Planning for a better London
Foreword

London is an exceptional, exciting and diverse city. Its people come from all continents, countries and cultures, bringing a vibrancy unmatched anywhere in this country or abroad.

It has an extraordinary heritage and a vast range of delightful and inspiring places to live, work and enjoy. Londoners are linked by complex physical, social and economic networks that bind the capital – suburb and city – together, and in turn link London with the wider south-east and the rest of the world.

London is also growing at a rate not seen for many decades, which in turn brings severe social, environmental and economic challenges. In this city there are unacceptable and growing disparities in wealth, health and quality of life. Too many Londoners cannot afford a home. There are serious problems of poor air quality and noise pollution and we have to step up to the challenges of a changing climate. London must remain internationally competitive to provide prosperity for all parts of the city, and all Londoners, if it is to live up to its potential.

When planning for London’s continued growth, all these complex challenges need to be carefully addressed. That is why I want to think again about some of the strategic planning policies for the city. This short report sets out the key areas I want to address in revising the London Plan, and the various other related strategies and guidance that the Mayor is responsible for. It is not a comprehensive statement of planning policy, but rather it sets out a ‘direction of travel’ that will characterise my term as Mayor, and which forms the basis for the mandate I have been given by you – fellow Londoners.

These are the key themes:

- All Londoners should have the homes, opportunities and services they need;
- London’s businesses should have the opportunities they need to grow, to have access to markets and to attract the skilled workers they require;
London’s environment must improve and we must step up our efforts to tackle climate change;
• London’s distinctive character, its diverse neighbourhoods and unique heritage must be cherished and protected;
• All Londoners should be able to share in their city’s success, feel safe in their neighbourhoods, and enjoy an improving quality of life.

This will be the basis for planning a better London. One that builds on much good work that has been done by local boroughs and by the GLA in recent years, but that also forms a firmer foundation for partnership between the Mayor and local communities. One that supports development and growth, but not at the expense of those qualities that make London a unique city, loved by locals and visitors alike.

I hope this report will help to clarify how I intend to improve planning for London, and that it stimulates your ideas and comments. I regard it as the beginning, not the end, of a process that will see everyone with an interest in the future of London having their chance to help in drawing up and implementing policies for its future. I look forward to working with you to make London an even more extraordinary and wonderful city.

Boris Johnson, Mayor of London
This document has four sections:

• Section One outlines the general approach the Mayor will take to carrying out his planning functions, and how he will add value to the London planning system.
• Section Two sets out some of the major challenges facing planning in London, and some of the ways the planning system can help address them.
• Section Three describes some of the detailed policies and initiatives that the Mayor will put in place to meet these challenges.
• Section Four explains in more detail the changes that will be made to the London Plan and other policy guidance to put the policy approaches described in the previous sections into effect.

Like the planning system itself, this document touches on a wide range of policy areas, like transport and economic development, which are themselves dealt with in other Mayoral strategies or policy documents. This report deals with issues that are more directly related to planning, and cannot cover these other matters in detail. It cannot be comprehensive, and the fact that something is not mentioned in detail here does not mean that it is not important or that it will not be picked up when the London Plan, or the other documents mentioned here, are revised.

Commenting on this document
We would like to receive your views on this report and the issues it covers. To help you respond to it, we have suggested some questions at the end of each chapter. It would be extremely helpful if comments could by sent to us by 10 November 2008.

Please send your comments to:

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Please send emailed comments to:
Mayor@london.gov.uk with ‘Planning for a Better London’ in the subject box.
1: The Mayor’s approach

This section outlines the general approach the Mayor will take to planning for London, the GLA’s role, and how he will add value to the London planning system.

Much has been achieved over the last eight years of planning for London. The London Plan, published in 2004 and altered twice since then, sets out clear policies based on sound evidence and a cogent analysis of the reasons for London’s growth. Processes have been put in place enabling strategic planning applications to be dealt with efficiently and effectively. For the most part, effective relationships have been built with boroughs, the private sector and other stakeholders who have helped deliver real benefits for London.

A new approach

There is, however, room for much improvement. Too often, relationships between City Hall and other stakeholders have been marked by too much emphasis on direction, targets and attempts to exert control over the way things are done rather than on what needs to be done. The new administration intends to build upon the successes that have been gained, while fostering a new approach to planning in the capital that identifies and achieves shared objectives.

This new approach will be more consensual. City Hall, with the support of the GLA Group of organisations (particularly the London Development Agency [LDA] and Transport for London [TfL]) will work with boroughs and others from the public, private and voluntary sectors to help agree the objectives for planning in London, and how they can be best delivered. Each partner will have knowledge, experience and resources to bring to bear; all will be needed and the contributions of each will be welcomed and respected.

The Mayor will take a holistic view of London’s planning system. This is one in which the GLA, the boroughs and statutory bodies like English Heritage and the Environment Agency all have parts to play, working together with businesses, communities and others for the effective planning of the capital. The main legal responsibility for planning in London rests with the Mayor and the boroughs, and we will work closely together to make this as effective and efficient as possible.

Overall outcomes will matter more than processes or structures. There will therefore be less emphasis on targets and the machinery that goes with them, which can all too easily become ends in themselves, and a distraction from the bigger picture. There will, however, be rigorous monitoring of policy implementation and assertive management of obstacles that put agreed planning objectives at risk.
One of the strengths of the London Plan has been its robust evidence base, drawing on the expertise of the GLA’s Data Management and Analysis Group on demographic issues and GLA Economics on London’s economy. This emphasis on evidence-based policy-making, implementation and review will continue.

**Planning for all of London**

The Mayor will be concerned with all parts of London. He remains committed to supporting central London, and especially to tackling disadvantage in inner London. However, in future, more emphasis needs to be given to issues affecting outer London and ways of realising untapped potential there. As the place where most Londoners live and work, it is impossible to meet the challenges facing our city without working to improve the liveability of the huge variety of places and neighbourhoods that make up outer London, and to make the most of their potential.

Central, inner and outer London are inextricably interlinked – none can succeed in isolation from the others – and this will be a major theme in our approach to planning for London.

