ANNEX ONE

OPPORTUNITY AND INTENSIFICATION AREAS

- A1.1 This Annex (which for the avoidance of doubt, forms part of the London Plan and therefore of the statutory development plan) is integral to policy 2.13 in Chapter 2, outlining how its broad principles should be applied to specific Opportunity and Intensification Areas including indicative estimates of employment capacity and minimum guidelines for new homes to 2031, subject to phasing.
- A1.2 These estimates and guidelines are derived from a range of sources including the London Employment Sites Database (employment) and the London Strategic Housing Land Availability Assessment (homes); they will be tested through the preparation of planning frameworks and/or local development frameworks.
- A1.3 It should be noted that in some Areas the transport system would not currently support this level of growth and developer contributions may be required to underpin enhancements. The Opportunity/ Intensification Area Planning Frameworks (OAPF/IAPF) for these areas can take different forms depending on local circumstances. Progress on their preparation and implementation will be reviewed in the London Plan Implementation Plan and is currently indicated in the Table below as (1) Proposed; (2) In Preparation; (3) Adopted; and (4) Under Review.
- A1.4 The Mayor is working with boroughs and other partners to identify, assess and realise the potential for new Opportunity and Intensification Areas in terms of Policy 2.13 including in the London boroughs of Haringey (Haringey Heartlands), Sutton (Sutton

Hospital), and Hounslow (Great West Corridor including the 'Golden Mile') and in the Royal Borough of Kingston upon Thames (Kingston town centre).

Table A1.1 Opportunity Areas

1 Bexley Riverside

Area (Ha): 1,347

Indicative employment capacity:

7,000

Minimum new homes: 4,000

OAPF progress: 1

Bexlev Riverside relates to parts of Erith, Crayford, Slade Green and Belvedere. Improvements in public transport accessibility, especially associated with Crossrail 1 will provide scope for intensification. particularly around Abbey Wood. Account should be taken of the Area's strategically important role in addressing London's logistics requirements including protection for inter-modal freight transfer facilities at Howbury Park and safeguarded wharves on the River Thames. as well as waste management. East London Green Grid projects such as Belvedere Links will make a significant contribution to the improvement of landscape and green infrastructure. Any new development and infrastructure brought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects.

2 Bromley

Area (Ha): 69

Indicative employment capacity:

2.000

Minimum new homes: 2,500

OAPF progress: 1

Promote Bromley Town Centre's strategic role as a Metropolitan town centre with a distinctive

cultural, leisure and quality shopping experience and realise capacity for new residential development in line with its status as a new Opportunity Area. Sustainable growth should ensure a high quality, safe and accessible environment, and a vibrant day and night time centre, with high quality buildings, public spaces and strong east-west connections. Potential improvements to public transport accessibility should be considered in conjunction with the scope to optimise development capacity associated with the town centre and its environs. A carefully managed approach should be taken to enhance the business environment, modernise viable office provision and encourage the conversion or redevelopment of surplus office capacity to other uses including housing.

3 Canada Water

Area (Ha): 46

Indicative employment capacity:

2,000

Minimum new homes: 3,300

OAPF progress: 2

Opportunity Area with good public transport accessibility including stations on the Jubilee and East London Line. The Area has significant potential for mixed-use regeneration on infill sites and intensification of existing commercial sites focussed on the transport interchanges and the District shopping centre. Subject to retail demand Canada Water may evolve to become a Major town centre in the network and the scope for a substantial increase in the minimum new homes target and employment capacity should be explored. There is also potential to develop a new science cluster linked to an academic institution (King's

College).

4 Charlton Riverside

Area (Ha): 176

Indicative employment capacity:

1,000

Minimum new homes: 3,500

OAPF progress: 4

Development at Charlton Riverside should be integrated with the wider development of the south bank of the Thames to complement opportunities at Deptford/Greenwich, Greenwich Peninsula and Woolwich. Any managed release of surplus industrial land should be set in a wider sub regional context as part of the planning framework for the Area, taking into account safeguarded wharves such as Murphy's and Angerstein with its strategic railhead. Greenwich Council adopted the Charlton Riverside Masterplan in 2012 but more work is needed on possible release of land within the Strategic Industrial Location.

5 City Fringe/Tech City

Area (Ha): 901

Indicative employment capacity:

70,000

Minimum new homes: 8,700

OAPF progress: 2

London is the digital capital of Europe and the growing digital-creative cluster at Tech City, which extends from the Old Street 'Silicon Roundabout' Shoreditch to Whitechapel, Hackney Central and Dalston, has the potential to become a business hub of major international significance. The City Fringe/Tech City OAPF should nurture the employment, business and creative potential of the digital-creative sectors and ensure that suitable commercial floorspace, supporting

uses and related infrastructure is available to meet the needs of this growing cluster. Securing affordable workspace, high quality digital connectivity and an attractive, 'buzzy' business environment are key considerations. The City Fringe/ Tech City area contains a number of accessible, relatively central sites with significant development capacity, including Bishopsgate/ South Shoreditch and Whitechapel/ Aldgate. The Area also provides particular scope to support London's critical mass of financial and business services and clusters of other economic activity, such as creative industries. The potential for a medical research cluster at Whitechapel associated with the Queen Mary University London should be explored. Minor extensions of the CAZ should assist the realisation of development capacity and exploit public transport accessibility through Crossrail 1 stations at Liverpool Street and Whitechapel and at the London Overground stations. At Old Street there is significant scope to improve the station and its environs. to become a more successful and attractive gateway to Tech City and encourage investment. The scale of additional development capacity here is partly dependent upon operational rail requirements and improvements to interchange capacity. The area contains some of London's most deprived inner city neighbourhoods as well as affluent new quarters interspersed with affordable business premises, some serving the local communities, others meeting the needs of national and international business. Development should take account of the Tower of London World Heritage site. Improved public transport accessibility at Dalston Junction will support a range of development opportunities in this area. Potential exists to redevelop Kingsland Shopping Centre and

secure better integration with its surroundings. Ridley Road Market is an important asset and there is scope to improve the overall environment and operation of the market and linkages with the High Street. The potential for intensification in the wider hinterland of Dalston should also be explored including sites along the A10 corridor and those in close proximity to the London Overground station at Haggerston.

