

# Draft London Plan

## Setting the direction of future planning policy

Category: Opinion

September 2026

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### Introduction

The Draft London Plan 2026 ("DLP") is the Greater London Authority's ("GLA"), on behalf of the Mayor of London ("MoL"), strategic planning framework for London's future growth. The DLP covers key land uses including housing, employment, industrial, logistics and data centres.

The DLP was published on 16 July 2026, with consultation closing on 15 October 2026. Examination in Public is anticipated in 2027, with adoption currently targeted for March 2028. These dates are indicative and may change. From our experience timescales are likely to become elongated.

**The DLP is at an early stage and is likely to change, potentially significantly, before adoption. It currently carries limited weight in planning decisions, however, it provides a useful indication of the MoL's emerging policy direction.**

The following summary note seeks to provide a very high-level review of the DLP Policies most relevant to Glenny LLP's core sectors.

### Industrial and Logistics

#### New Delivery / Land Release

In addition to protecting / intensifying suitable / high-quality existing industrial land the DLP also recognises the need to provide additional industrial and logistics capacity in London.

DLP Policy GLE2 requires Local Planning Authorities, within London, to plan for sufficient additional industrial capacity in suitable / sustainable locations with good freight / transport connectivity being a key consideration.

In simple terms, the vision is to intensify and deliver new high-quality space to meet demand needs and to compensate for managed release (of lesser quality industrial space) elsewhere (as discussed in the remainder of this note).

In terms of the delivery of industrial land the DLP, therefore, seeks to:

- Retain important existing industrial land;
- Intensify suitable sites;
- Provide new industrial capacity where required; and
- Ensure capacity is located where it can operate effectively, particularly in relation to freight and logistics.

**This means that new industrial capacity does not necessarily have to be delivered on existing designated industrial land.**

The DLP allows the overall industrial land supply to evolve responding to Sites that are better or worse suited to such land use(s).

### Industrial and Logistics

#### Release of existing industrial land

It is important to note that the DLP does not seek to protect every existing industrial site indefinitely.

DLP Policy PV5, relates to 'Industrial Land Supporting Housing Growth' and allows selected parts of SILs and LSISs to be considered for housing, subject to specific criteria. Importantly, eight LSISs are earmarked for release from industrial use, in lieu of residential use, as follows:

| Industrial Land Designation | Parcel Name                                                   | LPA            | Property Market Area      |
|-----------------------------|---------------------------------------------------------------|----------------|---------------------------|
| Blackhorse Lane             | Land west of Blackhorse Lane and north of Holders Road        | Waltham Forest | Lea Valley                |
| South Tottenham             | Whole of South Tottenham                                      | Haringey       | Lea Valley                |
| The Vale                    | Whole of The Vale                                             | Ealing         | Park Royal/ A40/ Heathrow |
| Palmerston/ Oxford Road     | Land adjacent to Palmerston Road, Oxford Road and Byron Road  | Harrow         | Park Royal/ A40/ Heathrow |
| Nursery Lane                | Whole of Nursery Lane                                         | Newham         | Thames Gateway            |
| Oakfield Road               | Whole of Oakfield Road                                        | Bromley        | Thames Gateway            |
| Union Road                  | Land south east of Windmill Road and north west of Union Road | Croydon        | Wandle Valley             |
| Dundonald Road Ind Area     | Whole of Dundonald Road Industrial Area                       | Merton         | Wandle Valley             |

The approach is therefore one of managed release, rather than blanket protection or blanket release.

In simple terms, the best-connected and most strategically important industrial land is intended to remain in industrial use, while less strategically important land may be released for housing where the wider industrial land requirement can still be met.

**The overall direction of the DLP is clear:**

- **Protect strategically important industrial and logistics land;**
- **Intensify suitable existing sites to make better use of land;**
- **Create new industrial capacity where required in locations with good freight and logistics access; and**
- **Release poorer quality / less strategically important land, in lieu of residential delivery, where justified.**

### Affordable workspace

DLP Policy GLE7 supports the provision of affordable workspace for priority uses such as creative industries, community organisations and start-ups.

The requirement is not automatic, nor does the draft Policy explicitly state that affordable workspace must / will be sought as part of new proposed industrial schemes. Instead, London Boroughs are expected to identify, themselves, where affordable workspace is required based on local evidence and viability. It is important to note that many London Boroughs already apply affordable workspace requirements to industrial developments.

This is not a new concept, and one which London Boroughs have been considering and implementing in recent years. **This is a topic area that we consider is likely to become progressively adopted by Local Planning Authorities and could, therefore, create an additional cost for employment, industrial or logistics developments.**

Affordable workspace requirements should therefore be considered at an early stage of development appraisal and viability assessment.

### Data Centres

DLP GLE3 relates to Data Centres. This is the first time that Data Centres have been afforded a new standalone planning policy for data centres, recognising them as a distinct strategic land requirement.

The policy seeks to ensure data centres are located where there is sufficient:

- Electricity and network capacity;
- Water and other infrastructure;
- Suitable land; and
- Capacity to manage environmental impacts.

The introduction of DLP Policy GLE3 is significant because it recognises the growing importance of data centres to London's economy.

**For the sector, we consider this to be broadly positive, however:**

- **Data centres are no longer considered an appropriate land use within industrial locations (data centres are now a land use in their own right); and**
- **Developers will need to demonstrate that sites can accommodate the substantial power, infrastructure and environmental requirements associated with data centre development.**

### Next steps

The DLP remains at an early stage and is subject to consultation, examination and potential amendments.

Indicative timescales are as follows:

- Consultation: July–October 2026;
- Examination in Public: anticipated 2027; and
- Adoption: targeted for March 2028.

The DLP currently carries limited weight in planning decisions. However, it provides a clear indication of the Mayor's emerging approach and should be considered when assessing future development opportunities.

### Conclusions

The 2026 Draft London Plan points towards a more active and strategic approach to London's industrial and logistics land.

The objective is not simply to protect existing industrial land. The DLP seeks to protect the land London needs, intensify suitable sites, create new capacity and release less strategically important land where justified.

For industrial and logistics uses, the direction of travel is clear:

- **Protect** the industrial land London needs.
- **Intensify** suitable sites to make better use of limited land.
- **Create** new capacity where required.
- **Release** less strategically important land where this can be achieved without undermining London's industrial requirements.
- **Prioritise** locations with strong freight and logistics connectivity.

This provides a clear policy opportunity for well-located established, and potential, industrial and logistics sites.

The DLP also provides greater strategic recognition for data centres through the introduction of Policy GLE3, although power, infrastructure and environmental constraints will remain critical to delivery.



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