores opportunities for redevelopment on suitable major sites, improving transport provision and accessibility and enhancing the employment and business offer of the area. Capacity for increased numbers of dwellings and jobs in the South Wimbledon/Colliers Wood Area for Intensification to be updated following current review of land use policy in Merton as part of the process of preparing the LDF.

Previous LDA investment has included the SRB funded ‘Made in London’ manufacturing support programme. TfL has also funded some minor local transport improvement works.

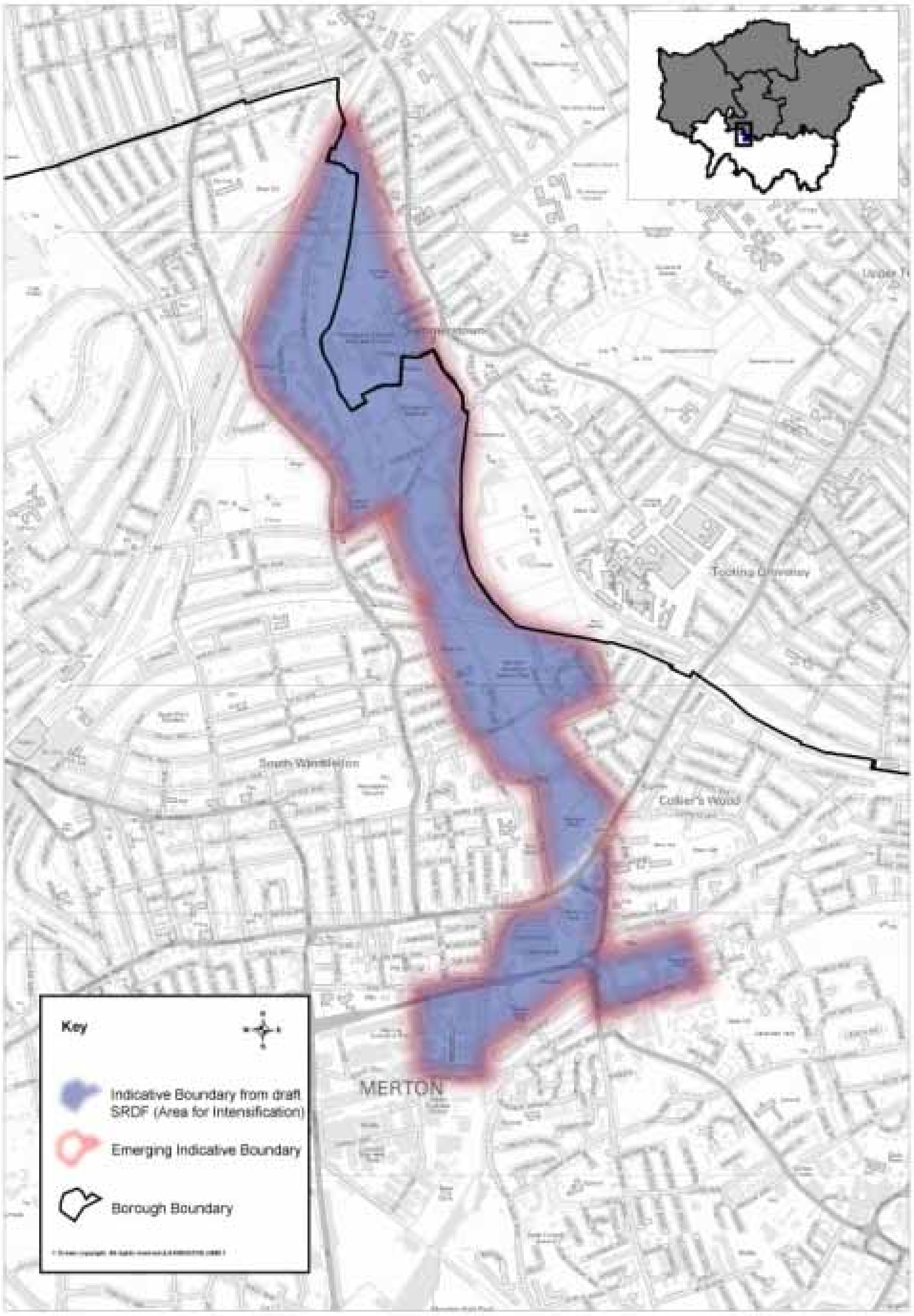
Intention to take forward a circa £80k study, funded largely by LDA.
Merton very keen to progress study to include Wandle Valley/Plough Lane.

At the end of 2005 there were at least 1,137 dwellings under construction or in the pipeline in the three wards that cover this Area for Intensification.

Indicative Phasing

	2002-2006	2007-2011	2012-2016	Post 2016
Key transport infrastructure				
National Rail Improvements				
Underground improvements				
Bus Capacity increases				
Northern Line upgrade				

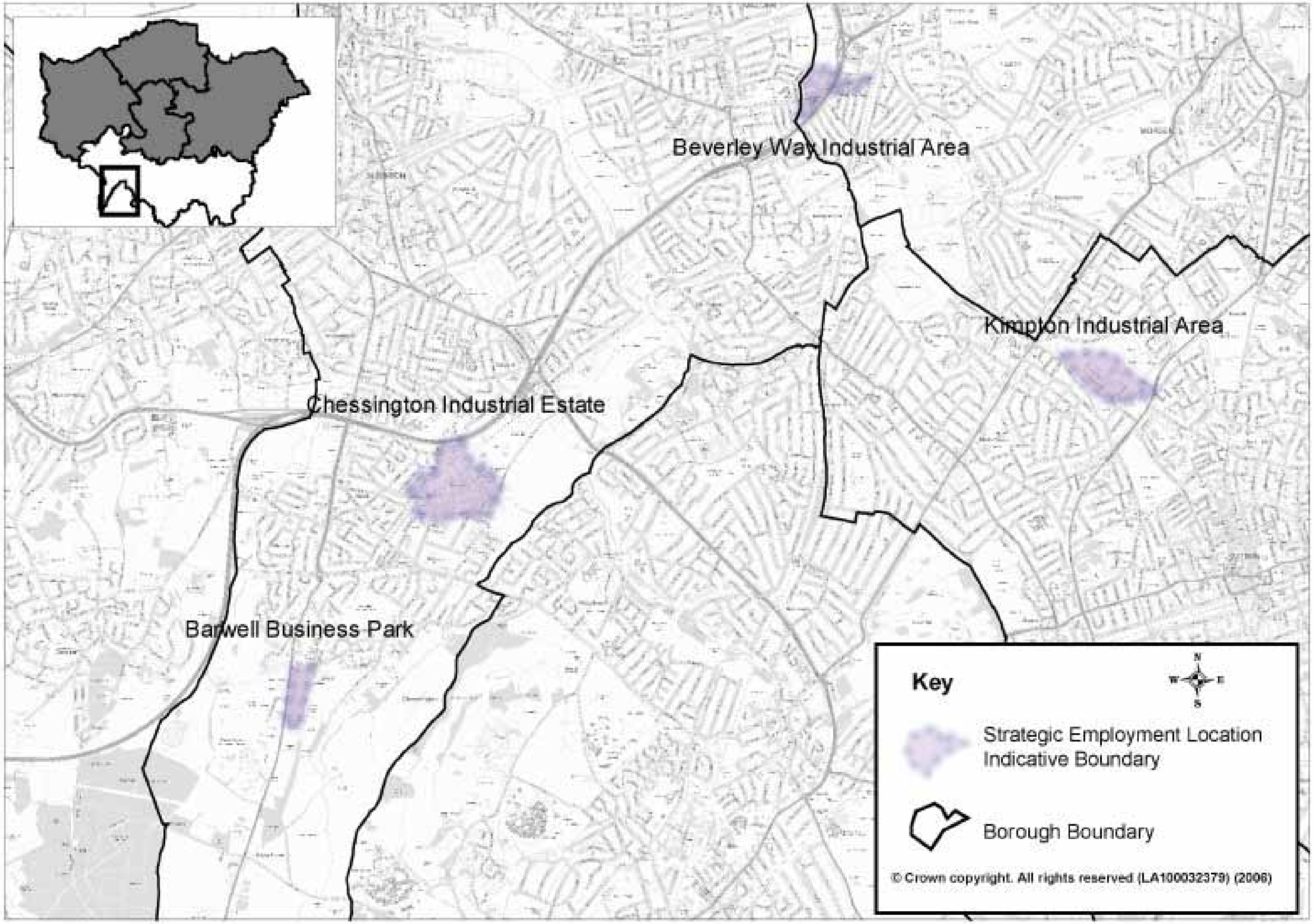
South Wimbledon / Colliers Wood Intensification Area: Indicative Working Boundary (to be refined through ongoing SRDF process for definition in LDFs)



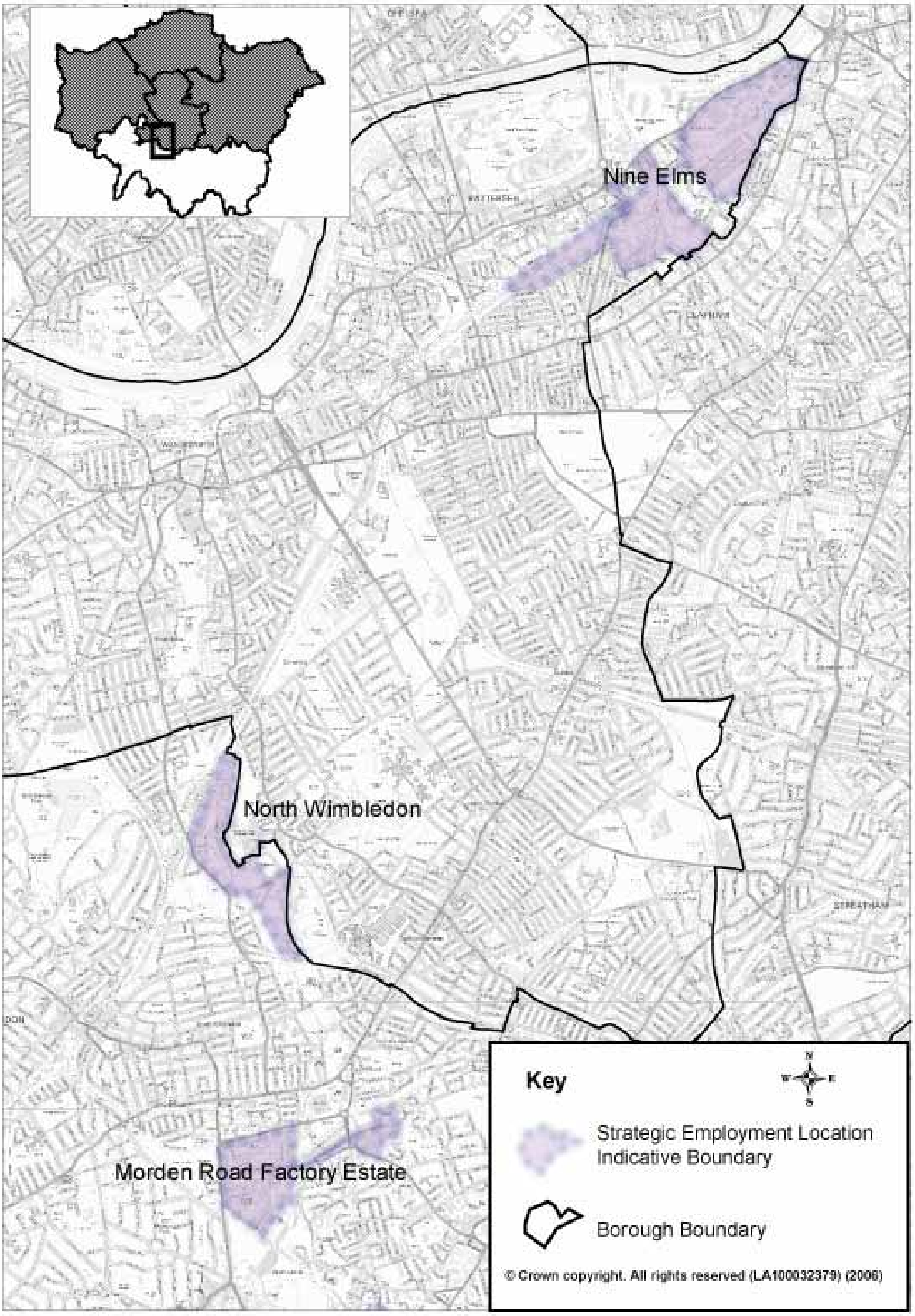
Strategic Employment Locations

(Indicative boundaries to be refined through ongoing SRDF process for definition in LDFs – see Section 2D)