Working at sub-regional level has been a convenient way of working with stakeholders to translate strategic policies in the London Plan into more local action. But it is no more than that. Sub-regional boundaries need to be regarded as “permeable”, and must not prevent action across them (planning for “corridors” of growth across borough boundaries, for example). **We will review the current model of sub-regional working** to see if there are ways of making it more relevant to the implementation of agreed planning objectives. It is becoming increasingly clear that the current new sub-regional arrangements (set out in the 2008 further alterations to the London Plan and sometimes referred to as the “pizza wedges”) are not the most appropriate (particularly with regard to East and Central London), and the review will look to change them. **We will also look at whether there are ways of promoting better joint arrangements between**
sub-regions in addressing issues of shared concern. In view of this, we will suspend further work on sub-regional implementation frameworks until this review is complete.

London and its neighbours

Just as we need to take account of all parts of London, we must also recognise that London is not an island. We are closely linked with our neighbouring regions, the East and South-East of England, where many of those who work in London live. Outward commuting from London is increasing and it is impossible to address the issues of outer London without considering what is happening in adjoining places outside the city’s boundaries. Together we make up one of the most dynamic and strongly-growing areas of Europe, but we also face common problems of accommodating growth – ensuring it is accompanied by the infrastructure expanding communities need, building adequate housing for those who need it and finding ways of handling growth without putting the environment at risk or making places increasingly unliveable.

We will work closely with our neighbouring regions on areas of common concern to help ensure a coordinated approach to planning and growth management in the greater South-East. We will join with them in examining whether there are ways to improve the existing Inter-regional Planning Forum to make this joint work more effective and we will fully engage with debates about the future role of regional and sub-regional planning, looking at ideas that are being discussed elsewhere in the country, which could have lessons for us in London.

The London Plan

Although some planning policies will change – some substantially and others more in emphasis – the Mayor supports much of the underlying analysis and strategy that underlies the current London Plan. In particular, the emphasis on supporting London’s continuing economic and demographic growth within the existing boundaries of the city; protecting and enhancing London’s world city role; addressing climate change and environmental quality, promoting social inclusion and tackling deprivation and discrimination. The Mayor will strongly support the protection of Green Belt, Metropolitan Open Land and London’s precious green and open spaces.

The Mayor will also promote the best standards of energy efficiency, inclusive, accessible design, new, inspiring architecture and high quality urban design. He will encourage development that supports much-needed investment in our city’s
existing fabric, but will insist that it is appropriate to its context, improves the quality of the environment, and enhances quality of life both locally and in London more widely.

The Mayor’s role
The Mayor has a vital part to play in planning for a better London. He can provide:
- strategic direction and coordination to identify key priorities and ways of achieving them
- a coordinated approach across the GLA Group of organisations to policy-making and to delivery on the ground
- information and specialist advice needed across London to support policy-making and monitor implementation,
- specialist services like the London Development Database
- a way of exchanging best practice, through initiatives like the Mayor’s Planning Awards, and appropriate guidance
- assistance to partnerships to enable delivery at the local level, such as the Green Arc
- a strong voice for effective planning in the capital.

Although the Mayor will provide this leadership, he will not try to do things that are better done at local level or by other agencies, or to intervene where this would add no value.

In future, the Mayor will focus on genuinely strategic issues and on areas where the GLA and its related organisations can really help improve the quality of planning policy and decisions. This approach will be taken forward in the forthcoming review of the London Plan, with the aim of producing a more concise statement of strategic policy within which more detailed policies and other Mayoral strategies can sit, adopting a similar approach to those being applied by local authorities in Local Development Frameworks and by
other regions. We will also look at the format and presentation of the London Plan to see if there are ways of making it easier to use, drawing on the experience and suggestions of those who have to use it in their day-to-day work.

The range of supplementary planning guidance, best practice guidance and implementation reports published to supplement and expand upon policies in the London Plan have proved effective and valuable. We will be examining ways to reinforce their value, ensuring they retain strategic focus and making them more user-friendly to developers, decision-makers and others. We will also review the way they are drawn up, examining ways to bring stakeholders into the process at an earlier stage, so that the key issues can be identified and discussed from the outset.

We will look more widely at the range of planning services that the GLA provides, and whether there are areas where we can develop or extend them to help the planning system in London. As part of this, we will consider whether it would be useful to organise an annual London Planning Convention to provide a forum for discussion of major issues facing those planning in the capital and a way of feeding back to the Mayor on his policies and activities.

Planning decisions

The Mayor has important development control powers over planning applications of strategic importance to London, both negative (the power to direct boroughs to refuse planning permission) and, in some cases, positive (enabling him to take over some applications which he then deals with). He does not intend to use these powers to do boroughs’ work for them, or to intervene for its own sake. Rather, he will use them to ensure the delivery of key objectives for London, to protect and enhance London’s unique status and character, to promote liveability in its neighbourhoods or to deal with cases where the nature of an application is such that taking a decision at London level would genuinely add value.

The GLA Act 2007 has given the Mayor powers in certain circumstances to take over planning applications that are of “potential strategic importance” for his own decision. The Mayor intends to use his powers carefully and sparingly, only taking over those which do have genuinely strategic implications for the planning of London. It is likely, therefore, that he will use these powers only in the most exceptional circumstances. Equally, in commenting on those applications which boroughs are required to refer to him, the Mayor intends to focus
on strategic issues, rather than on matters of detail that are better dealt with locally. He intends to take a similar approach with borough local development frameworks.

This document flags up several areas where there will be changes in policy, which will be implemented either through alterations to the London Plan or through supplementary guidance. For the planning system to work effectively, however, there does need to be some finality in the decision-making process, and it does not make sense to reopen planning decisions made by the previous Mayor. The current Mayor does not consider this would be an effective use of public resources, and would not encourage the re-submission of applications simply because of the change of administration.

**Key questions**

*Is the approach to planning set out in this chapter the right one?*

*Does it strike the right balance between local and strategic issues?*

*Are there things you think the Mayor and the GLA could do to improve planning in London which are not identified here?*

*Do you support the idea of an annual London Planning Convention? Would you attend if it were to be organised?*
2: The Key Challenges

This section sets out some of the major challenges facing planning in London, and some of the ways the planning system can help address them.

Continued population growth

London’s population is continuing to grow, as it has since 1988. Although more people leave London than move into the city, the capital’s population is younger than that in other parts of the country. We have more people of childbearing age, and greater “natural growth”, resulting from a higher number of births than deaths. As a result, from an estimated base of 7.51 million Londoners in 2006 the most recent projections are for a population of between 7.96 and 8.14 million by 2016 and 8.27 – 8.61 million by 2026.