6 Colindale/ Burnt Oak

Area (Ha): 262

Indicative employment capacity:

2,000

Minimum new homes: 12,500

OAPF progress: 4

An area comprising a range of sites with capacity mainly for residentialled mixed use, which are at various stages in the development process including parts of the former RAF East Camp adjacent to the M1, Hendon College site, the existing Grahame Park Estate, the Peel Centre, Colindale Tube and the Hospital and library sites to the west of tube. The area also includes major development sites in Brent along the Edgware Road at Oriental City, Zenith House and Capital Way. Co-ordination of adequate provision of social and transport infrastructure across the borough boundaries is required. Appropriate developer contributions are also needed to deliver public transport improvements to support the proposed intensification of residential use. Barnet Council adopted the Colindale Area Action Plan in March 2010. The Council intends to update the AAP through production of a Supplementary Planning Document.

7 Cricklewood/Brent Cross

Area (Ha): 324

Indicative employment capacity:

20,000

Minimum new homes: 10,000

OAPF progress: 3

Subject to office demand, a potential Strategic Outer London Development Centre (see Policy 2.16). Brent Cross /Cricklewood also has significant potential for wider economic development, new housing and regeneration, capitalising on public transport improvements including Thameslink and the Northern Line upgrade. The Area combines former railway lands and the wider hinterland surrounding Brent Cross regional shopping centre across the A406 North Circular Road, Brent Cross is to be redeveloped to become a town centre complementing the roles of other centres nearby and with an extended mix of town centre activities. This should include a significant increase in new housing together with local ancillary services. A rail station on the Cricklewood site is proposed and new development should be phased with improvements to public transport and accessibility. A site for a major waste facility within the area will form a key role in North London Waste Strategy. There is significant potential for improvement to the public realm including restoration of the River Brent.

8 Croydon

Area (Ha): 194

Indicative employment capacity:

7,500

Minimum new homes: 7,300

OAPF progress: 3

One of the potential Strategic Outer London Development Centres,

Croydon is also recognised as London's largest 'Metropolitan' town centre and one of the capital's two strategic office centres outside central London. The council's strategy will need to be built upon to re-brand the offer of Croydon to meet modern commercial needs, realising its competitive advantages and good public transport accessibility. This will entail consolidating its strengths as a strategic office location through mixed-use re-development and enhancements to the business environment. A carefully managed balance must be struck between modernising office provision and encouraging the conversion of surplus capacity to other uses including a significant increment to housing. An integrated approach to a number of sites will be needed. including East Croydon station, Fairfield Halls, Croydon College, Park Place and the Whitgift redevelopment (for which planning permission has been granted). Rejuvenation of the mix and vitality of supporting uses, enhancement of the environment and improvements to traffic management will help support redevelopment. The Croydon Town Centre Opportunity Area Planning Framework (OAPF) was adopted by the Mayor of London in January 2013. The framework was prepared in collaboration between the GLA, Croydon Council and TfL.

9 Deptford Creek/ Greenwich Riverside

Area (Ha): 165

Indicative employment capacity:

4,000

Minimum new homes: 5,000

OAPF progress: 1

The Area should benefit major concentrations of deprived neighbourhoods across the two

boroughs and capitalise on its waterside and heritage character. Subject to resolution of wharf related issues, parts of Convoys Wharf should be developed for a range of uses. The Area as a whole has potential for a cultural quarter, for smaller scale leisure and tourism-related provision, business workspaces and additional housing. East-west connections across Deptford Creek should be addressed.

10 Earls Court & West Kensington

Area (Ha): 38

Indicative employment capacity:

9,500

Minimum new homes: 7,500

OAPF progress: 3

The Area presents a significant opportunity for regeneration comprising estate renewal and housing and employment growth. A comprehensive approach should be taken to planning the future of the exhibition complex, the Transport for London Lillie Bridge Road depot, the local authority housing estates and other sites in the vicinity. The potential for a strategic leisure, cultural and visitor attraction and strategically significant offices should be explored together with retail, hotels and supporting social infrastructure. To guide development in the Opportunity Area, a Joint Supplementary Planning Document has been prepared in partnership with Hammersmith and Fulham Council, Kensington and Chelsea Council and Transport for London. Earls Court has good public transport facilities and these should be further enhanced. together with comprehensive highway and streetscape improvements. Earls Court already benefits from a strong identity, distinctive townscape and a range of heritage assets, all of which

should be upheld and promoted through the regeneration and growth of the area.

11 Elephant & Castle

Area (Ha): 88

Indicative employment capacity:

5,000

Minimum new homes: 5,000

OAPF progress: 3

The Area is undergoing major transformation with significant investment in housing and potential for new retail provision integrated with a more efficient and attractive transport interchange. There is scope to create a series of connected public open spaces complemented by environmental and traffic management improvements. Resolution of these and rail related issues are crucial to the successful redevelopment of this southern gateway to central London.

12 Euston

Area (Ha): 85

Indicative employment capacity: 7,700 – 14,100 depending on station design and constraints

Minimum new homes: 2,800 – 3,800 depending on station design and constraints

OAPF progress: 3

Euston is a major national and commuter rail terminal possessing good bus and underground links to the rest of the Central Activities Zone. The station airspace and adjacent areas are underused and have potential for intensification. There is scope to re-configure Euston Square Gardens and the bus station to enhance this space and the transport

interchange and also to develop the relationship with the adjacent university quarter. The 'Euston Area Plan' was adopted in January 2015. This has been produced by the GLA, working with TfL and Camden Council. This will help to shape change in the area over the next 15-20 years and provide a framework for planning decisions. This plan is being produced partly in response to the current proposal for a new High Speed rail link (HS2) from London to the North and Scotland and to reflect and update previous plans and aspirations for development in and around the station.