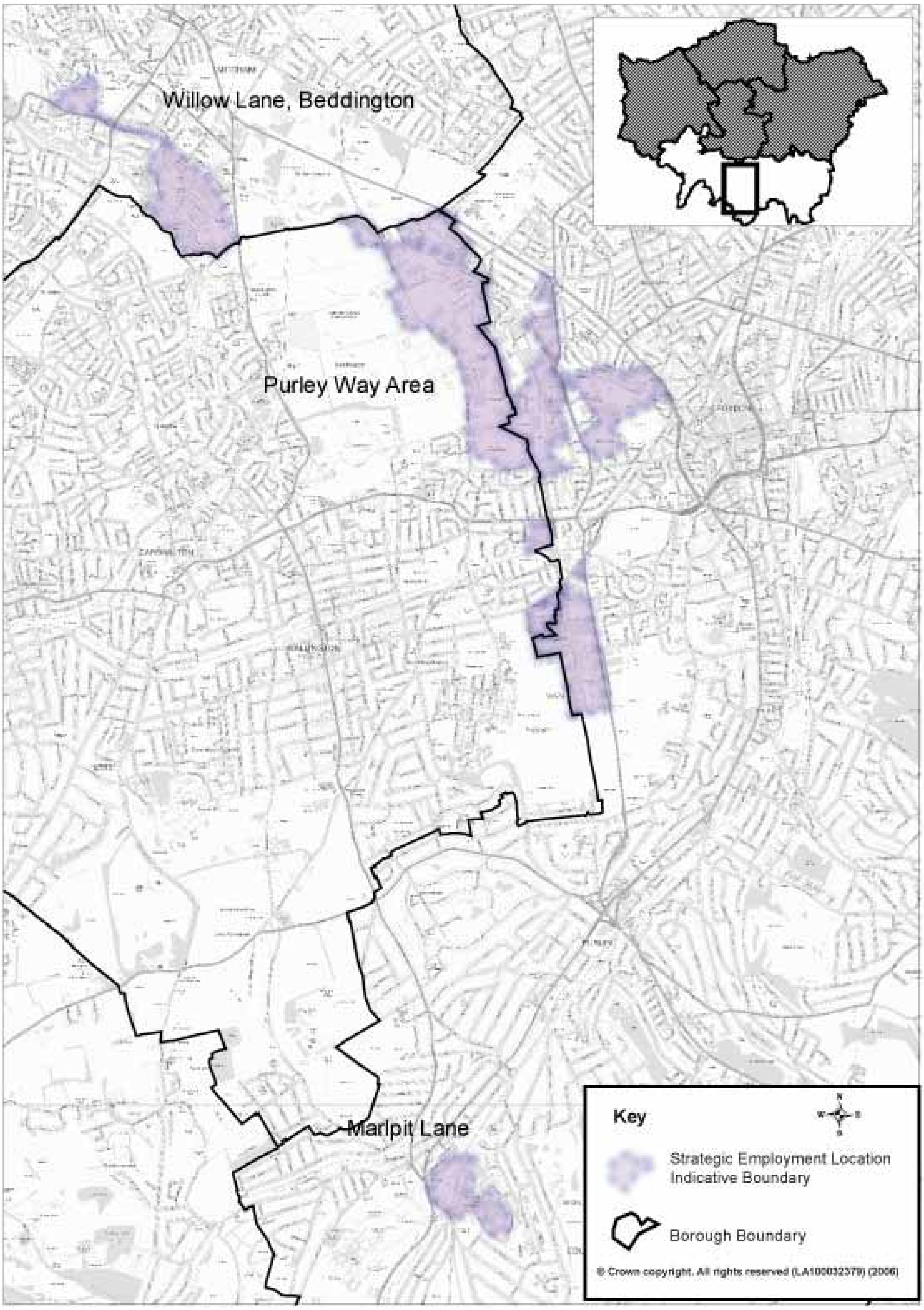
1. South London – Kingston, Merton (part), Sutton (part)



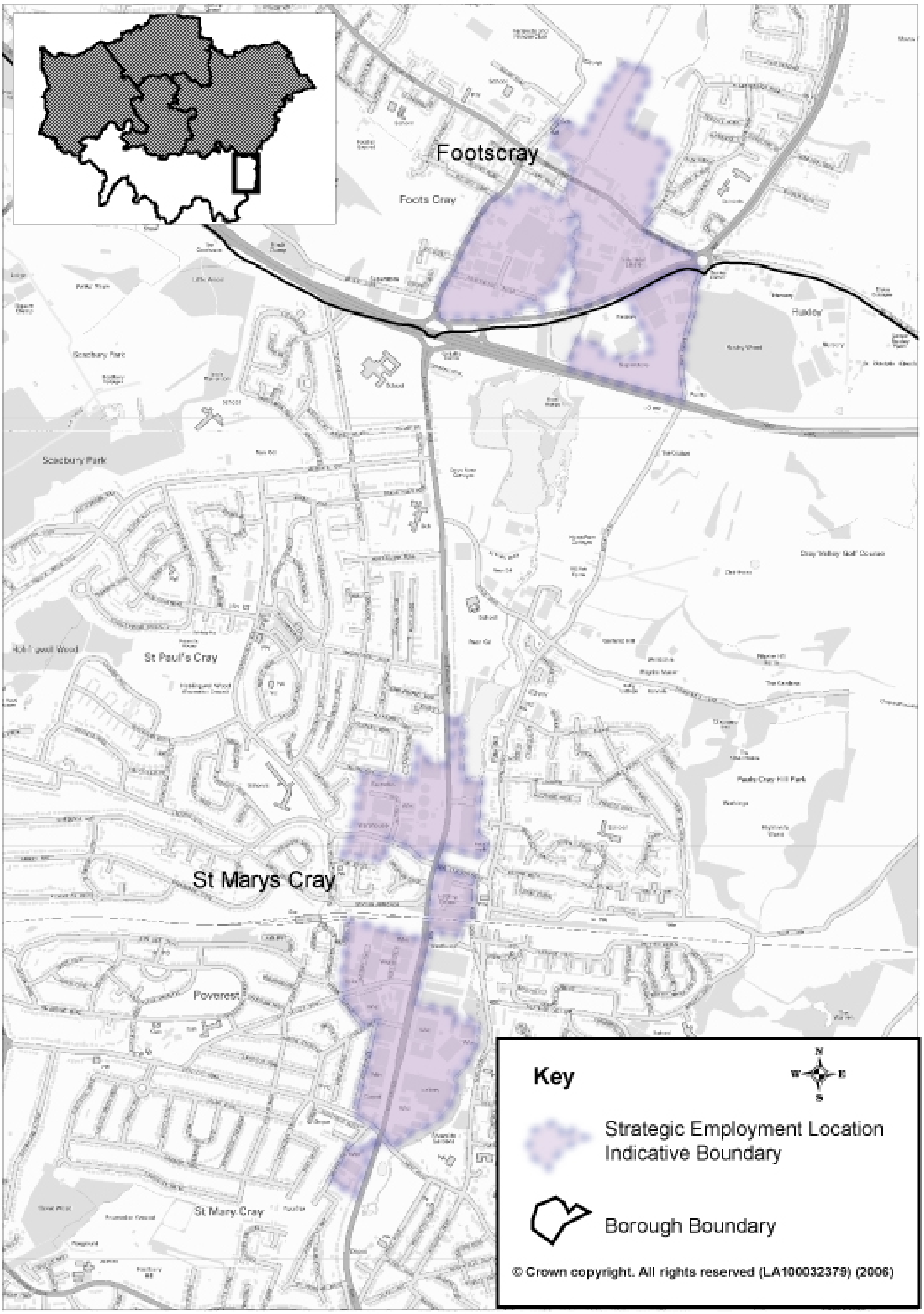
2. South London: Wandsworth and Merton (part)



3. South London: Merton (part), Sutton (part) and Croydon



4. South London – Bromley (and part Bexley, East London)



Annex 3 Indicative Phasing of South London Transport Schemes

Indicative phasing of South London transport schemes

Scheme	Cost	Lead delivery agency	**Status** (as of Spring 2006)	Indicative Phasing [1]			
				2002-2006	2007-2011	2012-2016	Post 2016
National Rail - TOC Improvements [2]	H	DfT[3]	Ongoing throughout the London Plan period				
Underground PPP	H	TfL	Ongoing throughout the London Plan period				
Bus capacity increases	H	TfL	Ongoing throughout the London Plan period				
East London Line phase 1	M	TfL	Procurement for construction currently underway				
East London Line phase 2	M	TfL	Scheme under development				
Tramlink Extensions - Crystal Palace	M	TfL	Scheme under development				
Tramlink further phases: Wimbledon-Sutton, Tooting-Sutton, Streatham-Purley.	M	TfL	Planning and feasibility work to follow Crystal Palace link				
Crossrail 1	H	DfT[3]/TfL	Applying for powers.Hybrid Bill submitted to Parliament February 2005				
Thameslink 2000	H	DfT[3]	Applying for powers. Public Inquiry completed November 2005				
Crossrail 2	H	DfT[3]/TfL	Implementation will be determined on outcome of Crossrail 1				
Northern Line Upgrade	M	TfL	Scheme under development				

Source: Transport for London, April 2006

Key to costs: L - up to £100m; M - between £100 million and £1 billion; H - over £1 billion.

Note 1 The information shows the scheduled phases for when new capacity is added to the network - based on information from TfL

2 - Including South London Metro.

3 - Planned but not committed. Implementation depends on funding approval.