London’s population is growing, but it is also changing in composition. The capital will continue to be younger than elsewhere in the United Kingdom (UK) with the most significant increase in children likely to come between 2011 and 2021. Those who move to London also tend to be young adults, such as students, or those in their first jobs, while those moving out tend to be older, including many families with young children.

The number of London households is also projected to grow by at least 560,000, and possibly 700,000, between 2006 and 2026; three-quarters of these will be one person households, with the remainder split between lone parents and other multi-adult, non-family households. These one-person households will be concentrated in the 45-54 age group.

London’s population will also be increasingly ethnically diverse. Although London has only 15 per cent of England and Wales’ total population, it is home to 41 per cent of the national black, Asian and minority ethnic (BAME) population. BAME communities are expected to grow significantly over the next 20 years to nearly 40 per cent of the total population as natural population growth is reinforced by in-migration from overseas which, though lower than in recent years, is still significant. By 2026, nearly ninety per cent of the growth in the working age population will be from the black, Asian and minority ethnic population. London’s diversity is already one of its major assets, underpinning its status and success as a world city. It will be increasingly important to the city’s economy, and we will have to support and sustain it.

It is worth bearing in mind that London’s population reached its peak of 8.6 million in 1939. Back then, Londoners lived in fewer, larger households and private cars were comparatively rare. In the 1940s, planners responded to the situation by decentralising, with new towns and encouraging dispersal of population. These options are no longer available
today on any significant scale and even if they were, they would have unacceptable social, environmental and economic consequences.

Our plans for growth have to take into account the changes within London’s population, ensuring that all Londoners can have access to homes, opportunities, transport and other infrastructure, including education and health services, to meet their needs and circumstances. The trends described here will have particular implications for the planned and timely provision of family housing, education, leisure and health facilities. To take only one example, the increasing numbers of Londoners of school age together with changes to national policies encouraging greater diversity in school place supply will mean greater demand for land for schools. The London Plan will have to support and facilitate this.

Policies will also be needed to tackle persistent problems of deprivation, social exclusion and discrimination that prevent London from making the most of the potential of all its people.

**London’s changing economy**

London’s economy is growing, and continues to change. It differs in important ways from the rest of the United Kingdom. It is particularly productive, accounting for just under a fifth of the UK’s output with just 15 per cent of its jobs. In the last decade its economy has grown on average by 3.1 per cent a year compared with 2.4 per cent for the rest of the country and employment by an average of 1.2 per cent compared with 0.9 in the rest of the country. Although the vast majority of London’s businesses are small or medium-sized, it has a higher share of employment – 51 per cent – in larger enterprises (those with more than 250 employees) than other parts of the country. London is also more heavily private-sector based, accounting for 76 per cent of London’s employment (17 per cent is in the public sector, the remaining seven per cent in the not-for-profit sector). At the same time, London has experienced entrenched problems of unemployment and economic inactivity among Londoners, resulting in labour coming here from overseas.

London’s economy is likely to continue to grow. If it grows in line with the national trend of a yearly output increase of 2.5 per cent, there could be 900,000 more jobs by 2026. Even if the London economy were to grow by only two per cent; there would still be 640,000 new jobs over this period. If, on the other hand, it grew by three per cent, there might be as many as 1.2 million more.
What is driving this growth? Part is due to the growth in population and households described in the previous section. More people means more demand for goods and services (it is estimated that an extra 1,000 residents generates around 230 new local jobs). Another factor is the dramatic changes to the structure of the London economy over the last three decades. In 1971 there were over one million manufacturing jobs in London, accounting for 23 per cent of total employment here. Thirty years later manufacturing jobs had declined by three quarters. By contrast, in 1971 London had around 460,000 jobs in business services – about 10 per cent of the total. This had increased by over 600,000 by 2004, when these jobs were 24 per cent of the total. The last 20 years has also seen growth in the recreation and leisure services, hotels and restaurants, retail, financial services and health and education. In short, London’s economy has become increasingly service-based. This shift is likely to continue.

There have also been changes to London’s economic geography. Over the last two decades, employment growth has been faster – at 18 percent – in central London and Canary Wharf, as finance and business services have tended to cluster there, than in either the rest of inner London (14 per cent) or outer London (six per cent). The rest of inner London has seen growth in office-based sectors, and in leisure and personal services. Outer London continues to account for 42 per cent of London’s jobs, but it has been affected by the rapid contraction of manufacturing in London. All parts of London are expected to see jobs growth in the period to 2026 – central London by 26 per cent, inner London by 27 per cent and outer London by 11 per cent.

Economic growth in London is good for Londoners, and for quality of life in the city. Without it, achieving other environmental and social objectives will be impossible. We need a planning framework within which all kinds of enterprises in all parts of London can start, grow and thrive. Fundamental to this will be ensuring the availability of workspace, whether the estimated need for up to 8.1 million square metres of additional office space that may be needed by 2026, or the premises that growing sectors like leisure, warehousing, waste and transport will require. London is also likely to need 40,000 more hotel rooms in the next 20 years, increasingly outside central London.

Meeting this challenge means addressing the needs and realising the potential of all parts of London. Almost 60 percent of London’s projected job growth is expected
to take place outside the central London/Canary Wharf area, and given the interconnections between different parts of the capital (of the 1.5 million people working in central London, around 640,000 live in inner London and 480,000 in outer London), decisions affecting the economy in one place will have huge effects elsewhere.

Improving the environment and tackling climate change

The quality of London’s environment is fundamental to the quality of life of everyone who lives and works here – now and in the future. Too many Londoners have to suffer poor air quality and noise pollution, or lack good access to decent green open spaces. Taking action to deal with these issues locally can also help to tackle the global threat of climate change.

London is already experiencing the effects of climate change. Flooding, subsidence, overheating, problems of water supply and stresses on our flora and fauna. The probability and frequency of these will increase in the years ahead, with rising sea levels, heavier winter rainfall and hotter summers. Central London retains heat at night – the “heat island effect” – and this can make hot summers dangerous, and even fatal to vulnerable Londoners such as older people, children and those living alone (600 Londoners died during the summer 2003 heat wave). As a global city whose growth depends on trade and services like insurance, we cannot afford to be parochial about the effects of climate change worldwide.