13 Greenwich Peninsula

Area (Ha): 259

Indicative employment capacity:

7,000

Minimum new homes: 13,500

OAPF progress: 3

The Peninsula plays two key strategic roles, as an internationally significant leisure attraction and as a major contributor to meeting London's need for additional housing. The main focus of commercial development is at the north of the peninsula around the O2 Centre and the Jubilee Line station. Any release of industrial capacity should be managed in a sub-regional context and as part of the planning framework, recognising the roles of safeguarded wharves and the potential for a cruise liner terminal. River paths, parks and squares on the peninsula should contribute to a high quality public realm and become part of the wider East London Green Grid with potential to improve pedestrian and cycle linkages from the O2 to Greenwich town centre.

Development and infrastructure provision should be co-ordinated with that in neighbouring Charlton Riverside.

14 Harrow & Wealdstone

Area (Ha): 177

Indicative employment capacity:

3,000

Minimum new homes: 2,800

OAPF progress: 3

This new Opportunity Area offers significant opportunity for urban renewal and intensification, providing the impetus to regenerate Wealdstone and rejuvenate Harrow town centre. Capacity exists to deliver substantial employment growth through an uplift in retail, office and hotel development within the town centres and the intensification of industrial and other business use within the Wealdstone Industrial Area. There is also scope to accommodate a substantial portion of the Borough's future housing need through the delivery of higher density residential and mixed use development on key strategic sites and renewal areas where development is matched by investment in infrastructure and achieves high standards of design and sustainability.

15 Heathrow

Area (Ha): 700

Indicative employment capacity:

12,000

Minimum new homes: 9,000

OAPF progress: 1

The Mayor supports an integrated approach to the distinct environmental and growth issues facing the area around Heathrow both within and beyond London in

the three corridors covered by the 'Western Wedge' (see para 2.17) and recognises the importance of the airport as a driver for economic growth within the opportunity area and beyond. He recognises the importance of maintaining its attractiveness to business, while enhancing its environmental performance in line with Policy 6.6 Aviation. It contains a range of locations with potential to contribute to economic development without a third runway, together with new housing and environmental improvement. Any new development and infrastructure brought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects. In Hillingdon, Heathrow 'north' (including the A4 corridor) will continue to benefit from airport related growth, particularly with regard to transport and logistics, business and hotels and leisure/ tourism. Stockley Park has a particular draw for a diverse range of offices including marketing and R&D, and for prestigious national and European headquarters. Uxbridge is set to grow significantly with the redevelopment of the RAF Uxbridge site, together with potential in the bio-science sectors and creative/ media support services in the Uxbridge Business Park. The Hayes-West Drayton corridor contains redevelopment opportunities for a range of potential uses, including small business parks, logistics and mixed-uses. Haves town centre offers considerable scope for the creative/media sector and for SME workspace. In Hounslow, there is capacity to continue the rejuvenation of Feltham as a town centre and to develop the borough's strategically important industrial offer. The

capacity estimates indicate the broad potential of the Opportunity Area and are subject to more detailed testing.

16 Ilford

Area (Ha): 85

Indicative employment capacity: 800

Minimum new homes: 5,000

OAPF progress: 4

Ilford is both an Opportunity Area and a 'Metropolitan' town centre serving outer east London. There is scope to provide at least 5,000 additional homes on development sites in and around the town centre. Comprehensive redevelopment of key sites should reinforce its 'Metropolitan' centre role with improvements to the range and quality of the retail offer and build upon its strengths as a new leisureoriented location to serve the wider area. Longer term development. which could include some office provision as part of a wider mix of town centre uses, will be assisted by improved transport links, particularly Crossrail 1 and the East London Transit.

17 Isle of Dogs

Area (Ha): 410

Indicative employment capacity:

110,000

Minimum new homes: 10,000

OAPF progress: 2

The north of the Isle of Dogs forms a strategically significant part of London's world city offer for financial, media and business services and is recognised as part of the Central Activities Zone for office policy purposes, with Canary Wharf also functioning as a Major town centre for its workers and more local

communities. Proposed transport investment including Crossrail 1 should allow it to accommodate an additional 110,000 jobs by 2031 focused on the area with particularly good and improving public transport accessibility and capacity in and around Canary Wharf. Partnership working is required to bring forward adequate land and a significant enhancement to transport capacity. Parts of the Area have significant potential to accommodate new homes and there is scope to convert surplus business capacity south of Canary Wharf to housing and support a wider mix of services for residents, workers and visitors. Retail provision in Canary Wharf has the potential to develop and serve a wider catchment, complemented by a broader range of civic, leisure and other town centre facilities. At Crossharbour there is potential for less car dependent, more sustainable development providing a wider range of uses. To address barriers to the delivery of development, consideration is being given to refining this framework. This will focus on realising local benefits arising from improvements in public transport across London; a reappraisal of the balance between housing and employment in light of changing commercial occupier requirements; the scope to extend the area covered by the framework further north to open up employment and housing opportunities, for example towards Poplar; the potential for greater synergies with other development partners: more effective coordination of social infrastructure, especially schools to support growing local needs; and exploring ways in which the town centre offer of Canary Wharf can be broadened as well as extended to reflect aspirations for it to develop into a Metropolitan centre.

18 Kensal Canalside

Area (Ha): 20

Indicative employment capacity:

2,000

Minimum new homes: 3,500

OAPF progress: 2

Kensal Canalside has significant development potential and an opportunity to promote regeneration in north Kensington and adjoining boroughs. The scope and scale of development as an Opportunity Area is dependent on resolution of a number of challenges and constraints. Improved public transport accessibility will be a major determinant of the final scale of development. Rail and canal corridors form barriers to north-south movement within and beyond the site and should be addressed to knit development into the surrounding townscape. Linkages with the Park Royal Opportunity Area and the potential strategic public transport infrastructure hub and interchange at Old Oak Common should be addressed. The opportunity to build over the railway tracks and to address constraints imposed by existing gasholders should be investigated.