Annex 4 Detailed Tables, Maps and Figures

Table 1A.1 Minimum Borough targets and monitoring targets

Borough	Total 1997-2016	Annual Monitoring Target
Bromley	11,450	570
Croydon	17,020	850
Kingston	6,710	340
Merton	8,610	430
Richmond	5,360	270
Sutton	7,400	370
South London	56,550	2,830

Source: GLA London's Housing Capacity 2000

Table 1A.2 Proposed London Plan Alterations

Borough	Total 2007/8 to 2016/7	Annual Monitoring Target
Bromley	4,850	485
Croydon	11,000	1,100
Kingston	3,850	385
Merton	3,700	370
Richmond	2,700	270
Sutton	3,450	345
South London	29,550	2,955

Source: GLA

Table 1A.3 Net completions compared to London Plan targets: 2003/4 and 2004/5

Borough	2 year Target	2003/4 Net Completions	2004/5 Net Completions	2 year completions	% target
Bromley	1040	651	759	1410	124%
Croydon	1700	763	918	1681	99%
Kingston	680	666	538	1204	177%
Merton	860	71	391	462	54%
Richmond	540	327	591	918	170%
Sutton	740	52	411	463	63%
TOTAL	5560	2530	3608	6138	109%

Source: GLA housing provision survey. 2004/5

Table 1A.4 Residential development pipeline, by borough, March 2005

	Planning Permission not started			Planning Permission Under Construction			All Planning Permissions not yet complete		
Borough	Existing	Proposed	Net	Existing	Proposed	Net	Existing	Proposed	Net
Bromley	233	1,381	1,148	366	1,202	836	599	2,583	1,984
Croydon	365	2,498	2,133	128	1,044	916	493	3,542	3,049
Kingston	83	788	705	54	402	348	137	1,190	1,053
Merton	77	828	751	72	932	860	149	1,760	1,611
Richmond	249	778	529	110	1,034	924	359	1,812	1,453
Sutton	103	658	555	73	1,087	1,014	176	1,745	1,569
South London Total	1,110	6,931	5,821	803	5,701	4,898	1,913	12,632	10,719

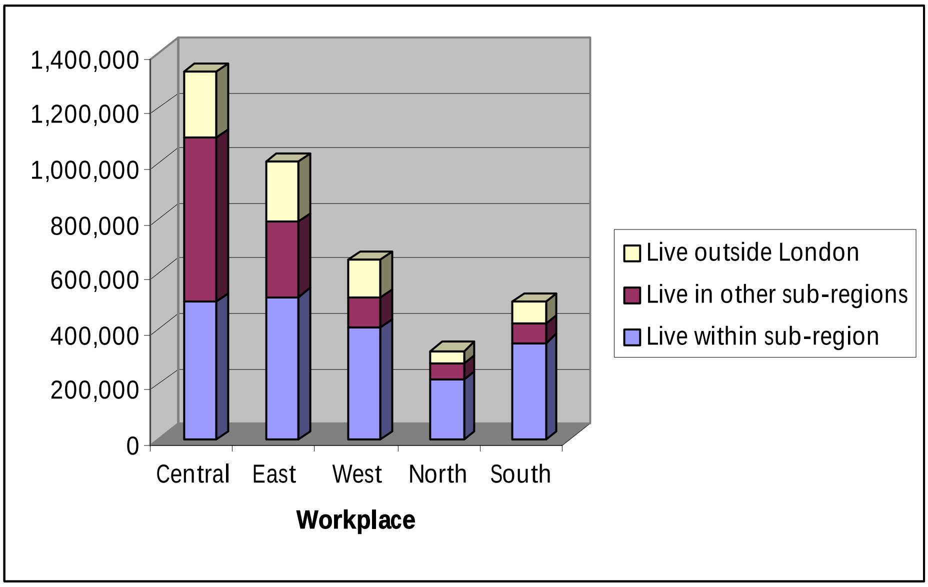
Source: GLA London Development Database March 2005
Net figures are net of losses from demolition or change of use.

Table 1A.5 Affordable housing completions 2004/5

	HC Rent	HC Sale	HC S/Life	HC Total	LA Rent	LA Sale	LA Total	Planning Obligations	Total AH	Total NET AH completions	As % NET completions
Bromley	40	36	1	77	19	12	31	0	108	107	14%
Croydon	113	76	4	190	39	0	39	0	546	542	82%
Kingston	127	38	0	165	0	0	0	0	165	165	31%
Merton	96	4	12	112	0	0	0	0	112	100	29%
Richmond	112	64	1	177	10	0	10	30	217	216	37%
Sutton	190	75	25	290	0	0	0	0	290	265	61%
SUBREGION	690	293	43	1011	68	12	80	30	1438	1395	42%

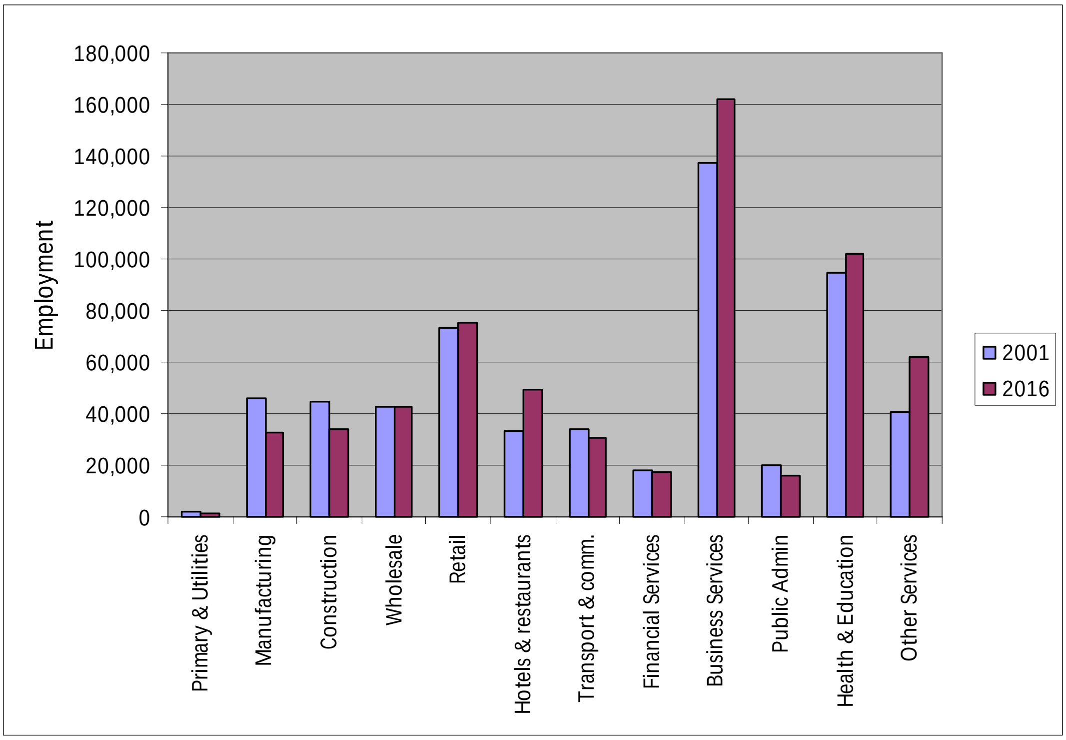
Source: Housing Corporation outturn report for 2004/5. LA HSSA 2005 returns for planning obligations (independent of grant). NET figures exclude short-life units and any estate replacement units.

Figure 1B.1 Origin (residence) of sub-regional workforce



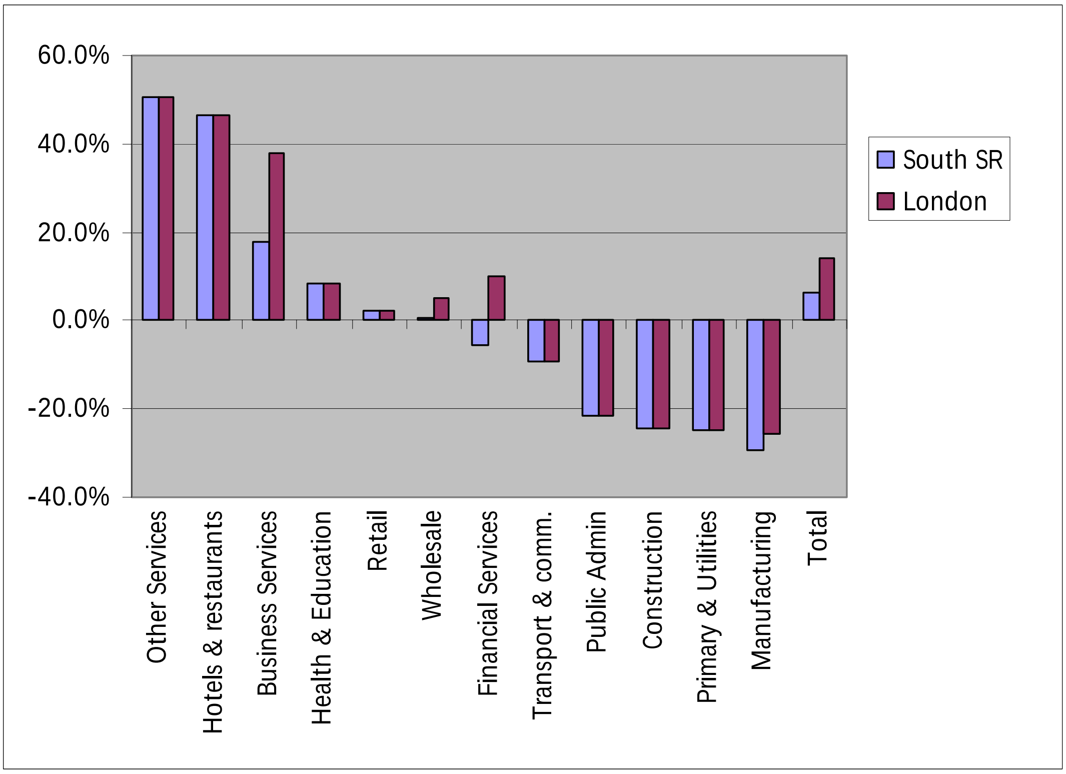
Source: 2001 Census

Figure 1B.2 London Plan projected employment in South London, by sector 2001-2016



Source: Roger Tym & Partners/GLA

Figure 1B.3 London Plan projected growth in employment by sector, South London and London, 2001-2016 (%)



Source: Roger Tym & Partners/GLA

Table 1B.4: 2006 Interim London Sub-Regions Employment Projections, Employment Levels, '000

Sub-Region	Actual			Projections			Change	Change
	2001	2002	2003	2006	2011	2016	2001-16	2003-16
Central	1,628	1,596	1,591	1,651	1,791	1,868	240	277
East	1,120	1,096	1,119	1,164	1,229	1,321	201	201
North	402	392	396	400	398	410	9	14
South	604	589	595	592	590	593	-10	-2
West	793	776	780	796	808	846	53	66
Total	**4,547**	**4,449**	**4,481**	**4,603**	**4,816**	**5,039**	**492**	**557**

Source: GLA Economics

Table 1C.1 Comparison goods floorspace requirements 2001-2016, sqm

Borough	Comparison Goods Floorspace Need (Timeline)[1]	
	Productivity Growth	Productivity Growth
	2.0%	2.5%
Bromley	70,000	48,000
Croydon	88,000	58,000
Kingston	52,000	32,000
Merton	30,000	21,000
Richmond	17,000	12,000
Sutton	24,000	16,000
South Sub-Region	**281,000**	**187,000**
Other:		
Wandsworth	*24,000*	*15,000*
Sub-Regions		
South Sub-Region	281,000	187,000
Central Sub-Region[(2)]	398,000	262,000
East Sub-Region	204,000	120,000
West Sub-Region	185,000	119,000
North Sub-Region	160,000	104,000
London Total	**1,228,000**	**792,000**

Source: Experian Business Strategies/GLA, 2004
Figures are indicative and based upon £4,000 per sqm comparison goods sales density
(1) Includes allowance for schemes in the pipeline
(2) Sensitivity test applied to Central London floorspace need – See Central London SRDF