Our response to climate change has to be twofold. First, to adapt to the changes that are now inevitable between now and 2050 to make sure London remains liveable, taking steps such as conserving drinkable water, flood-resilient design, protection of green spaces and urban greening. Secondly, we must take steps to mitigate further climate change. This means reducing our city’s emission of the gases that cause global warming – principally carbon dioxide – by using the planning system to work towards new developments being zero carbon, for example. Planning can promote energy efficient design and construction, greater efficiency in use of resources (such as use of combined heat and power and the use of heat networks) and the use of renewable energy sources. It can also help encourage decentralised energy systems, such as area-wide community heating networks.

All Londoners should have ready access to green open spaces. These are vital resources for recreation and improving health, tackling obesity,
promoting biodiversity and providing spaces for education and cultural activity. They also help address climate change. The planning system can help manage and promote existing spaces, and provide new ones by, for example, making sure that new developments provide green amenity spaces and play areas for children. The Green Belt and Metropolitan Open Land around London have a key role to play; some of the Green Belt nearest the metropolitan area has suffered from neglect, and will need concerted action with local authorities to improve their quality and accessibility.

The standard of the built environment is also important to quality of life. London has grown up organically over centuries; its sheer diversity of neighbourhoods and mixtures of old and new are part of the spirit of the city, and this rich mix is amongst London’s greatest assets. Planning can help promote this, for instance by protecting our familiar landmarks and London’s magnificent architectural heritage. This includes our four World Heritage Sites (the Tower of London, Palace of Westminster, Kew and Greenwich) and a huge range of other buildings, parks, streetscapes and places that are loved and valued for their historic importance. They are part of what makes our city the unique place it is. They contribute hugely to the city’s character and sense of place, economic value and desirability as a place to work, visit or invest in and we must ensure they are properly protected.

Planning also has a key role in ensuring new development – whether offices, new homes, shops or community facilities like stations – is of a consistently high standard. It is perfectly possible to manage growth whilst protecting and improving the environment. For example, tall buildings can be supported in places where they are in context with their surroundings, but with appropriate protection of the views of our World Heritage Sites. Similarly, the building of new homes needs to be encouraged, but so too does the need to ensure they embody the highest standards of design and construction and help foster truly liveable communities.

Providing the homes Londoners need
London can be the best place to live in the United Kingdom. People can live in easy reach of unparalleled job opportunities, cultural attractions, educational and other facilities. But too many people are being priced out, or are forced to live in overcrowded and unsuitable accommodation by the high cost of housing in London. Even with a downturn in the market,
buying a home in London is beyond the pockets of many earning even above average wages.

These problems of affordability affect those looking for their first home, and growing families looking for a home with the space they need. The result is a growing housing divide, which is in turn exacerbating London’s problems of poverty and social exclusion. In time, it will have serious implications for London’s economic competitiveness. But if resolving the problem that exists today is a formidable challenge, it has to be borne in mind that over the next twenty years projected population growth is likely to result in up to 700,000 new households in London.

Planning for all Londoners
This report has already highlighted the enormous diversity of London’s population and the great asset this represents. It is essential that the planning system responds to this, and helps ensure availability of the facilities and opportunities they need. Sometimes this will mean taking action to target the needs of particular groups, although often more general approaches will particularly benefit disadvantaged communities.

Twelve per cent of Londoners are aged 65 or over, and three per cent are over 80. Too many older people are among the most marginalized in London, facing social exclusion, poor quality housing and lack of access to essential social support and facilities; this is often compounded for those from black, Asian and minority ethnic populations, a group projected to expand from 17 per cent of older people in London in 2006 to 30 per cent by 2026. Planning can help address the needs of older people by making sure new development is designed to high standards of accessibility and “designing out” crime and anti-social behaviour, and by supporting the provision of post offices, local shops, public toilets, community centres and leisure facilities. Promoting Lifetime Homes will particularly help address the severe shortage of appropriate housing for both disabled and older Londoners.

Disabled Londoners continue to be excluded from too many areas of life that the rest of us take for granted. They can face particular problems with transport, work, leisure, health and social care, and many buildings remain inaccessible to disabled people. There are around 810,000 disabled people of working age in London, and they are significantly more affected by unemployment than non-disabled people. Planning can ensure new developments are designed to be inclusive and fully
accessible. All Londoners should have the opportunity to enjoy a good quality environment. Ensuring this means planning for lifetime neighbourhoods in which local shops, social and community facilities, streets, parks and open spaces are accessible to everyone.

About a third of Londoners are from black, Asian and minority ethnic groups. Unemployment is significantly higher among these groups, with problems of worklessness often concentrated in areas of considerable deprivation, where access to social facilities and good quality housing is a major problem. These factors in turn are often reflected in problems of poor health. Good planning can support local employment opportunities, suitable housing and the social infrastructure different communities need.

Twenty-two per cent of Londoners are under eighteen, and the number of young people is expected to grow further. Too many are unable to take advantage of what their city has to offer; London has the highest rates of child poverty in the UK, often associated with problems parents and guardians have with accessing employment and training. Poverty can lead to health, nutrition and education problems, and to poor, overcrowded housing with limited access to open space for recreation. Crime and safety also remain problems for London’s young people. Planning can help to secure the facilities young people need, and help tackle problems of deprivation and poor housing.

London is a city with unacceptable health inequalities; the most deprived communities have life expectancies eight years lower than those in more affluent areas. Planning can help secure the health facilities communities and neighbourhoods need, supporting retention of local hospitals and family general practitioner practices, and help improve Londoners’ health by supporting facilities for sport and exercise, access to open space and promoting cycling and walking to get around.

**Planning for the whole of London**

Planning for London’s diverse neighbourhoods has to take account of their specific needs and circumstances, support their well-being and prosperity, while also realising the potential each has to meet the London-wide challenges outlined in this report.

Managing London’s growth in ways that do not make the city unliveable means making the most of those parts of the capital that have
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Untapped or under-used capacity, of which the most significant is East London – particularly the Thames Gateway. This area has London’s largest concentration of brownfield land; it also has the city’s (and, indeed, the country’s) largest concentration of deprivation. These factors mean that it will continue to be a focus for development and regeneration, and for the investment in infrastructure needed to support them. A key element of this will be making realistic plans for using the legacy of the 2012 Olympic and Paralympic Games to create and support the growth of vibrant new places in East London.

As we have seen, outer London has considerable unrealised potential and enabling people to work as well as live there will help ensure a more balanced approach to the capital’s development, and reduce the strain on already congested transport links into central London. However, the attractiveness and prosperity of outer London will always be bound up with that of the centre, which is home to activities and economic sectors vital to London’s prosperity and that of the UK as a whole.