19 King's Cross-St Pancras

Area (Ha): 53

Indicative employment capacity:

25,000

Minimum new homes: 1,900

OAPF progress: 3

King's Cross-St Pancras now functions as a European passenger gateway and has the highest public transport accessibility in London. This accessibility will improve further with the completion of Thameslink. A new commercial quarter is rapidly emerging. Planning permissions

are being implemented in both Camden and Islington for highdensity commercial development. office, retail, leisure and housing. There may be scope to consider linkages between the academic sector and businesses clustered in this location in conjunction with those in the neighbouring City Fringe/ Tech City Opportunity Area. The implementation of development must capture heritage value, secure environmental quality and minimise car use. It is vital to integrate the major rail termini, underground station and brownfield sites with the regeneration of neighbourhoods in the wider area.

20 Lewisham, Catford and New Cross

Area (Ha): 815

Indicative employment capacity:

6,000

Minimum new homes: 8,000

OAPF progress: 1

This Area contains a series of centres with scope for intensification. regeneration and renewal. There is scope for further intensification in central Lewisham where strategically important regeneration is already planned. Projects such as the Kender Triangle gyratory removal and Lewisham Gateway will provide development opportunities, improve the public realm and raise design quality in the area. The scope to address poor legibility, severance and traffic congestion should be investigated. Projects such as Waterlink Way and Deptford Loop should be further developed together with wider environmental improvements such as extensions to the East London Green Grid.

21 London Bridge, Borough & Bankside

Area (Ha): 155

Indicative employment capacity:

25,000

Minimum new homes: 1,900

OAPF progress: 4

This Area has considerable potential for intensification, particularly at London Bridge station and its environs, complemented by improvements to public transport and interchange facilities, better pedestrian integration with the surrounding area and greater use of river passenger transport. There is scope to develop the strengths of the Area for strategic office provision as well as housing, especially in the hinterland between Blackfriars and London bridges. Mixed leisure and culture related development should enhance its distinct offer as part of the South Bank Strategic Cultural Area, and partners should work to develop and accommodate synergies with the existing centre of medical excellence. Account should be taken of the Tower of London World Heritage site and proposals for open space networks and transport and community infrastructure should be co-ordinated with those in the Waterloo and Elephant and Castle Opportunity Area and across borough boundaries.

22 London Riverside

Area (Ha): 3,000

Indicative employment capacity:

16,000

Minimum new homes: 26,500

OAPF progress: 2

Within the Area development will be focused on the Barking Riverside, Dagenham Dock, South Dagenham,

Beam Reach, Beam Park and Rainham West sites with scope for intensification in Barking town centre. Rainham Village and South Hornchurch. The development strategy will include managed release of some surplus industrial land for housing and other complementary uses, and consolidating the offer of the remaining industrial land including promotion of a Green Enterprise District incorporating the London Sustainable Industries Park at Dagenham Dock. Any new development and infrastructure brought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects. Substantial improvements in public transport will be needed, building on plans for increased capacity on the C2C rail line, and East London Transit schemes to serve London Riverside, exploring the potential for additional stations, for example at Beam Park along the current rail corridor, and extended bus services. There is scope to improve connectivity by cycling and walking across the whole area and in particular through implementation of the East London Green Grid. It is also imperative to plan for long term flood risk management. The industrial areas at River Road. Rippleside, Dagenham Dock and Rainham Employment Area support a range of different businesses. Access to rail, river wharves, trunk roads and existing warehousing clusters support the provision of strategically important logistics facilities, including inter-modal freight transfer (potentially at Renwick Road/Ripple Road), as well as consolidating the strengths of modern manufacturing excellence. At South Dagenham, along the A1306 East,

and in Rainham there is potential to deliver more compact, residentialled mixed urban communities. The core employment areas have the potential to be developed as a leading centre for innovation and high-tech manufacturing, and for the growth sector of environmental technology, for example at Dagenham Dock. Barking Riverside is London's single largest housing development opportunity and the Mayor will continue to lobby for rail to the area which is necessary to deliver over 10,000 new homes. Development should create not just a good quality environment with a full range of community facilities, but a new urban quarter with a distinct character of its own and a highly attractive place to live. A draft London Riverside Opportunity Area Planning Framework (LROAPF) has been published.

23 Lower Lee Valley (including Stratford)

Area (Ha): 1,400

Indicative employment capacity:

50,000

Minimum new homes: 32,000

OAPF progress: 2

Currently this Area is the most important single strategic regeneration initiative for London and an urban renewal challenge of global significance securing the legacy of the 2012 Olympic and Paralympic Games. The Lower Lee forms the axis linking two nationally important growth corridors: the London-Stansted-Cambridge-Peterborough corridor to the north and the Thames Gateway to the east. Any new development and infrastructure brought forward in this area must avoid adverse effects on any European site of nature conservation

importance (to include SACs, SPAs, Ramsar, proposed and candidate sites), either alone or in combination with other plans and projects. A new Metropolitan centre will be focused on Stratford town centre and a rich mix of employment, housing and open spaces across the Lower Lee Valley. Stratford is recognised as one of the capital's two strategic office centres beyond central London and a potential Outer London Strategic Development Centre with particular potential for office development. The area will contain a significant new residential community providing at least 32,000 new homes and potentially up to 40,000. There is estimated capacity for up to 50,000 new jobs including over 30,000 predominantly office jobs at Stratford City. The Queen Elizabeth Olympic Park will accelerate the realisation of the vision for the Lower Lee Valley for it to become a vibrant, high quality and sustainable mixed use new city district set within an unrivalled landscape of high quality parkland and water features which should be co-ordinated with plans for long term flood risk management. Managed release of appropriate industrial sites for mixed-use development should be promoted, whilst retaining key industrial land, particularly in the Strategic Industrial Locations. Integration of the facilities and infrastructure provided for the 2012 Games with the surrounding areas, centres and communities are vital to the area's long term regeneration and success (See Policy 2.4). The Mayor's planning priorities for the Queen Elizabeth Olympic Park and the surrounding areas are set out in Policy 2.4 of this plan and the Olympic Legacy Planning Supplementary Guidance (OLSPG). This is now being taken forward through a DPD prepared by the London Legacy Development Corporation (LLDC).