Table 1C.2 Convenience goods floorspace requirements 2001-2016, sqm

Borough	Convenience Goods Floorspace Need (Baseline)[1] Productivity Growth 0.5%	Productivity Growth 1.0%
Bromley	11,000	3,000
Croydon	11,000	3,000
Kingston	7,000	1,000
Merton	6,000	2,000
Richmond	2,000	0
Sutton	5,000	1,000
South Sub-Region	**42,000**	**10,000**
Other:		
Wandsworth	*11,000*	*3,000*
Sub-Regions		
South Sub-Region	42,000	10,000
Central Sub-Region	116,000	64,000
East Sub-Region	77,000	28,000
West Sub-Region	46,000	12,000
North Sub-Region	34,000	7,000
London Total	**315,000**	**121,000**

Source: Experian Business Strategies/GLA, 2005
Figures are indicative and based upon £5,500 per sqm convenience goods sales density
(1) Excludes allowance for schemes in the pipeline

Table 1C.3 List of strategically significant comparison and convenience goods retail developments in pipeline to 2016(*)

Sub-Region/Scheme	Additional comparison floorspace (m^2)	Additional convenience floorspace (m^2)	Commencement of initial phase
South London			
Croydon	52,108	2,743	2004
Croydon - Selsden		3,585	2004
East Croydon Station		7,650	2005
Croydon – Brighton Road		3,575	2005
Bromley, Station Road		4,432	2005
Sutton – Cheam		2,475	2005
Sutton - Hackbridge		6,503	2006
Clapham Junction		3,953	2007
Kingston	46,500	2,447	2010
Other Sub-Regions			
White City	83,575		2006
Brent Cross Extension	55,000		2007
Battersea Power Station	41,805		2007
Greenwich Peninsula	30,995		2010
Lewisham	14,500		2010
Elephant & Castle	74,320		2010
Surrey Quays	60,385		2010
Stratford	143,000		2012

* Note: These schemes do not necessarily have planning permission and inclusion within this table should not be taken to indicate policy support. Source: EMAP Glenigans, GLA, Boroughs

Table 1D.1 Projected spend per capita on leisure services in South London and London, 2001-2016

Sector	Recreational and sporting services		Cultural services		Games of chance		Restaurants, cafes etc		Total	
COICOPS Code	9.4.1		9.4.2		9.4.3		11.1.1		----	
Year	2001	2016	2001	2016	2001	2016	2001	2016	2001	2016
Bromley	243.84	313.51	317.98	360.88	132.18	184.79	1,163.54	1,298.54	1,857.53	2,157.72
Croydon	224.10	289.56	323.88	369.68	133.17	187.21	1,200.78	1,348.00	1,881.93	2,194.44
Kingston	235.50	305.75	296.90	339.10	108.90	153.11	1,116.34	1,253.10	1,757.65	2,051.06
Merton	246.76	316.57	332.78	377.52	127.85	179.05	1,243.95	1,386.98	1,951.35	2,260.13
Richmond	310.88	402.07	350.03	397.94	114.31	160.12	1,335.94	1,492.70	2,111.15	2,452.83
Sutton	208.07	265.78	297.22	335.39	127.06	177.28	1,076.07	1,192.56	1,708.42	1,971.01
South London Average	**245**	**316**	**320**	**363**	**124**	**174**	**1,189**	**1,329**	**1,878**	**2,181**
East London	158	224	259	325	113	175	964	1,191	1,494	1,915
North London	218	277	310	351	121	170	1,172	1,305	1,820	2,102
Central London	273	350	357	404	116	162	1,445	1,611	2,191	2,527
West London	219	280	312	353	122	171	1,173	1,303	1,827	2,107
London Average	**222**	**289**	**312**	**359**	**119**	**170**	**1,189**	**1,348**	**1,842**	**2,167**

Source: Experian Business Strategies/GLA, 2004

Table 1D.2 Provision of Leisure Services related to the Night-Time Economy in South London's Town Centres plus Purley Way

Centre	Borough	Classification	SqM Cinema	SqM Sports and Leisure	SqM Bars & Pubs	SqM Cafés & Restaurants	Total
Croydon	Croydon	Metropolitan	2,190	500	19,460	13,960	**36,110**
Kingston	Kingston upon Thames	Metropolitan	3,710	7,040	9,800	7,170	**27,720**
Bromley	Bromley	Metropolitan	2,880	5,290	6,470	6,850	**21,490**
Sutton	Sutton	Metropolitan	3,810	1,100	7,870	4,950	**17,730**
Wimbledon	Merton	Major	2,800	890	6,640	5,310	**15,640**
Richmond	Richmond upon Thames	Major	1,910	50	4,900	6,610	**13,470**
Twickenham	Richmond upon Thames	District	0	290	4,410	4,470	**9,170**
Beckenham	Bromley	District	1,670	0	2,920	3,170	**7,760**
Orpington	Bromley	Major	0	2,360	1,830	2,740	**6,930**
Upper Norwood	Croydon	District	0	50	2,820	3,980	**6,850**
Purley Way	Croydon	Retail Park	640	5,840	2,340	3,770	**6,750**

Source: Experian Business Strategies (GOAD Centre data)

Table 1D.3 Primary and secondary locations for hotel development

<u>Primary Locations and likely products for future Visitor Accommodation development:</u>		
Croydon Town Centre	Opportunity Area, transport infrastructure (particularly rail) – links to central london and Gatwick Airport, office provision outside central London, land prices compared to central London.	*Quality Budget hotel provision, possibly lifestyle provision in time.*
Crystal Palace	Regeneration of park and sporting facilities	*Budget development initially*
Other Town Centres	Potential across South London town centre network including Kingston and Richmond	
<u>Secondary Locations for future Visitor Accommodation development:</u>		
Bromley	Town Centre: links to London, Thameslink 2000, may support development of budget accommodation	
Wandle Valley	Major regeneration area, unlikely to support high scale of development	

Source: Price Waterhouse Coopers, Encouraging the supply of visitor accommodation across London, 2004 updated by SRDF consultation

Table 1E.1 Major hospital and other health facility proposals

Major Hospitals
Sutton Hospital site - New Critical Care Hospital within the Better Healthcare Closer to Home (BHCH) programme.
Bethlem Royal Hospital site, medium secure unit worth £30m- construction commenced in September 2005.
Redevelopment of Queen Mary's Hospital in Roehampton completed February 2006 and now fully operational.
Local Care Hospitals
As part of the BHCH programme, 5 local care hospitals to be developed within Sutton and Merton, including The Nelson and The Wilson Hospitals
Queen Mary's, Roehampton
Local Improvement Finance Trust (LIFT) proposals
1st tranche schemes under way at Green Wrythe Lane, Sutton and St John's Therapy Centre, Battersea
Other health facility and related proposals
Beckenham Centre, Croydon Road, Beckenham
Gosbury Hill, Kingston
Manor Drive, Kingston
New Addington, Croydon
Norbury, Croydon
Thornton Heath, Croydon
South Mitcham, Merton
Valley Park Healthy Living Centre, Croydon
Ham and Whitton, Richmond
General practice Crofton Road, Orpington
General practice, Croydon Road, Penge
Bromley Common, Bromley
General practice, West Wickham
General practice,11-13 Bromley Common
Penge and Annerley Community Centre
Chislehurst Road Childrens Centre

Source: NHS/LDA Health Urban Development Unit

Table 1E.2 Children aged under 5: Households with no adult in paid employment, 2001 and expected increase in age group 2004-2016 (%)

	Households with no adult in paid employment, 2001 (%)	Expected increase in age group 2004 - 2016 (%)
Bromley	15.4	15.8
Croydon	22.9	13.8
Kingston upon Thames	12.7	16.0
Merton	16.0	4.7
Richmond upon Thames	8.9	5.3
Sutton	15.0	12.7
South London	**16.2**	**11.8**
Greater London	**25.3**	**15.8**

Source: Census 2001 and GLA Population Projections

Table 1E.3 Current daycare provision for children aged under five – places per 100

	Day nurseries	Childminders	Total
Bromley	12.3	14.0	26.3
Croydon	20.0	11.2	31.2
Kingston upon Thames	14.8	12.5	27.3
Merton	17.4	9.9	27.3
Richmond upon Thames	20.2	10.1	30.3
Sutton	15.7	14.8	30.6
South London	**16.9**	**12.0**	**28.9**
Greater London	**16.0**	**8.7**	**24.7**
England	19.4	11.3	30.7

Source: GLA calculations based on Ofsted figures for December 2005 and GLA population projections

Table 1F.1 Forecast municipal, commercial & industrial, and construction & demolition waste arisings (thousand tonnes per annum) by sub-region

sub-region/ type of waste	2010	2013	2015	2020
East				
municipal	1,508	1,586	1,641	1,788
commercial & industrial	1,955	2,104	2,210	2,474
construction & demolition	1,651	1,686	1,710	1,557
total	5,114	5,376	5,561	5,819
West				
municipal	949	1,002	1,039	1,139
commercial & industrial	1,403	1,510	1,586	1,775
construction & demolition	1,185	1,210	1,227	1,117
total	3,537	3,722	3,852	4,031
North				
municipal	650	686	711	778
commercial & industrial	694	747	785	879
construction & demolition	586	599	607	553
total	1,930	2,032	2,103	2,210
South				
municipal	931	978	1,010	1,097
commercial & industrial	1,056	1,136	1,194	1,336
construction & demolition	891	911	924	841
total	2,878	3,025	3,128	3,274
Central				
municipal	1,087	1,133	1,165	1,250
commercial & industrial	2,957	3,182	3,343	3,742
construction & demolition	2,497	2,551	2,587	2,355
total	6,541	6,866	7,095	7,347
London totals				
municipal	5,126	5,385	5,566	6,052
commercial & industrial	8,065	8,678	9,117	10,206
construction & demolition	6,810	6,957	7,055	6,423
total	20,001	21,020	21,738	22,681

Sources: Annex 10: Municipal and commercial/industrial waste projections at borough level grouped by London Plan sub-region at key milestones through to 2020, Draft Alterations to London Plan Housing Provision Targets, Waste and Minerals for public consultation, Mayor of London October 2005 and Appendix 1: Waste Summaries, Alterations to the London Plan Policies on Waste , Technical Report, Mayor of London October 2005
http://www.london.gov.uk/mayor/strategies/sds/lon_plan_changes/docs/alterations_draft.pdf
http://www.london.gov.uk/mayor/strategies/sds/lon_plan_changes/docs/waste_tech_rpt.pdf

Table 1F.2 Additional land required to recycle and treat 85% of London's municipal and commercial & industrial waste by 2020, by sub-region (hectares)

	East	West	North	South	Central	London total
A: additional land requirement *the amount of additional land not currently in waste use required if each sub-region were to manage its own waste arisings and contribute to 85% self-sufficiency for London*	85.5	73.0	34.7	56.3	106.8	**356.3**
B: from reuse of transfer capacity *the amount of land currently occupied by waste transfer stations that could be used for recycling and waste treatment purposes*	40.5	45.4	23.3	3.5	0.0	112.7
C: sub-regional requirement (A-B) *additional land requirement minus land from reuse of transfer stations*	45.0	27.6	11.4	52.8	106.8	**243.6**
D: sub-regional reallocation *apportionment to other sub-regions of additional land required to meet 85% of the waste needs of Central London*	+ 46	+ 26	+ 20		- 92	
E: sub-regional provision (C+D) *after subregional apportionment, amount of additional land for new waste sites required for London to achieve 85% self-sufficiency*	91.0	53.6	31.4	52.8	14.8	**243.6**
F: additional land requirement per annum (E ÷ 15) *annual average delivery rate to 2020 of new waste sites required for London to achieve 85% self-sufficiency*	6.1	3.6	2.1	3.5	1.0	**16.2**