Achieving our development priorities depends on ensuring the transport and other infrastructure needed to support development is in place. This is why Crossrail is so important, linking economically critical places like Heathrow Airport, the West End, the City and Canary Wharf together, and also to places where there will be major housing development and new communities in the Thames Gateway. Maintaining London’s international links will be important too, but we have to take careful account of the effects that aviation can have on the environment and on Londoners’ quality of life. That is why all the options for airport capacity for London and the south-east, including a new airport to the East of London, have to be looked at.

Key questions
Have we correctly identified the key challenges that planning in London has to address?

Are there other challenges that need to be addressed?
Ensuring London’s continued economic success

Over the last decade, London has enjoyed considerable economic success, rivalling and even outperforming that of New York. It is vital that this record of success and growth continues. If it does not, we will not be able to secure the kind of investment London needs to prosper. Londoners will not have access to the jobs, goods and services and other opportunities they need. The UK will miss out on the kind of trade and investment that only London’s status as world city can attract.

We also have to make sure that all parts of London, and all Londoners, can participate fully in their city’s economic success and share in its rewards. This isn’t yet the case. London has a record for participation in employment and unemployment amongst the worst of any English region. There are parts of London, particularly beyond the central area which have seriously lagged behind the city as a whole. The popular image of London as somewhere that regularly suffers from economic overheating is wrong; in fact it has key assets – both people and places – which are not realising their potential, and planning must play its part in changing this situation.

This means looking at the London economy as a whole. There can be a temptation to become unduly focussed on the central London and its place in the world economy, and the multi-nationals and banks. This easily overlooks the many more people who work in outer London than in the central area, and that even with the greater presence of larger companies in London than elsewhere in the UK, nearly two-fifths of employment is in small and medium-sized enterprises, with most firms serving more local markets. It can also mean missing the potential for people to work closer to where they live, reducing the strain on the transport links into central London by encouraging new centres of employment in parts of outer London, like Barnet or Croydon.

Planning has a vital part to play in realising this potential – making sure that work by agencies like TfL and the LDA in each place are coordinated and delivered in ways that make the most effective contribution to development, regeneration and environmental improvement. We will also have to make sure that physical improvements are complemented by skills and other programmes to ensure people living locally can make the most of new opportunities. It is likely that outer London’s rich heritage of town centres will provide
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an invaluable basis for this work and planning has much to contribute to supporting their success.

Making these points is not to say that we should ignore central London, large companies or global markets – that would be suicidal. Rather, it is to point out that the London economy is a complex whole, in which global economies in central London are linked inextricably to smaller ones in outer London (and, indeed, the wider south-east) and vice versa. Success lies in understanding these linkages and helping them to develop and grow.

We also need to recognise the links between steps to improve London’s quality as a place to live, and as a place to work. If London’s enterprises are going to have access to the skilled, motivated workforce they need, it will be essential to ensure that Londoners enjoy a good quality of life, with suitable and affordable homes, safe, clean neighbourhoods and an efficient transport system and related infrastructure. There are strong links between promoting liveability and a high quality of life and ensuring continued economic success.

Our planning priorities will be:

- **To ensure a supportive policy and implementation framework for key areas of the London economy**, including finance and business services, the whole range of creative, green and innovative industries, the sectors supporting London’s vibrant visitor economy, the retail trade that is so important to providing Londoners with the goods and services they want, the leisure sectors and the whole range of services that people need and want in the places they live.

- **To support the success of all London’s enterprises, whether multi-nationals or small and medium-sized enterprises (SMEs)**. SMEs are frequently at the cutting edge of innovation, can serve as generators of jobs near where people live and can play an important part in ensuring the vitality and vibrancy of town centres. We will seek to ensure availability of appropriately-located workspaces suitable for all sizes and kinds of enterprises.

- **To support tall buildings in appropriate locations** (in places where there are existing clusters of tall buildings like the Isle of Dogs, the City or Croydon, for example) and **will work with the boroughs to identify and designate these places**. Elsewhere we will ensure that local context is given greater weight in considering proposals for tall buildings.

- **To examine ways of ensuring that outer London can**
play a full part in the city’s economic success. The areas beyond the centre are an all-too-often overlooked asset. The Mayor will establish an Outer London Commission to identify ways of ensuring they can realise their potential and to make recommendations to inform revision of the London Plan and the preparation of supplementary planning guidance.

- **To ensure a planning policy framework that supports the continued success of central London.** We will publish a planning framework dealing with issues facing the Central Activities Zone identified in the London Plan.

- **To help ensure a diverse, dynamic retail sector.** Retail trade is one of London’s real strengths in all parts of the capital, and the Mayor will work with the sector to ensure this success continues. In particular, the Mayor will continue to support work to support and improve the West End in partnership with the boroughs of Camden and Westminster, and initiatives to make the most of London’s rich network of town centres. Work is already underway on preparation of supplementary planning guidance on town centres and retailing, and the Mayor will also support initiatives like business improvement districts and involve them in partnership working where possible. Finally, proposals will be brought forward to enable planners to use section 106 agreements to require developers to make provision for affordable small shop units in major retail schemes.

**Delivering homes for Londoners**

Delivering the homes Londoners need is not just a planning issue. We will be producing a new draft Housing Strategy for consultation later in 2008. This will outline how the resources available for housing in London will be used to deliver these...
objectives. But delivery depends on having a supportive planning policy framework.

We have to find ways of delivering more homes that are affordable by more Londoners. And we have to do so at a time when a credit crunch and general economic downturn will make delivery more difficult. The scale and complexity of this challenge means that tackling it effectively will require a range of imaginative approaches and constructive joint working by organisations including the GLA Group, the new Homes and Communities Agency and the boroughs, drawing on the resources, powers and expertise of each. The Mayor believes that more can be achieved by working together than by setting rigid targets and publicly berating those who fall foul of them, or by seeking to micro-manage the number of affordable units that should be provided on each site.

This should not be taken as implying any lack of determination to make sure that the homes London needs – and affordable homes in particular – are built. The Mayor has made clear his commitment to ensuring delivery of 50,000 affordable homes over three years, and the more consensual approach outlined here should not be seen as a soft option.

Providing good homes for Londoners is not just about numbers. The quality and design of homes, and the facilities provided for people living in them, are vital to ensuring good, liveable neighbourhoods.

Our planning priorities will be:

- **To develop an evidence base on housing needs, capacity and markets** to inform discussions with boroughs and the agreement with them of binding agreements for the delivery of housing.