24 Old Kent Road

Area (Ha): 114

Indicative employment capacity:

1,000

Minimum new homes: 2,500

OAPF progress: 1

This is a new Opportunity Area with significant potential for residential-led development along the Old Kent Road corridor. The employment and minimum homes figures above should be explored further and refined in a planning framework for the Area and through a review of the Strategic Industrial Location and capacity to accommodate a phased rationalisation of its functions in the opportunity area or reprovision elsewhere.

25 Paddington

Area (Ha): 38

Indicative employment capacity:

5,000

Minimum new homes: 1,000

OAPF progress: 3

Significant office and residential development provision has already been made in the Area and there is scope for further high density, good quality, business and housing development. This should complement Paddington's distinct canal-side character, enhance environmental quality, support low car use and integrate with surrounding neighbourhoods.

26 Park Royal

Area (Ha): 713

Indicative employment capacity:

10,000

Minimum new homes: 1,500

OAPF progress: 2

Park Royal is one of London's key industrial locations, with potential to meet modern logistics and waste management requirements as well as other industrial type functions. A range of opportunities exist for industrial related development and in selected locations outside of SIL for mixed-use intensification where there is good public transport accessibility. These selected locations include a series of 'gateway' sites identified in the Park Royal OAPF comprising the Eastern Gateway at Willesden Junction, the Southern Gateway around North Acton station, the Western gateway around the Diageo First Central site and the Northern Gateway centred around the Northfields industrial estate. Development should take account of London's future rail and water freight requirements and their land use implications, and the scope for improvements in strategic rail accessibility. Planning for Park Royal should be integrated with Old Oak Common and take into account the relationships with White City and Kensal Canalside Opportunity Areas.

27 Old Oak Common

Area (Ha): 155

Indicative employment capacity:

55,000

Minimum new homes: 24,000

OAPF progress: 2

Old Oak Common has significant regeneration potential for new housing and jobs and could make a major contribution to London's position as a world business centre. Regeneration would centre on a new strategic public transport infrastructure hub at Old Oak Common on the HS2 line between London, and Birmingham and beyond with an interchange with Crossrail

1. other national main lines and the London Overground. This should include a new branch of Crossrail 1 linking from Old Oak to the West Coast Main Line and extending via Wembley to Watford and potentially beyond. Provision of public transport infrastructure on this scale would drive substantial development which could yield 24,000 new homes and, subject to capacity and demand, up to 55,000 jobs and a variety of complementary and supporting uses in a commercial hub around the station and in the wider area. The potential for a network of new open spaces and green links connecting Old Oak Common station to North Acton, Willesden Junction, Wormwood Scrubs and the Grand Union Canal should be investigated. Public transport accessibility and availability of amenity space should support high density development which could include a cluster of tall buildings around the interchange. Wormwood Scrubs would provide a major amenity to support this scale of development and improved access to the Scrubs is essential to deliver sustainable residential communities. Planning for Old Oak Common should be integrated with the wider Park Royal Opportunity Area, including scope for business relocations. Linkages with Kensal Canalside and White City Opportunity Areas should also be considered, including the Imperial College campus expansion and associated potential for business creation and development at Old Oak/Park Royal. A vision document for Old Oak was published in June 2013 setting out a direction of travel for the future development of the area.

28 Royal Docks & Beckton Waterfront

Area (Ha): 1,100

Indicative employment capacity: 6.000

Minimum new homes: 11,000

OAPF progress: 2

The Royal Docks will return to its former glory at the forefront of international trade and exchange. The regeneration of Silvertown Quays, Royal Albert Dock and Royal Albert Basin should build upon innovative and iconic developments such as the Siemans Crystal and the Emirates Air Line cable car. The Enterprise Zone will support its role as a world class business destination with capacity for at least 6,000 jobs. Joint public and private investment will create London's first Asian business park. The potential for a new 'floating village' should be explored as part of the Royals' potential to accommodate at least 11,000 new homes. Key issues to be addressed include maximising the benefits of the Crossrail station at Custom House, future growth of London City Airport, capitalising on the success of ExCel and its potential as a focus for further visitor/business related growth and improving connections to London Riverside. For Thameside West, strategic development principles are set out in the adopted Lower Lee Valley OAPF. Thameside East, West and Beckton Waterfront are also key locations for river-related industries. The management of safeguarded wharves, including scope for consolidation, will be an important issue in realising the potential of these sites.

29 Southall

Area (Ha): 87

Indicative employment capacity:

3,000

Minimum new homes: 6,000

OAPF progress: 3

The Area provides great scope to enhance the local environment and complement Southall's current strengths, including its ethnic identity and links with South Asia, by introducing a more diverse retail offer and securing a substantial uplift in housing capacity as well as improvements in social infrastructure. The imperative to deliver genuine linkages between the Southall Gas Works site and the existing Southall town centre must be secured. Integration with the wider area including Hillingdon to the west needs careful consideration. Any new development and infrastructure bought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects.

30 Thamesmead and Abbey Wood

Area (Ha): 811

Indicative employment capacity:

4,000

Minimum new homes: 3,000

OAPF progress: 4

The residential environment and capacity of Thamesmead should be enhanced through estate renewal integrated with strategic opportunity sites for new housing, social and recreation facilities together with improved open space and Metropolitan Open Land. Access to the riverside and adjacent spaces in

Tripcock Park should be enhanced, together with measures to secure better use of landscape assets such as the Ridgeway and improved local connections through the South East London Green Chain. In view of the low lying nature of parts of the Area, particular attention should be given to flood risk management. There is scope to enhance employment capacity in the White Hart Triangle and other industrial sites, including waste management and logistics provision.