Source: Table 4A.4: Indicative sub-regional provision of additional land requirement for strategic recycling and waste treatment facilities 2005-2020, Draft Alterations to London Plan Housing Provision Targets, Waste and Minerals for public consultation, Mayor of London October 2005
http://www.london.gov.uk/mayor/strategies/sds/lon_plan_changes/docs/alterations_draft.pdf

Table 1F.3 Throughput, land take and numbers of facilities required to recycle and treat 85% of London's municipal and commercial & industrial waste by 2020

facility type	throughput per facility (tonnes per year)	landtake per facility (ha)	total landtake (ha)	number of facilities
materials reclamation facility (MRF) – recycling	41,000	0.9	187	209
composting	19,000	1.25	77	62
mechanical biological treatment (MBT)	128,000	1.75	35	20
anaerobic digestion	15,000	1	27	28
gasification/pyrolysis	115,000	2.25	31	14
totals			**356**	**333**

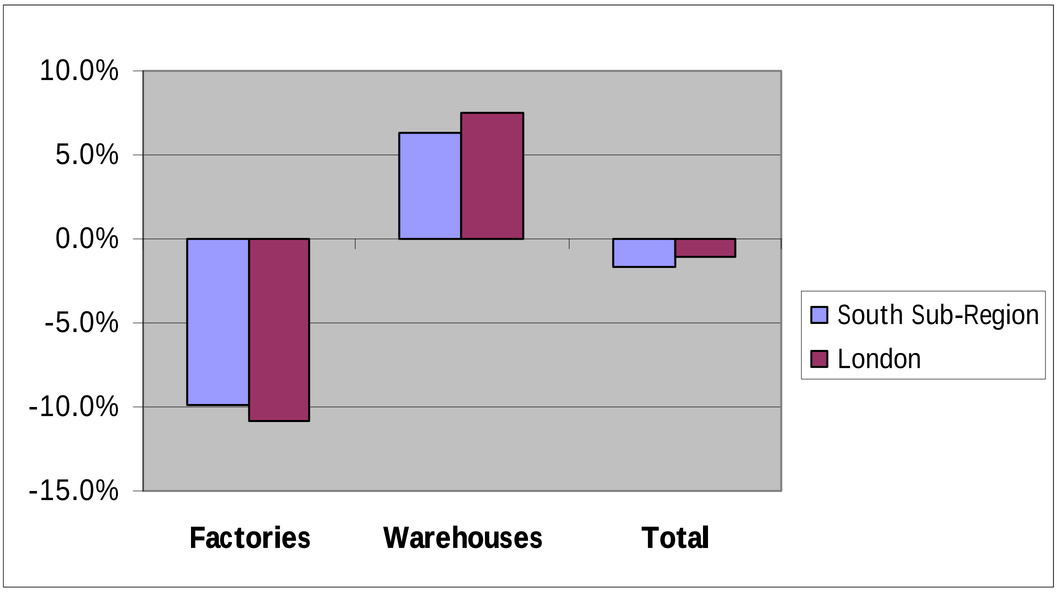
Source: Table 4A.5: Throughput and land take of different types of facilities, Draft Alterations to London Plan Housing Provision Targets, Waste and Minerals for public consultation, Mayor of London October 2005 http://www.london.gov.uk/mayor/strategies/sds/lon_plan_changes/docs/alterations_draft.pdf

Table 1F.4 Numbers of facilities required to recycle and treat 85% of London's municipal and commercial & industrial waste by 2020, by sub-region

	East	West	North	South	Central	London total
materials reclamation facility (MRF) – recycling	83	54	33	28	11	209
composting	23	16	10	11	2	62
mechanical biological treatment (MBT)	7	6	2	4	1	20
anaerobic digestion	9	9	4	5	1	28
gasification/pyrolysis	5	4	2	3	0	14
total	127	89	51	51	15	**333**

Source: Table 4A.6: Sub-regional distribution of facilities required by 2020, Draft Alterations to London Plan Housing Provision Targets, Waste and Minerals for public consultation, Mayor of London October 2005 http://www.london.gov.uk/mayor/strategies/sds/lon_plan_changes/docs/alterations_draft.pdf

Figure 1G.1 Percentage change in Factory/Warehousing Floorspace in the South Sub-Region and London, 2000-2003



Source: Roger Tym & Partners/GLA, 2004

Table 2A.1: South London Office Locations - Policy and Location Typology

Office Location	Location Type (see below)	Broad Action (see below)
Bromley		
Bromley	'Local' or small 'town centre based office quarter'; Metropolitan town centre	i
Orpington	'Local'; Major town centre	ii
Beckenham	'Local'; District town centre	ii
Croydon		
Croydon	'Strategic Office Centre'; Opportunity Area; Metropolitan town centre	i/ii
Coulsdon	'Local', District town centre	iii
Purley	'Local', District town centre	iii
Norbury	'Local', District town centre	iii
Cane Hill	Possible Science Park – separate development framework?	NA
Kingston		
Kingston	'Town centre based office quarter' – possible transport constraints	i
New Malden	'Local', District town centre	ii
Tolworth	'Local', District town centre	ii
Surbiton	'Local', District town centre	iii
Merton		
Wimbledon	'Town centre based office quarter'; Major town centre	i
Colliers Wood	Possible incorporation in Opportunity Area?	ii
Morden	'Local'; District town centre	ii
Mitcham	'Local'; District town centre	ii
Raynes Park	'Local'; Neighbourhood or more local centre	ii
Richmond		
Richmond	Possible 'town centre based office quarter' but capacity constrained; Major town centre	i
Twickenham	'Local' but possibly serving a wider market; District town centre.	i
Teddington	'Local'; District town centre	ii
Hampton	'Local'; Neighbourhood or more local centre	ii
Barnes	'Local'; Neighbourhood or more local centre	iii
Sutton		
Sutton	'Local' but serving a wider market; Metropolitan town centre	ii
Wallington	'Local'; District town centre	iii
Carshalton	'Local'; Neighbourhood or more local centre	iii
Beddington	'Local'; Neighbourhood or more local centre	iii
Wandsworth		
Battersea/ Vauxhall Opportunity Area	Opportunity Area Development Framework, mixed use development, explore role in CAZ office market area	NA
Wandsworth	'Local', Major town centre	ii
Battersea Riverside	'Local' or possible wider, transport capacity constraints	ii
Putney (non riverside)	'Local' or possibly wider; Major town centre	ii
Clapham Junction	'Local'; Major town centre	ii

Source: GLA/London Property Research

The analysis in Chapters 1 and 2 shows that South London needs to develop a distinct sub regional approach to managing office provision. Research[1] suggests that this should distinguish between centres where:

[1] London Property Research. London Office Policy Review 2004. GLA 2004

(i) Speculative office development could be promoted on the most efficient and accessible sites in the context of wider schemes to enhance the environment and offer of the centre as a commercial location. This might entail some long-term net loss of overall office stock through change of use of provision on less attractive sites.
(ii) Some office provision could be promoted as part of wider residential or residential and retail/leisure mixed use development. This would be likely to entail long- term net loss of overall office stock, partial renewal on the more commercially attractive sites and managed change of use of provision on less attractive sites.
(iii) There is “no purpose in promoting offices” and static or declining demand should be managed in the context of sensitive policies to sustain changes in employment type, to facilitate land use change, especially to housing and other town centre related uses and to enhance the attractiveness and wider offer of the centres.

Borough designation of individual centres to reflect this general policy typology should take into account local capacity, transport, environmental and market appraisals. The typology resonates with London Plan spatial proposals (Policy 3B.3, para 3.123) to consolidate the strengths of the outer London office market on particular types of location. In South London these location types are:

- Mid Urban Business Parks
- Town Centre Based Office Quarters
- Conventional Business Parks (beyond the urban area)
- Science Parks
- Linear Office Development
- Local, usually town centre based provision

Table 2B.1 Other Growth and Regeneration Areas

Sutton town centre L B Sutton has produced a draft Development Framework for Sutton Station, which seeks promote the redevelopment of Sutton Station Area, in order to ensure the successful regeneration of the southern end of Sutton town centre and to enhance the vitality and viability of Sutton as a Metropolitan town centre, whilst making provision for the development of Tramlink. Using grant funding from LDA, the Council has also commissioned a Study of North Sutton (Angel's End), which identifies a range of development options for the regeneration of North Sutton, including provision for the development of Tramlink. The Council's approved Local Development Scheme includes the preparation of supplementary planning documents for Sutton Station and North Sutton as the basis for guiding the redevelopment/regeneration of both areas, leading to production a Sutton Town Centre Action Area Plan by May 2008. The Council has also been approached by the new owners of the St. Nicholas Shopping Centre to consider investment plans for commercial redevelopment/expansion with the town centre and the Council is actively considering proposals for a Business Improvement District in the town centre. In order to develop these ongoing proposals and initiatives and to bring forward other development opportunities within the town centre, LB Sutton has proposed that Sutton town centre be given the status of an Area for Intensification in the review of the London Plan (see Annex 5).
Kingston town centre Kingston town centre is a Metropolitan centre, and is one of the most successful shopping centres in Greater London outside the West End. With significant new development in recent years, it is also a major leisure destination especially in the evenings; a legal and business centre (Crown, County and Magistrates Courts) and a further and higher education centre (Kingston University and Kingston College) serving Southwest London and Northeast Surrey. The emerging AAP for Kingston town centre has identified significant need, demand and capacity for retail expansion (based on the 2003 Kingston Retail Need study, which identified 50,000 sqm gross of comparison goods floorspace in Kingston town centre by 2011), as part of a mixed use development with associated access improvements, as well as potential to broaden the range of uses in the town centre, including the provision of high quality employment space, housing, cultural and community facilities. Town centre opportunity sites capable of accommodating growth have been identified. This would involve both new development (development of vacant and under utilized sites) and intensification of existing uses through redevelopment. Whilst being careful to maintain the town centre's attractive character and enhance it's historic core around the Market Place and riverside setting. The opportunities for growth in Kingston town centre will need to be matched by improvements in public transport to maximize modal shift from the private car. The improvements should include more regular, reliable and prioritized bus services

(including support for park and ride facilities), improvements to bus/rail interchange, improvements in Metro-level rail service provision, but also ensuring that improvements in active modes of transport are made through the considered disposition of different land uses.

Crystal Palace

Located at the intersection of five south London boroughs, Crystal Palace is a highly accessible location which will be further boosted by the proposed Tramlink extension (from Beckenham) and the extension to the East London Line currently programmed to commence services by 2010. There are significant opportunities related to the National Sports Centre renewal project and the park itself. The LDA is funding a City Growth Strategy project for the area, including Penge, Upper Norwood (see below), Streatham, Anerley and Thornton Heath.

- Penge: Part of the 'Crystal Palace City Growth' area, Penge offers some scope for intensification, notably at the Blenheim Centre and around Penge West station where employment land should be retained, particularly for SMEs. Penge would gain from realisation of the East London Line Extension.

- Upper Norwood: Part of the 'Crystal Palace City Growth' area, Upper Norwood has a thriving evening economy and has benefited from the recent environmental improvement package, which included introduction of a one-way traffic system which has relieved congestion in the centre. Potential for development arises from its proximity to Crystal Palace and the terminus of the proposed Tramlink extension.

The Crystal Palace area is therefore an area of major change for which justifies the preparation of an Action Area Plan, and which merits a special designation in the SRDF, for inclusion in the first revision of the London Plan.