- **To work with boroughs to identify ways of improving the supply of housing, and to ensure a supportive planning policy framework for delivery.** This will include steps like bringing vacant housing units back into use. It will also include increasing housing development densities where this is appropriate (at public transport nodes, for example). We will also encourage provision of more homes suitable for families.

- **To support delivery of affordable homes.** The Mayor has made clear his commitment to securing 50,000 new affordable homes between 2008-2011, and to deliver these by agreement with boroughs. Although this will be addressed primarily through the Housing Strategy, we will ensure that planning policies are in place to support this
approach, including **altering the London Plan to remove prescriptive and counter-productive targets** (such as the 50 per cent affordable housing target for new development) and to enable a higher proportion of shared ownership and other ‘intermediate’ housing. We will also give strong policy support for more affordable, family-sized homes.

- **To ensure a supportive planning policy framework for Mayoral housing initiatives** including those aimed at helping people on low and medium incomes and those reaching for the first rung of the property ladder, such as the new First Steps Housing programme and extension of shared ownership.

- **To improve standards for the quality and design of housing** making sure that homes meet the needs of a changing population throughout their lives, and are built to the highest environmental standards.

- **To promote good quality, liveable and sustainable neighbourhoods** where people can enjoy a high quality of life. This means looking at issues like:
  - Making sure that neighbourhoods and buildings are designed to minimise opportunities for crime and anti-social behaviour
  - Putting in place protection for back gardens against development
  - Making sure that neighbourhoods have good facilities for play, sport and recreation; protecting and enhancing our playing fields
  - Addressing the particular housing needs of older and disabled people, and encouraging Lifetime Homes.

- **To prepare and publish revised supplementary planning guidance on housing** to give strategic planning support for the approaches and initiatives outlined here to the extent this is possible within the current London Plan policies. Guidance of this kind cannot introduce new policies, and where existing policies impede progress, appropriate further alterations will be made to the London Plan.

As a first step, we will hold a major seminar on these issues to give an opportunity to explore these issues in more detail and to start the process of practical implementation.

**Allowing all Londoners to enjoy their city in safety**

The reality and fear of crime and anti-social behaviour can destroy peoples’ ability to enjoy their neighbourhood and make the most of what their city
has to offer. As we have seen, these things often disproportionately affect the most vulnerable. They an also reinforce problems of social exclusion and deprivation.

The planning system can help ensure that the design and layout of new developments and communities reduce opportunities for criminal activity or anti-social behaviour by locating and designing foot and cycle paths so they do not offer places of concealment for attackers, ensuring that long-term management and maintenance responsibilities are clearly identified early in the design and build process and clearly defining private and public spaces. It can also ensure supportive policies for developments linked to community safety and criminal justice, such as police stations or prisons.

Our planning priorities will be:

- **To issue further guidance on designing out crime and anti-social behaviour** for residential, commercial and other development and the wider public realm, and to identify ways in which the London Plan may need to be altered to give more prominence to crime prevention. We will also work with train operating companies to improve the design of stations in London to help deter anti-social behaviour, crime and the fear of crime and to enhance passenger safety.

- **To consider what can be done with regard to the existing built environment** to reduce opportunities for crime and anti-social behaviour. In particular, we will consider ways of providing advice to owners and occupiers to help them identify ways of improving their premises in order to reduce crime.

- **To ensure supportive planning policies for facilities and uses linked with community safety and criminal justice** in appropriate locations, to ensure the availability of the infrastructure these services rely upon.

**Meeting the environmental challenge**

The planning system is a potent mechanism to help achieve the Mayor’s ambition to make London a world leader in addressing environmental challenges. It can enable a real contribution to be made towards the global efforts to deal with issues like climate change while also finding ways – like protecting back gardens and playing fields, or ensuring the highest and most modern standards of design and construction – to improve the quality of the environment and of Londoners’ lives closer to home.
The Mayor will use his planning powers to improve the quality of local environments in London and tackle problems like poor air quality, noise pollution and lack of accessible open spaces. He will encourage urban greening – street trees and green roofs, for example – to make places more pleasant and to help adapt to climate change. The Mayor will also use the planning system to improve the way London deals with waste, encouraging minimisation, recycling and more environmentally-friendly methods for disposal.

Climate change is undoubtedly the most important of the environmental challenges we face. London already has to deal with the consequences of a warmer, wetter climate and will have to adjust further as these trends deepen. In particular, we will need to take action to reduce the risk of flooding. But we have to go further, reducing the emissions of greenhouse gases to help reduce the pace of change. This has to be a key priority. A city with a global reach like London must take climate change seriously and make real efforts to address it – if we fail to do so, the results for our continued well-being and prosperity could be incalculable.

More locally, a good quality environment is one that makes the most of our rich heritage of green and open spaces and built environments. High quality design which embodies the most up-to-date standards in areas like energy efficiency and sustainable construction and respects the existing character of place has much to contribute. This does not mean promoting a particular style; when considering matters of architectural design consideration will be given to the contribution it makes to its surroundings. The interplay between the old and the most modern is one of the key ingredients of London’s unique character and appeal, and needs to be respected and supported.

Our planning priorities will be:

- **To make real progress in meeting the challenge of climate change.** The Mayor will continue to use the planning system to its full extent to make sure London copes with the consequences of the changes to its climate and to take steps to mitigate the future extent of that change.

- **To ensure that the most is made of opportunities to use the planning system to promote the most efficient use of resources** like energy and water. In particular, we will ensure that forthcoming supplementary planning guidance dealing with renewable energy makes clear the
Mayor’s strong support for micro-generation and on-site renewable energy, but without being overly prescriptive about the technologies to be used. We will also be keen to explore the opportunities for providing low carbon energy options – like tapping ground source heat – on a district basis; this may open up opportunities a site-by-site approach might not. This is a rapidly-developing area, and the Mayor would welcome the full engagement of everyone with an expertise or interest in the issue to agree ways of making real and measurable progress.

- **To make sure the planning system protects and enhances open spaces.** The Mayor will use his planning powers to prevent inappropriate development of open spaces, Green Belt, domestic gardens and playing fields. We will look at ways of strengthening the supplementary guidance on existing London Plan policies dealing with these issues, and identify where London Plan policies will have to be altered to ensure they provide the firm protection that is needed.