31 Tottenham Court Road

Area (Ha): 19

Indicative employment capacity:

5,000

Minimum new homes: 500

OAPF progress: 3

There is significant potential for integrated renewal across Westminster and Camden borough boundaries recognising the Area's strategic role as part of one of London's two 'International' shopping locations in the context of the West End Special Retail Policy Area, as well as addressing more local concerns. This will include enhancing the public realm of St. Giles, Tottenham Court Road and eastern Oxford Street and providing better connection between Covent Garden, Oxford Street and Bloomsbury.

32 Upper Lee Valley

Area (Ha): 3,900

Indicative employment capacity:

15,000

Minimum new homes: 20,100

OAPF progress: 3

The Upper Lee occupies a strategic position in the London-Stansted-

Cambridge-Peterborough growth corridor and provides a range of development opportunities including the growth points at Tottenham Hale, Blackhorse Lane, Central Leeside and Ponders End which are considered suitable for higher density development and accessible sites within and on the edges of town centres, especially in the A1010 corridor. A four trains per hour service on the West Anglia Main Line and potential four tracking of the London Stansted line will be important in unlocking development capacity, particularly at Meridian Water. Development in the Opportunity Area should provide the stimulus for regeneration in existing communities including those in Edmonton, the Tottenham corridor to Stoke Newington and around Blackhorse Lane. Proposals should be co-ordinated with those for the Lower Lee Valley Opportunity Area. Adequate capacity should be retained to meet industrial needs including waste management and strategic logistics functions. The potential for the establishment of a Green Enterprise District should be explored. Any new development and infrastructure bought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects. The location, construction and design of new development and infrastructure should avoid significant and cumulative impacts on European biodiversity sites. The Lee Valley Regional Park Authority and water utilities should collaborate with relevant boroughs in relating development to the environmental assets of the Lee Valley Park and planning for long term flood risk management. Opening up the reservoirs to the public would

enhance connections east to west across the valley and increase use of the Regional Park and its water spaces. London's largest waste facility is located at Edmonton Eco Park and this facility has potential to provide heat and power to neighbouring developments. Improvements to capacity of the underground station, new bus infrastructure and services are needed to deliver higher density, mixed-use development. The Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF) was adopted by the Mayor in July 2013. It has been produced by the GLA working with TfL and the London Boroughs of Enfield, Haringey, Waltham Forest and Hackney.

33 Vauxhall, Nine Elms, Battersea

Area (Ha): 227

Indicative employment capacity:

25,000

Minimum new homes: 20,000

OAPF progress: 3

As an integral part of the CAZ, this Area has scope for significant intensification and increase in housing and commercial capacity, with a new diplomatic quarter, parkland and river crossing for pedestrians and cyclists. To deliver the area's full development potential will require major transport investment and construction of the Northern Line extension into the area is scheduled to commence in 2016. This investment will support an uplift in employment capacity for up to 25,000 jobs and a minimum homes capacity of at least 20,000. The Battersea Power Station site has the potential to become a new CAZ Frontage with potential for strategically significant mixed use development including residential, business, leisure, retail and service

uses. Parts of the area may be suitable for tall buildings subject to London Plan/LDF design policies and criteria. The extensive area of low density, low value industrial uses at Nine Elms conflicts with wider strategic objectives for CAZ and industrial uses should be rationalised whilst sustaining capacity for those which are of particular importance to CAZ and capable of operating more intensively, such as the wholesale market and waste management provision. This Plan continues the requirement of the 2008 version of the London Plan to de-designate part of the historic Strategic Industrial Location in order to facilitate redevelopment. Safeguarded wharf capacity on the River Thames should continue to perform a key functional role and the use of waste to generate heat and power for developments should be investigated. Stronger traffic management and easier pedestrian and cycle movement will contribute to significant environmental improvements in this location. In March 2012, the Mayor adopted a planning framework for the Vauxhall / Nine Elms / Battersea Opportunity Area and it forms Supplementary Planning Guidance to the London Plan.

34 Victoria

Area (Ha): 47

Indicative employment capacity:

4,000

Minimum new homes: 1,000

OAPF progress: 3

The station, the airspace above its tracks and approaches, and nearby sites have significant potential for mixed-use intensification, capitalising on enhancement to the public transport interchange and improvements to accessibility and

capacity. The need to enhance important heritage features and delivery of improvements to the wider public realm will need careful management. Significant new development around Gatliff Road reflects the potential for closer synergy with the Vauxhall/Nine Elms/Battersea Opportunity Area south of the river.

35 Waterloo

Area (Ha): 78

Indicative employment capacity:

15,000

Minimum new homes: 2,500

OAPF progress: 3

The Area provides opportunities for intensification of commercial. residential and cultural facilities associated with a major transport hub, a major office location and a Strategic Cultural Area (see Policy 4.6). There is potential to enhance the South Bank and extend the cultural and entertainment offer as a major London visitor destination which can also be enjoyed by local residents and employees. This should be carefully managed to take account of local residential and other needs. In the short to medium term. reuse of the former International Station will provide significant new facilities and increased capacity for the station and the area, as well as expansion of rail services. In the long term, the station presents a major development opportunity.

36 Wembley

Area (Ha): 239

Indicative employment

capacity: 11,000

Minimum new homes: 11,500

OAPF progress: 3

New housing and leisure-related development should be integrated with the iconic and world-class stadium and other facilities, including the Arena and Conference Centre. Supported by upgrades to the three stations, improved public transport will play a key role in managing heavy demand for mass movement. links between the stations and the strategic leisure facilities should be improved. Development should contribute to the regeneration, vitality and viability of Wembley as a town centre, including its expansion eastwards. This should create a new community of shops, much enhanced public spaces, including Brent Council's new Civic Centre, and 11,500 new homes. Proposals should enhance permeability and connectivity to the wider hinterland and the potential to locate a civic facility including a school adjacent to Olympic Way should be explored.