Upper Norwood, Anerley and Penge are areas of relative deprivation acknowledged by Government as qualifying for SRB funding in the late nineties. Whilst the Crystal Palace Partnership did not go on to secure major funding for the flagship projects in the Park, the programme was successful in delivering a range of employment and training initiatives, public transport improvements and the Upper Norwood environmental improvement package.

Crystal Palace has been a significant national and regional resource for athletics and other sports activities such as the International Amateur Athletics Federation IAAF Grand Prix and London Youth Games. It is key to the ongoing provision of sport in London and as an example of London's ability to address improvements in major facilities.

The proposed 'rehabilitation/redevelopment' of sports facilities in the Park needs to be linked back into the wider area for which SRB funds were secured, to build on the gains from the earlier programme. Stakeholders have suggested that the defined area could be assigned a special designation in the review of the London Plan (see Annex 5).

Table 2D.1 Area within Strategic Employment Locations in South London, by borough, 2000 – 2006 (Hectares)

Borough	2006 Total PIL (Ha)	2006 Total PIL / IBP (Ha)	2006 Total IBP (Ha)	2006 Total SEL (Ha)	2000 Total SEL (Ha)	Absolute Change 2000-2006	% Change 2000-2006
Bromley			48.1	**48.1**	50	-1.9	-3.8%
Croydon	121			**121**	154	-33	-21.4%
Kingston upon Thames	34.6		7.4	**42**	42.5	-0.5	-1.2%
Merton	127.4			**127.4**	146	-18.6	-12.7%
Richmond upon Thames				**0**	0	0	
Sutton	131.7			**131.7**	147	-15.3	-10.4%
South London	**414.7**	**0**	**55.5**	**470.2**	**539.5**	**-69.3**	**-12.8%**
London Total	**3195.9**	**597.8**	**463.3**	**4257**	**4617.2**	**-360.2**	**-7.8%**

Sources: GLA and LPAC
PIL – Preferred Industrial Location; IBP – Industrial Business Park
Note: Total SEL in 2006 land includes some land in waste, utilities and transport functions.

Table 3.1 Sub Regional Distribution of Groups with Distinct Needs 2001

	Central	East	West	South	North	London
Women	797,273	1,014,219	711,805	682,311	434,111	3,739,840
Older people 85+	18,717	27,827	20,067	17,051	24,424	108,086
Children & younger people Under 16	263,199	431,372	272,784	263,896	213,114	1,444,365
Black & minority ethnic groups[1]	685,375	736,445	686,002	328,854	447,554	2,884,230
Totals	1,485,437	1,958,465	1,391,815	1,313,403	1,022,971	7,172,091

Source: Census, 2001
[1] 2001 Census population in following ethnic groups: This is the total BME population - the census the groups are broken down into: White British, White Irish, White Other, Black Caribbean, Black African, Black Other, Indian, Pakistani, Bangladeshi, Other Asian, Mixed, Chinese, Other.

Table 3.2 Further breakdown of ethnicity for the sub regions, 2001

	Central	East and Thames Gateway	West	South	North	London
White British	800,062	1,222,020	705,813	984,549	575,417	4,287,861
White Irish	55,477	39,991	62,747	28,916	33,357	220,488
White Other	202,812	95,079	107,478	71,557	117,928	594,854
Black Caribbean	86,258	97,260	61,832	41,147	57,070	343,567
Black African	115,184	121,431	55,393	28,881	58,044	378,933
Black Other	17,386	17,854	9,911	5,812	9,386	60,349
Indian	32,699	98,554	206,447	47,434	51,859	436,993
Pakistani	14,394	46,044	40,868	16,420	25,023	142,749
Bangladeshi	29,856	101,210	6,809	5,919	10,099	153,893
Other Asian	17,089	26,571	46,994	22,599	19,805	133,058
Mixed	59,376	52,121	44,857	34,560	35,197	226,111
Chinese	23,294	19,595	14,003	11,032	12,277	80,201
Other	31,550	20,735	28,663	14,577	17,509	113,034

Source: Census, 2001

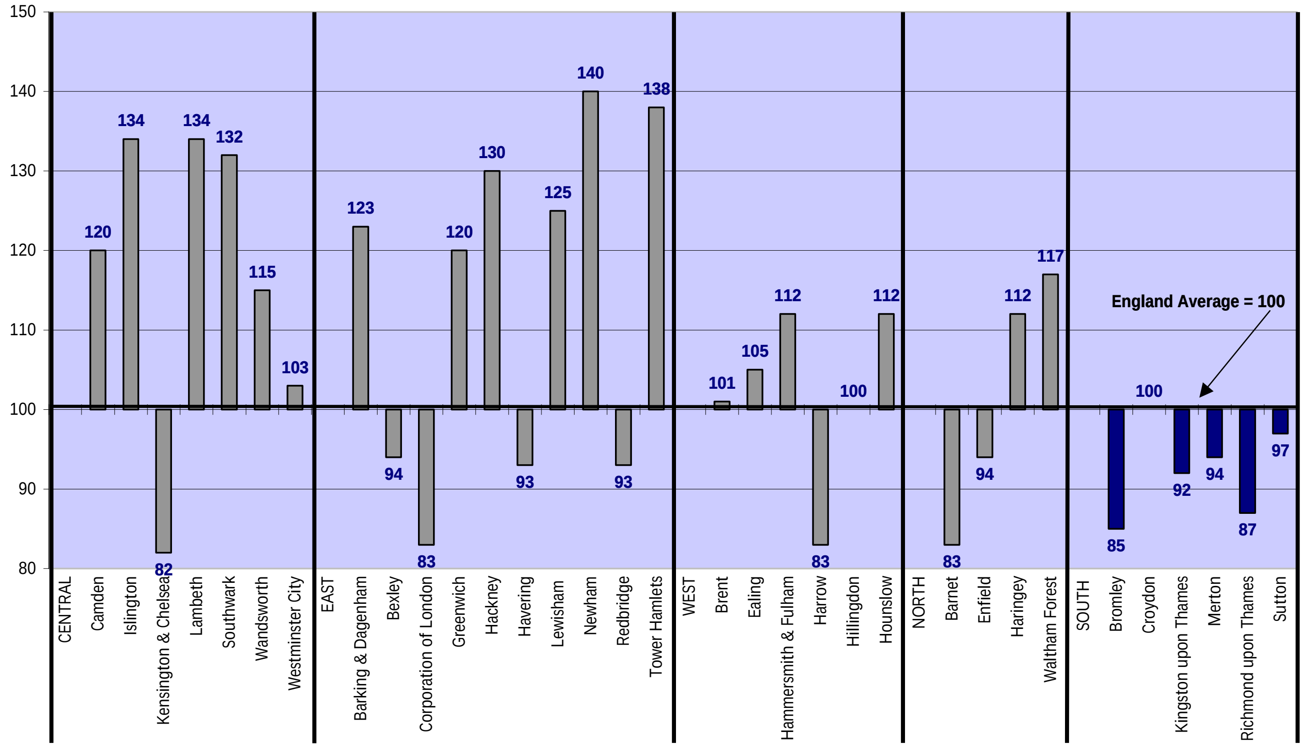
Table 3.3 2001 Census households containing people with a limiting long term illness, health problem or disability

	Central	East	West	South	North	London
People with disabilities[1]	184,296	266,816	167,286	149,144	126,806	894,348

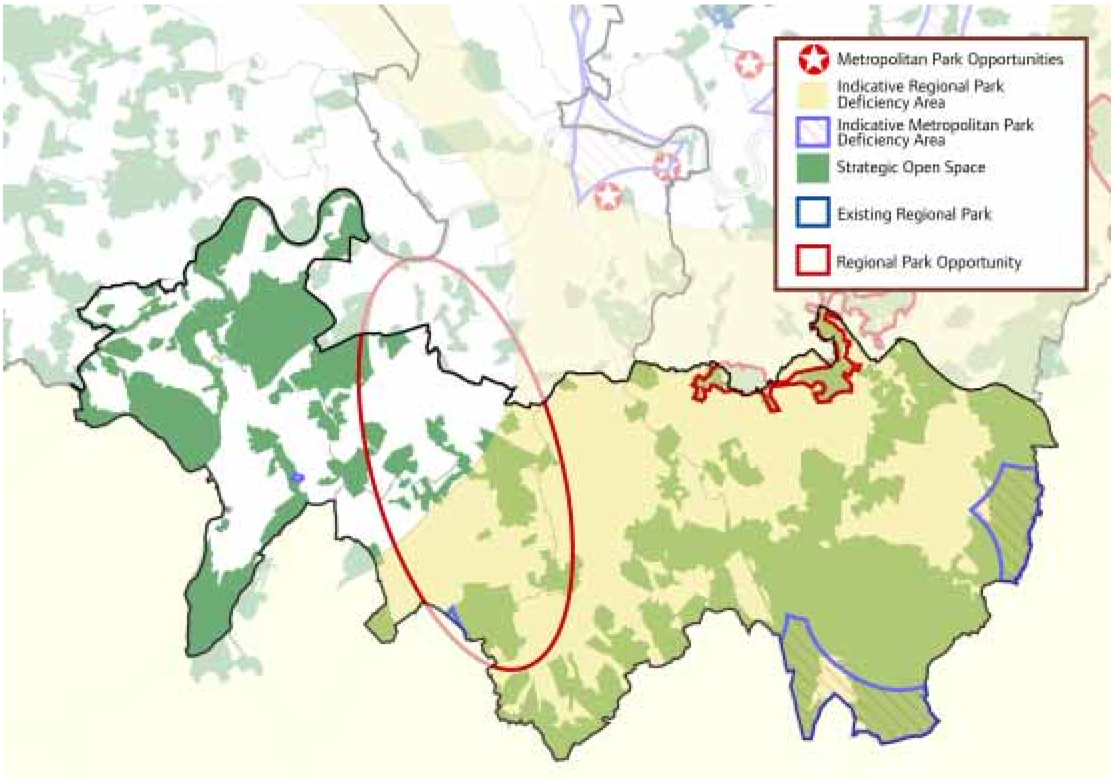
Source: Census, 2001

[1] 2001 Census households containing people with a limiting long term illness, health problem or disability