- **To make sure the planning system does all it can to**
**protect and promote trees and woodland.** In particular, the Mayor wants to see the planning system used to secure the planting of trees in new developments, and to the extent that it can, to protect the trees in London’s streets that are so much a feature of our city life. We will also consider producing guidance about best practice in protecting existing trees and planting new ones.

- **To promote a well-designed environment that respects and makes the most of London’s heritage.** The Mayor wants to see exciting, new architecture and design, but it is equally important to respect the existing character of London’s diverse places and its world-class heritage. We have already started work with Government to take early steps to enhance viewing corridors and to strengthen the protection of London’s designated World Heritage Sites. We will alter the London Plan to increase the weight that should be given to local context and character in considering proposals for tall buildings, and will issue guidance on designing out crime and anti-social behaviour.

- **To protect and enhance London’s historic environment.** Our unique heritage of historic buildings, places and environments are a vital part of London’s unique character as well as making a huge contribution to our economic success. We will examine changes to the London Plan to ensure that these benefits are fully taken into account when planning decisions are made.

**Keeping London Moving**

Although the main source of policy on transport is the Mayor’s Transport Strategy (which will be reviewed itself as an early priority) there is much the planning system can do to ensure effective and environmentally supportive transport choices, whether in making sure that land use and transport issues are taken into account in considering individual developments or in setting strategic planning policies.

In looking at how London should develop, it is obviously essential to consider where people will live, work and take their leisure, and how they will move between these activities. The best option – environmentally and economically – is to reduce the distance between them, and simply reduce the need to travel longer distances. This is one of the reasons for making sure that outer London delivers its full potential. However it is not always possible in a complex urban environment like London, with its specialist clusters of activities.
like finance and business services. This means we have to look at the infrastructure needed to support London’s growth, without which the city will grind to a halt.

We will make sure that decisions on development and on transport investment are properly coordinated, helping to deliver linked communities which enable those living in them to enjoy the opportunities their city provides to the full. Crossrail is the most important example, linking and providing additional transport capacity in some of London’s most economically important places and other places, particularly to the east. In other places, this may involve looking at investment and service planning for our bus, rail and underground and road networks.

We cannot overlook the hidden costs of transportation, however. Transport contributes significantly to carbon dioxide emissions, air and noise pollution and can affect peoples’ health and quality of life. It is important that the right balance is struck. This is why although the Mayor recognises the importance of maintaining and enhancing London’s global links, he opposes the current plans for a third runway at Heathrow.

It is also important to try to substitute less environmentally-damaging transport options for more damaging ones. The Mayor particularly supports the promotion of cycling and use of the River Thames for transportation of people and goods.

Our planning priorities will be:

- **As a priority, looking at ways of using the planning system to seek a contribution towards the cost of Crossrail from development.** We will also work with boroughs and other stakeholders to optimise the opportunities for development, regeneration and renewal Crossrail will bring.

- **To ensure that decisions on new development, transport infrastructure and funding are taken in a coordinated way.**

- **To oppose the current plans for a third runway at Heathrow airport** and to engage with London’s business, environmental and amenity organisations, neighbouring regions and other stakeholders in identifying other options to maintain and develop London’s global air links. The Mayor intends to lead a thorough review of long-term options for London’s airports, including the scope for a new airport in the Thames Estuary.

- **To ensure a strategic planning policy framework supportive of cycling and walking.**
In particular, we will consider issuing supplementary guidance on standards for cycle parking in new developments and to support the implementation of a bicycle hire scheme, similar to those in Paris, Copenhagen, Barcelona and Brussels. We will support the extension of the Legible London initiative aimed at improving wayfinding for pedestrians.

- To support use of the River Thames and other London waterways for transportation of people and goods. The Mayor will continue to protect the wharves and other infrastructure needed if London’s waterways are to realise their transport potential. We will consider issuing additional guidance and best practice to support protection and use of waterways.

**Planning for London’s diverse places**

We will plan for London’s places in a way that meets the aspirations of each, and improves quality of life for local people, and which also enables each to make a contribution to meeting the challenges facing London as a whole – whether in central, inner or outer London. Doing this properly – and making the most of the potential that exists – means taking a joined-up approach to planning places and for delivery of transport and other infrastructure needed to support growth, particularly in places where accessibility is currently poor (as is true in some parts of the Thames Gateway, for example). Our specific planning priorities will be:

- **To continue to promote the development of East London and the Thames Gateway as priority areas for development and regeneration.** We will work with stakeholders to ensure a more streamlined, effective way of planning for growth, new communities and the infrastructure these need in the Thames Gateway. In particular, we will maximise the potential of this area as the location for innovation and for development of ‘green’ enterprises. Work by Transport for London suggests that there may be scope to deliver more housing in areas of East London that will be served by Crossrail and other new transport infrastructure, and we will work with local boroughs to review the numbers and spatial allocation of housing in the London Plan to ensure this potential is fully realised. In other places there is a need for new transport infrastructure to support the new homes being built – we must not create new communities that have to be dependant upon the car.

- **To ensure that new communities are just that**
and are not simply large housing estates. We will ensure that they have the transport, social, environmental and cultural infrastructure that they need. We will, for example, make sure that the most is made of the cultural potential in the development of the Thames Gateway.

- **To ensure that realistic plans are in place to make the most of the legacy from the 2012 Olympic and Paralympic Games as the basis for vibrant new communities in East London.**

**Key questions**

*Do the policy responses suggested here adequately address the challenges facing planning in London?*

*Are there other responses that should be considered?*

*How should we strike the balance between meeting the challenge of growth and improving quality of life?*
Section Four explains in more detail the changes that will be made to the London Plan and other policy guidance to put the policy approaches described in the previous sections into effect.

This document has set out a programme of planning work for the GLA and stakeholders across a broad range of issues. Some of these new directions can be delivered with existing London Plan policies, perhaps with supplementary guidance to expand upon them. Others may be a matter more of identifying and sharing best practice (through issuing best practice guidance, for example), or of providing advice (through implementation reports, training or other events for instance).

In other areas, a change will be needed to the London Plan. The process involved in doing this is set out in legislation, and can be quite lengthy. The first London Plan took around three years to publish, while the early alterations on housing and waste, and the further alterations published earlier this year took about two years each. The process involves:

- Consulting the London Assembly and the functional bodies (such as the London Development Agency and Transport for London) on draft proposals.
- Issuing the draft proposals for public consultation, for not less than a 12 week period.
- Holding an examination in public (EiP) on the proposals. This is usually conducted by a panel appointed by the Secretary of State.
- The EiP panel then makes a report to the Mayor, who has to consider the recommendations made. The Mayor may accept or reject them.
- The Mayor then has to send a copy of the London Plan to the Secretary of State, together with an explanation of why any recommendations made by the EiP panel have not been accepted. The Secretary of State has six weeks to decide whether to direct the Mayor to change the London Plan at this stage.
- The Mayor can then formally publish the alterations.