37 White City

Area (Ha): 110

Indicative employment capacity:

10,000

Minimum new homes: 6,000

OAPF progress: 3

An area undergoing substantial change within which completion of strategically significant new retail provision at Westfield has raised the status of Shepherd's Bush to a Metropolitan town centre. The BBC is consolidating its activities within the area and this will create

opportunities for further development, building upon the area's strengths in creative, media and entertainment business. There is potential for mixed density housing and a focal point for office development at and around the tube stations at White City and Wood Lane with other commercial, leisure, open space, education and retail uses of appropriate scale to support the local community. This will be facilitated by de-designation of the historic strategic industrial location complemented by provision for waste and other industrial functions in the Park Royal Opportunity Area. The scope to improve connectivity with the wider area should be explored and development should be related to improvements in public transport capacity. Housing-led intensification should support local regeneration, enable estate renewal and seek a mixed and balanced community. There may be scope to enhance education and research capabilities in the area linked in particular to healthcare and bio-technology. Development should promote the vitality of the town centre, particularly in the Shepherd's Bush market area, and complement the viability of other west and central London centres. An Opportunity Area Planning Framework has been adopted by the GLA and the London Borough of Hammersmith & Fulham which sets out further strategic principles including the appropriate scale, location and mix of uses taking into account studies of the creative industries, development and transport capacity. It also proposes a new public space - White City Green.

38 Woolwich

Area (Ha): 77

Indicative employment capacity:

5,000

Minimum new homes: 5,000

OAPF progress: 3

Building on existing and proposed transport infrastructure including Crossrail, and realisation of the boroughs substantial residential capacity, Woolwich could evolve to perform a higher role in the town centre network, which subject to implementation of the OAPF, could merit Metropolitan status. Implementation of proposals for the Royal Arsenal is also raising the profile of Woolwich and encouraging the wider regeneration of the town centre. Attractive links have been completed between the Arsenal and the town centre and should be complemented by further highquality design and environmental improvement across the town and the A206 corridor, including General Gordon and Beresford Squares. There is potential to improve links with the South East London Green Chain and neighbourhoods to the south.

Table A1.2 Intensification Areas

39 Farringdon/ Smithfield

Area (Ha): 23

Indicative employment capacity:

2,500

Minimum new homes: 850

IAPF progress: 4

This is an Area with potential for intensification on a number of sites and broader improvements to the public realm and mix of uses. These will be supported by Crossrail and the Thameslink programme at Farringdon. The scale of additional development capacity is dependent on operational rail requirements, the degree of station renewal and improvements to transport and interchange capacity. The potential for bridging over the railway cutting to expand development capacity and public space provision should be explored. Development should be set in the context of the long term consolidation of London's wholesale markets. Further opportunities for intensification are presented at Mount Pleasant. The Mayor encourages collaborative working between the three boroughs to refine the extent, opportunities and potential capacity of this Area.

40 Haringey Heartlands/ Wood Green

Area (Ha): 50

Indicative employment capacity:

2,000

Minimum new homes: 1,000

IAPF progress: 3

A range of development opportunities on the railway and former industrial lands to the south-west of Wood Green town centre with significant potential for improvement building on the area's industrial heritage.

Phases of residential and mixed-use development at Hornsey waterworks sites have been completed. Other key sites with development potential include the Clarendon Road gas works and adjacent Coburg Road industrial area. Mixed-use regeneration of these sites adjacent to Wood Green town centre should support delivery of the full range of uses. Site assembly and provision of better links with the town centre and Alexandra Park are key to comprehensive development. Opportunities should be explored to redevelop parts of Wood Green town centre for high-density, mixed-use schemes and strengthen pedestrian connections to the town centre and library. Any new development and infrastructure bought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects.

41 Holborn

Area (Ha): 13

Indicative employment capacity:

2,000

Minimum new homes: 200

IAPF progress: 4

Improved public transport accessibility and capacity should support selective intensification through mixed-use redevelopment at higher densities. The area has the potential to benefit from links with the nearby Tottenham Court Road Opportunity Area and Crossrail 1 station.

42 Kidbrooke

Area (Ha): 109

Indicative employment capacity: 400

Minimum new homes: 2,500

IAPF progress: 3

This area is focussed on Kidbrooke rail station and the Ferrier housing estates together with adjoining housing sites, open space and recreation facilities. The adopted SPD identifies capacity for at least 4,400 homes (gross) or a net addition of 2,500 homes. An outline planning approval has been granted for a total of 4,800 (gross) residential units. Development will be integrated with the station, providing improved bus links to north Greenwich, and with the surrounding area and across existing roads and rail links.

43 Mill Hill East

Area (Ha): 48

Indicative employment capacity: 500

Minimum new homes: 2,000

IAPF progress: 3

Redevelopment opportunities exist around the Underground station, principally at the MOD Inglis Barracks and council depot sites. Barnet Council has published an Area Action Plan and development is primarily to comprise new housing at higher densities, with a mix of uses to provide local employment, community facilities, open space and servicing.

44 South Wimbledon/ Colliers Wood

Area (Ha): 122

Indicative employment capacity: 500

Minimum new homes: 1,300

IAPF progress: 4

This location contains a range of

major opportunities for intensification including South Wimbledon and Colliers Wood. Any new development and infrastructure bought forward in this area must have regard to the strategic flood risk assessment. The potential for redevelopment and reconfiguration of the edge-of and out-of-centre retail parks at Colliers Wood to contribute towards the establishment of an integrated town centre along with improvements in public transport and local accessibility should be explored.

45 West Hampstead Interchange

Area (Ha): 18

Indicative employment capacity: 100

Minimum new homes: 800

IAPF progress: 4

A significant inner London transport interchange with potential to improve connections between rail, underground and bus and to secure an uplift in development capacity through intensification.