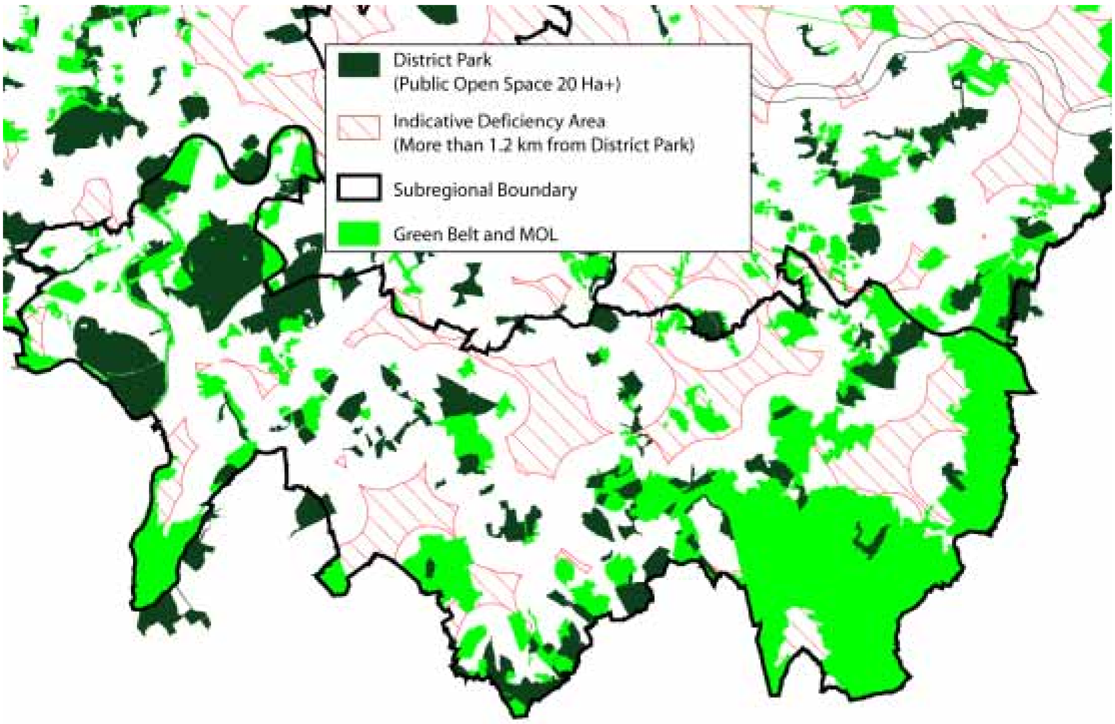
Figure 3.4 Mortality Rates (under 75, all causes) – comparison to England average



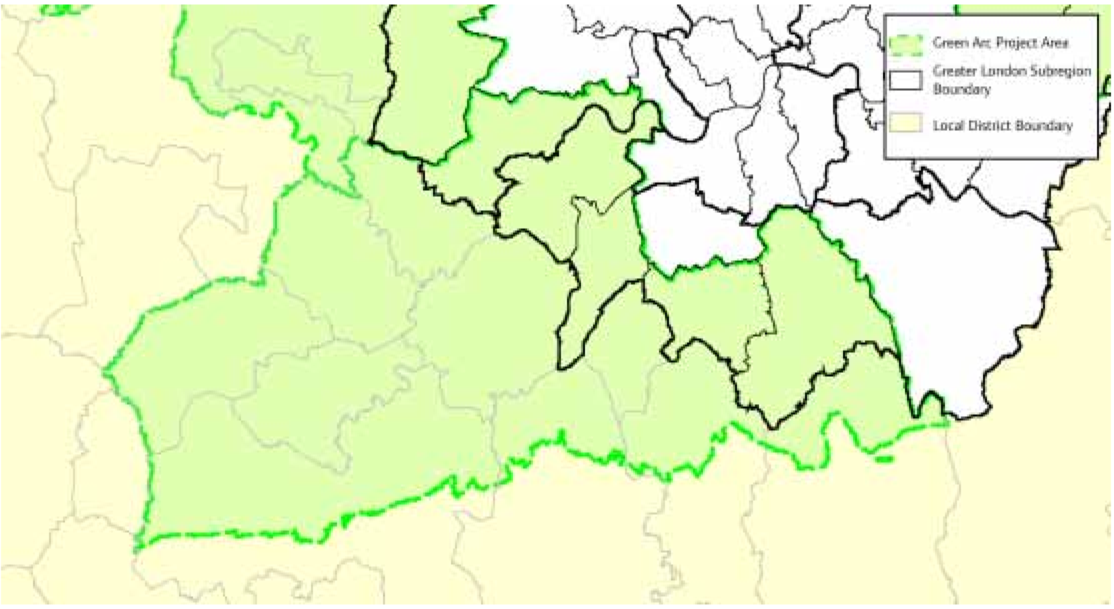
Map 4D.1 Regional and Metropolitan Parks



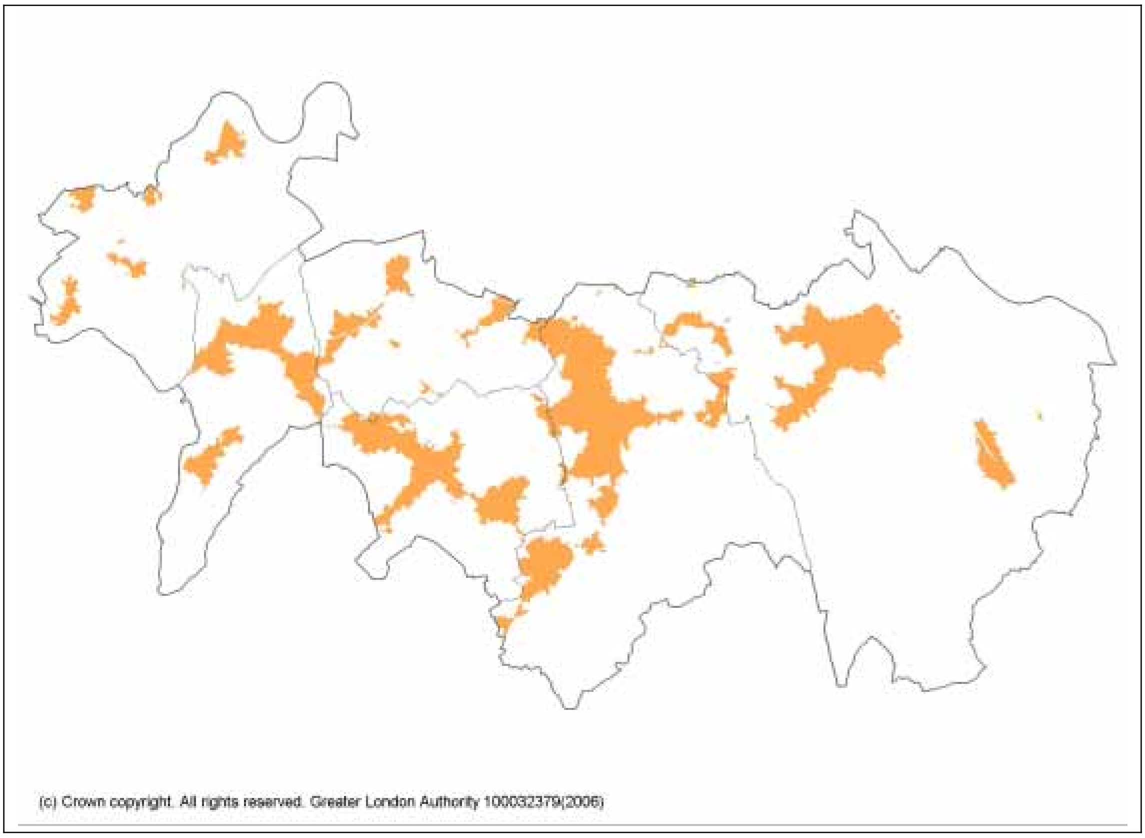
Map 4D.2 District Parks Indicative Deficiency Areas



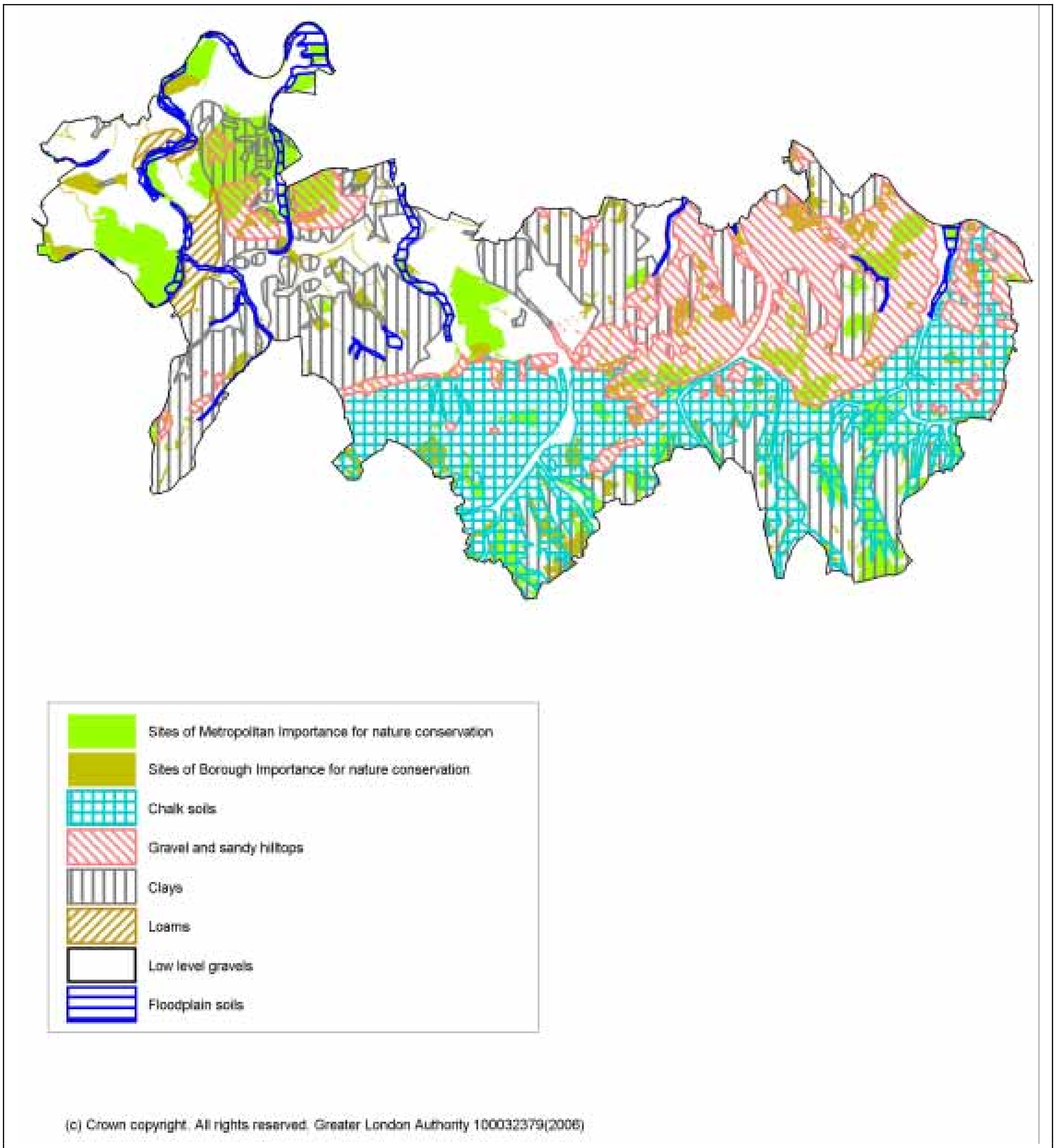
Map 4D.3 Surrey and South West London Green Arc Initiative area



Map 4D.4: Areas of deficiency in access to nature, March 2006



Map 4D.5: Main ecological and landscape zones in the sub-region



Chalk soils occur in a broad band across the south the subregion. Targets here should be informed by the downland habitats of Down Bank, High Elms, Saltbox Hill, Riddlesdown, Farthing Down and Happy Valley SSSIs. New woodland is not advised, although existing old woodland should be conserved.

Sands and gravels occur on top of the clay at Richmond Park and Wimbledon Common and in a band north of the chalk, which widens to the east. The acid grasslands and heathlands of Richmond Park, Wimbledon Common, Croham Hurst, Keston and Hayes Commons SSSIs are here. The main enhancement priorities are for heathland and acid grassland. New woodland is not generally advised. The best existing woodland is Croham Hurst.