The GLA can publish supplementary planning guidance to explain or expand on policies in the London Plan. In legal terms, these documents do not have the same status as policies in the London Plan itself, but boroughs (and ministers) can take them into account as material considerations in taking planning decisions. They have to be consistent with the London Plan (they cannot be used to change the London Plan itself) and with national government policy.

The process for publishing these documents is far quicker than that for changing the London Plan:

- They have to be prepared in consultation with the public, businesses and other interested parties.
The views expressed have to be considered before documents are finalised
The Mayoral has to formally decide to publish the document as supplementary guidance
A statement of the consultation undertaken, comments received and the Mayor’s response have to be placed on the GLA website.

Typically, from start to finish the process takes between 12 and 18 months.

The GLA publishes three types of supplementary document:
- Supplementary planning guidance (SPG). These give detailed guidance to supplement the policies contained in the London Plan.
- Best practice guidance (BPG). These identify and describe best practice on issues covered by London Plan policy.
- Implementation Reports (IR). These give more detailed guidance on implementation of London Plan policies.

We intend to change the way supplementary documents are drawn up to bring interested parties into the process at an earlier stage, enabling the key issues to be identified from the start and helping to ensure these documents work well as practical planning tools.

Our programme for implementing the actions set out here is as follows:

**Changes to the London Plan**
We are still finalising our detailed programme for altering and revising the London Plan, but it is likely to be as follows:

- Over the next three months we will give consideration to altering the London Plan to enable the use of the planning system in London to raise contributions from development towards the funding of Crossrail.
- Over the next eight months or so, we will start the process to alter the London Plan to deal with a number of housing issues (including targets for affordable housing and protection of domestic gardens), design policy (including tall buildings strengthening policies around designing out crime) and any other changes required in policies on economic or environmental issues (outer London or climate change, for example). It is likely these alterations will be in place for formal publication towards the end of 2010.
- Over the next 18 months or so, we will start work on a complete review of the London Plan. The basic framework of the London Plan was put in place in 2004; there have been two sets of alterations
since then, and a change to its legal status. The Panel that examined the last set of alterations recommended a complete review, and this document has highlighted the Mayor’s desire to move towards a new kind of document. This will be a major undertaking, and may not be completed until 2012.

This document is the first stage in reviewing the London Plan. As the alterations to the London Plan highlighted here go through the various stages explained earlier, there may be implications for boroughs’ policies in their Local Development Documents (which have to be in general conformity with the London Plan). It may be appropriate for them to consider emerging London Plan policies as they prepare these Documents, but the exact weight that they should give to them in doing so will depend on the extent to which they have been consulted on or tested by public examination.

The close links between the London Plan and other Mayoral strategies (especially transport and economic development) have already been noted. The revision of these strategies will be planned alongside these changes, so that these links are fully taken into account.

**Supplementary Planning Guidance**

We are still working on the programme for supplementary documents, so the list here is subject
to change. It is also not exhaustive – there are other topics that guidance might be prepared on, reflecting changing circumstances and priorities.

- Work has already started on revision of the London View Management Framework.
- Over the next twelve months, we will publish:
  - A new Housing SPG
  - Revised SPG on sustainable design and construction and renewable energy
  - Revised SPG on accessibility and ensuring inclusive environments
  - BPG on open spaces strategies
  - An IR on London’s geodiversity.
- During 2009/2010, we intend to publish SPGs dealing with:
  - town centres, retail need and leisure
  - a planning framework for the development of the Central Activities Zone.
  - green infrastructure
  - encouraging cycling and walking, and
  - BPG on designing out crime and anti-social behaviour
- During 2010/2011, we intend to publish SPGs on:
  - trees and woodland
  - waterways
  - outer London (to take account of the recommendations of the commission that will be set up to examine policies for outer London)
  - BPG on London’s sports facilities.
Other formats and languages
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Chinese
如果需要您母語版本的此文件，
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Vietnamese
Nếu bạn muốn có bản tài liệu
này bằng ngôn ngữ của mình, hãy liên hệ theo số điện thoại hoặc địa chỉ dưới đây.

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.

Hindi
यदि आप इस दस्तावेज की प्रति अपनी
भाषा में चाहते हैं, तो कृपया निम्नलिखित
संख्या पर फोन करें अथवा नीचे दिए गए
पते पर संपर्क करें

Bengali
আপনি যদি ঐ অপনার ভাষায় এই দলিলের প্রতিলিপি
(কপি) চান, তা হল নিচের কোন নম্বর বা তিনবার অনুরূপ করে যোগাযোগ করুন।

Urdu
اگر آپ اس دستاویز کی نقل اینے بین مین
چاہتے ہیں تو باہر کرمن جگی نمبر
بر فون کریں یا دیکھی جگی پتی بر رابطہ کریں

Turkish
Bu belgenin kendi dilinizde
hazırlanmış bir nüshası
edindmek için, lütfen aşağıdaki
telefon numarasını arayınız
veya adresse başvurunuz.

Arabic
إذا أردت نسخة من هذه الوثيقة بلغتك، يرجى
اتصال برقم الهاتف أو مراسلة العنوان
أدناء

Punjabi
ਅਕਲੇ ਆਪਣੀ ਵਾਲੀ ਡਸਟਾਵੇਜ ਦੀ ਇੱਕ ਭਾਸ਼ਾ ਦੌਰਾਨ
ਵਿਸ਼ਵਸ਼ਤ ਕੀਤੀ ਹੋਈ ਤਾਂ, ਜਦੋਂ ਰੇਠ ਲਿਖ ਰਹੀਅਂ ਜੋ ਰੇਠ
ਲਿਖੇ ਗਏ ਤਾਂ ਰੇਠ ਲੇਤੀਆਂ;

Gujarati
જો તમે ઐ રસ્તોથી નક્કા તમામી ભાષાની
જોઈને લેવાય તો, કાશ કરી આપણી નંબરથી
હણમાં કરો અથવા શીવાલ સરનામે સંપર્ક કરો.