Low **Clay** hills also occupy a band to the north of the chalk overlapping with the sands and gravels and wider in the west. Here, new woodland is appropriate where it is not displacing habitat of greater value, and should take its theme from existing ancient woodlands. The best of these in Crofton Woods SSSI, although the Ruislip woodlands National Nature Reserve (outside this subregion) should also be a model. Most grasslands here are damp and include some of those at Richmond Park SSSI and Morden Cemetery. The other subregions have many damp grassland sites that could also serve as models for meadow management and creation here.

Loams are confined to a few small areas near the Thames. These soils are fertile, and in history were the focus of productive agriculture and horticulture for London's breadbasket. As a result, there are no outstanding habitats left to act as a model for habitat restoration here, and notably few good woodlands.

Extensive **low level gravels** occur near the Thames and also beside tributary rivers, particularly the Wandle**.** Acid grassland and heathland are the target habitats here, with Bushy Park, Home Park, Ham Lands, and Barnes and Mitcham Commons the models. Ancient woodland has long been scarce here. New woodlands should not be developed at the expense of valuable open habitats.

Narrow belts of **Floodplain soils** occur around the Thames and also in valleys of the tributaries, particularly the Wandle. Once managed as grazing marsh, most have been displaced by development. The best surviving grasslands are at the northern edge of Ham Lands, Wilderness Parkfield at the eastern edge of Hampton Court and in beside the upper Wandle. Staines Moor SSSI, to the west of the London boundary should also be used as an inspiration for restoration projects. Woodland is naturally scarce but there are some valuable wet woodlands in the Ruxley Gravel Pits SSSI. Wetland habitat creation is the priority. Extensive woodland planting is inappropriate, especially on the original watermeadow surfaces, but small areas of wet woodland are appropriate. In places, previous use has left rubble, sand, etc., on top of the natural floodplain surface. Some of these have recovered value similar to the low level gravel, and should not be regarded as 'brownfield'.

Rivers in the subregion include the Thames and its tributaries. Here the main priorities are for preventing further incursions into the channels, restoration of the floodplain wherever possible and improvements to the quality of the water.

Table 5A.1 Residential development density (Dwellings per hectare)

Borough	1995-98	2001-2004	Change
Bromley	26	31	+ 5
Croydon	30	47	+ 17
Kingston	40	54	+ 14
Merton	50	65	+ 15
Richmond	45	58	+ 13
Sutton	40	49	+ 9

Source: ODPM Land Use Change Statistics to 2004

Table 5B.1 Housing Corporation general needs new build rented programme by unit bedroom size (2004/6 allocations)

Borough	1B	2B	3B	4B	5B+	Total	%3B+
Bromley	8	57	86	27	1	179	64%
Croydon	120	129	45	28	0	232	23%
Kingston	79	164	24	2	0	269	10%
Merton	0	43	37	9	0	89	52%
Richmond	5	41	7	0	0	53	13%
Sutton	6	64	62	32	0	164	57%
SOUTH	218	498	261	98	1	1076	33%
LONDON	2073	4761	1729	638	100	9301	27%

Source: Housing Corporation 2004-6 allocations statement.

Annex 5 Implications for Local Development Frameworks and Review of the London Plan

This SRDF is prepared within the context of the London Plan. It highlights some of the areas that may need to be addressed by the first London Plan review and by LDFs, especially post 2016 issues. The London Plan review will probably extend to the year 2026. Chapter 6C of the London Plan lists a set of potential issues, some of which could impact on East London. In December 2005 the Mayor published his report 'Reviewing the London Plan – Statement of Intent', which sets out the review process and identifies the key policy areas the Mayor intends to review.

Potential review issues of relevance to the sub region and identified in the London Plan or already suggested include:

1. Housing. Draft Alterations to the London Plan published in October 2005 identify a new housing provision target for London and for individual boroughs taking into account the results of the 2004 Housing Capacity Study. This examined where growth in addition to the South London housing figures in the London Plan might be accommodated. Beyond 2016, there is very likely to be continuing significant population and economic growth so that the review will need to consider how this is accommodated beyond 2016.

2. Waste planning. Draft Alterations to the Plan published in October 2005 identified the scale of waste provision to be accommodated in South London, that will need to be reflected in detailed planning in LDFs; this will require close working with other sub-regions to manage those elements of Central London's waste that cannot be dealt with within that sub-region.

3. Runway capacity in the south east. Possible expansion at Gatwick or Heathrow would have profound implications for employment and transport in the sub-region. The impacts of Terminal Five will need to be considered.

4. A sustainable coherent town centre network is needed for the sub-region as a whole in order to meet changes in retail demand and in the role of centres over the longer term. It has been suggested that the town centre network might usefully be refined to reflect not just the role of centres based on their size and general offers but also specialist functions which are of more than local significance, for example small centres with a distinct retail or 'dining-out' offer.

5. Climate change will continue to be a major issue for all sub-regions and fuller strategic guidance will be needed in the Further Alterations to the London Plan.

6. In order to ensure sustainable development it is important that boroughs, in preparing LDFs, carry out a strategic flood risk assessment to inform their flood risk sequential test. In South London this is particularly important along the Thames.

7. There will be continuing pressure to improve public transport and to manage traffic demand. SWELTRAC and others have proposed measures to improve orbital transport, including extensions to the tram system, these need to be assessed and prioritised. In addition to those in the Plan, the most probable major scheme to come forward will be Crossrail 2. The review of the London Plan provides the

opportunity to consider transport schemes that would not be implemented until after 2016, but would make an important contribution to the sub-region's long-term future. Stakeholders have proposed the following major schemes as priorities:

- The need for better orbital transport could be answered in significant part by Tramlink extensions, which might in the long-term create a link from Lewisham and the DLR round to Kingston.
- SWELTRAC and SELTRANS in partnership with SRA, TfL and the train companies have been developing a proposed "South London Metro Overland Network" system of enhancements of services, stations, security and facilities.
- The Airtrack proposal to improve links to Heathrow Airport, involving two new rail connections, is strongly supported by sub-regional stakeholders. It is identified as a scheme for further development in the SRA's Strategic Plan and supported by DfT, but funding is unlikely to be available before 2011.

8. Sectors with growth potential may generate new, distinct strategic policy requirements for the outer parts of the sub-region, in terms of land use or other measures, to accommodate and encourage sectors with growth potential.

9. Together, the various elements of the public sector are often the most important employers in Outer London. These may generate distinct strategic policy requirements in the sub-region in terms of their implications for local labour markets, business linkages, skills enhancement, employment practices, land requirements/disposal strategies or other matters.

10. This SRDF brings together for the first time the potential land and spatial requirements of a series of essential services in housing, health, education, transport, utilities and other areas. Demands to improve and expand all these areas will continue to grow and there is a long-term need to continue to consider how this can be done and where there are opportunities for collaborative actions.

11. Working with other stakeholders, boroughs are asked to look for opportunities to contribute towards new health infrastructure provision alongside other community infrastructure particularly in town centres, Opportunity Areas and Areas for Intensification and help the NHS bring forward its programme of new health schemes wherever possible.

12. The successful 2012 Olympic bid will have important repercussions for transport, tourism, sports development and the economy.

13. The South East England Regional Assembly has published its draft Regional Spatial Strategy. The implications of its policies (which extend to 2026) on the sub-region need to be assessed and appropriate representations made. There are particular issues that need co-ordination, especially relating to housing, employment, Green Belt, transport, parking and the management of commuting.

14. Additional Opportunity Areas and Areas for Intensification should be considered in the review. These need to be assessed for their suitability.

15. The London Plan is at an early stage of implementation. All the partners in the sub-region are encouraged to share their monitoring results and review the effectiveness of policy.

Though outside the formal remit of this SRDF, as described in the Introduction, a number of possible additional issues have arisen which may need to be considered for inclusion in the review of the London Plan. The list should not be read as definitive and other issues may arise during the review process.

Potential issues in the South London sub-region include:

- The need to review the boundary of the sub-region.
- Possible changes to the sub-regional town centre network.
- Possible changes to the extent of the Opportunity Area and its relationship to its hinterlands.
- Possible further intensification of development and the alteration of phasing and other actions in the Opportunity Area and/or Area for Intensification.
- Possible new Intensification/Opportunity Areas: for example Sutton Town Centre/North Sutton. It is suggested that the boroughs should put forward further areas for consideration as either OAs or AfIs. Further consideration should also be given as to whether proposals for Crystal Palace merit distinct recognition above those indicated in the town centre network.
- The location and indicative boundaries of Strategic Employment Locations.
- The possible locations of Locally Significant Industrial Sites.
- The need to provide more of the substance of draft SPG on Industrial Capacity, especially protection of SELs taking into account different sub-regional circumstances.
- Changes to reflect the content of the integrated sub-regional transport network plan.
- Changes to reflect the content of the Sub-Regional Economic Development Implementation Plan.
- Possible additional Areas for Regeneration.
- Possible strengthening of policies to deliver greater environmental sustainability, particularly with reference to the reduction of CO_2 emissions and support for the hydrogen economy.
- Possible additional policies for the suburbs and greater attention to neighbourhoods.
- Consideration in the light of needs assessments to identify, protect and enhance street market provision to meet different communities' requirements in light of the Mayor's Food Strategy.
- The potential consolidation of London’s wholesale market functions at three locations across London.
- Possible areas that may in principle be suitable for the location of tall buildings.

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Chinese

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Bengali

আপনি যদি আপনার ভাষায় এই দলিলের প্রতিলিপি
(কপি) চান, তা হলে নীচের ফোন নম্বরে
বা ঠিকানায় অনুগ্রহ করে যোগাযোগ করুন।

Vietnamese

Nếu bạn muốn có văn bản tài liệu
này bằng ngôn ngữ của mình, hãy
liên hệ theo số điện thoại hoặc địa
chỉ dưới đây.

Hindi

यदि आप इस दस्तावेज की प्रति अपनी
भाषा में चाहते हैं, तो कृपया निम्नलिखित
नंबर पर फोन करें अथवा नीचे दिये गये
पते पर संपर्क करें

Greek

Αν θέλετε να αποκτήσετε αντίγραφο του παρόντος
εγγράφου στη δική σας γλώσσα, παρακαλείστε να
επικοινωνήσετε τηλεφωνικά στον αριθμό αυτό ή ταχυ-
δρομικά στην παρακάτω διεύθυνση.

Urdu

اگر آپ اِس دستاویز کی نقل اپنی زبان میں
چاھتے ھیں، تو براہ کرم نیچے دئے گئے نمبر
پر فون کریں یا دیئے گئے پتے پر رابطہ کریں

Turkish

Bu belgenin kendi dilinizde
hazırlanmış bir nüshasını
edinmek için, lütfen aşağıdaki
telefon numarasını arayınız
veya adrese başvurunuz.

Arabic

إذا أردت نسخة من هذه الوثيقة بلغتك، يرجى
الاتصال برقم الهاتف أو مراسلة العنوان
أدناه

Punjabi

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦੀ ਕਾਪੀ ਤੁਹਾਡੀ ਆਪਣੀ ਭਾਸ਼ਾ
ਵਿਚ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਹੇਠ ਲਿਖੇ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ ਹੇਠ
ਲਿਖੇ ਪਤੇ 'ਤੇ ਰਾਬਤਾ ਕਰੋ:

Gujarati

જો તમને આ દસ્તાવેજની નકલ તમારી ભાષામાં
જોઈતી હોય તો, કૃપા કરી આપેલ નંબર ઉપર
ફોન કરો અથવા નીચેના સરનામે સંપર્ક સાધો.

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