ANNEX TWO

LONDON'S TOWN CENTRE NETWORK

- A2.1 For the avoidance of doubt, this annex forms part of the London Plan and therefore of the statutory development plan.
- A2.2 Policies 2.15 and 4.7 4.8 of the London Plan provide the strategic framework for town centre policy development and implementation. This Annex identifies the existing role and function of town centres in the network and provides a broad indication of the future growth potential of each town centre together with anticipated changes to classifications over the Plan period. The roles of town centres in the regeneration process and strategic clusters of night time economic activity are also identified.

Town centre classifications

- A2.3 Town centres are classified in the Plan in Table A2.1 according to their existing role and function in light of health checks taking into account criteria which include scale, mix of uses, financial performance and accessibility. In London, there are five broad types of town centre which perform different but complementary roles:
 - International centres –
 London's globally renowned retail destinations with a wide range of high-order comparison and specialist shopping with excellent levels of public transport accessibility.
 - Metropolitan centres serve wide catchments which can extend over several boroughs and into parts of the wider South East region. Typically they contain

- at least 100,000 sq.m of retail, leisure and service floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions.
- Major centres typically found in inner and some parts of outer London with a boroughwide catchment. They generally contain over 50,000 sq.m of retail, leisure and service floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions.
- District centres distributed more widely than the Metropolitan and Major centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000–50,000 sq.m of retail, leisure and service floorspace. Some District centres have developed specialist shopping functions.
- Neighbourhood and more local centres – typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (typically up to around 500 sq.m), sub-post office, pharmacy, laundrette and other useful local services. Together with District centres they can play

- a key role in addressing areas deficient in local retail and other services.
- A2.4 In the Central Activities Zone (CAZ), a further classification CAZ Frontages refers to mixed use areas usually with a predominant retail function (see Policy 2.11). The most significant CAZ Frontages are identified in Table A2.1.
- A2.5 Town centres that have specialist roles supporting strategic clusters of night time economic activities of more than local significance are also identified in Table A2.1. Principles to guide the management of these activities are set out in Policy 4.6.

Strategic guidance and future growth potential

- A2.6 Table A2.1 provides strategic guidance on the broad future direction envisaged for the International, Metropolitan, Major and District centres including their possible potential for growth and regeneration (see Policy 2.15). Three broad categories of future growth potential have been identified High, Medium and Low:
 - High growth includes town centres likely to experience strategically significant levels of growth with strong demand and/ or large scale retail, leisure or office development in the pipeline and with existing or potential public transport capacity to accommodate it (typically PTAL 5-6).
 - Medium growth includes town centres with moderate levels of demand for retail, leisure or office floorspace and with physical

- and public transport capacity to accommodate it.
- Low growth town centres
 that are encouraged to pursue
 a policy of consolidation by
 making the best use of existing
 capacity, either due to (a) physical,
 environmental or public transport
 accessibility constraints, or (b) low
 demand.

Regeneration – this is a supplementary classification and refers to those town centres where existing capacity can be utilized to achieve regeneration objectives including physical, environmental and economic renewal.

A2.7 The potential future growth categorisations are only indicative and should be refined by boroughs in collaboration with the Mayor in light of integrated strategic and local capacity assessments and health checks as part of the preparation of LDFs. The categorisations refer to the broad potential for growth for the whole centre and not for individual sites within it. Further guidance on the application of policy will be given in Supplementary Planning Guidance.

Managing change in the town centre network

A2.8 Policy 2.15 sets out the process for managing changes to the classifications of centres based upon evidence in town centre health checks. It will be co-ordinated strategically taking into account relationships with adjoining subregions and the regions outside

London.

A2.9 Drawing upon the strategic policy guidelines and growth prospects (paragraph A2.6 above), Table A2.2 and Map A2.1 indicate potential future changes to the classifications of town centres in the network over the Plan period including potential new centres. These centres or locations are not for immediate reclassification and will continue to be tested to take account of changes in accessibility and the implementation of planning decisions and policy.

Table A2.1 Town centre classifications and broad future directions

Ref	Centre	Borough	Classification ¹	Night time economy clusters ²	Policy directions ³	Office guide- lines ⁴
1	West End	Westminster/Camden	International	NT1	Medium	CAZ
2	Knightsbridge	Kensington and Chelsea/ Westminster	International	NT2	Low	CAZ
3	Bromley	Bromley	Metropolitan	NT2	High	В
4	Croydon	Croydon	Metropolitan	NT2	High R	A/B
5	Ealing	Ealing	Metropolitan	NT2	Medium	A/B
6	Shepherds Bush	Hammersmith and Fulham	Metropolitan	NT2	Medium R	A/B potential
7	Wood Green	Haringey	Metropolitan	NT3	Medium R	
8	Harrow	Harrow	Metropolitan	NT3	Medium	В
9	Romford	Havering	Metropolitan	NT2	Medium	В
10	Uxbridge	Hillingdon	Metropolitan	NT2	Medium	А
11	Hounslow	Hounslow	Metropolitan	NT3	Medium R	A/B
12	Kingston	Kingston upon Thames	Metropolitan	NT2	High	В
13	Stratford	Newham	Metropolitan	NT3	High R	А
14	Ilford	Redbridge	Metropolitan	NT2	Medium	В
15	Sutton	Sutton	Metropolitan	NT2	Medium	В
16	Barking	Barking and Dagenham	Major	NT3	Medium R	В
17	Edgware	Barnet	Major		Medium	В
18	Bexleyheath	Bexley	Major	NT2	Medium	В
19	Wembley	Brent	Major		High R	В
20	Kilburn	Brent/Camden	Major	NT3	Medium R	
21	Orpington	Bromley	Major		Medium R	

Ref	Centre	Borough	Classification ¹	Night time economy clusters ²	Policy directions ³	Office guide- lines ⁴
22	Camden Town	Camden	Major	NT2	Medium	
23	Southall	Ealing	Major	NT3	Medium R	В
24	Enfield Town	Enfield	Major		Medium	В
25	Eltham	Greenwich	Major		Medium	
26	Woolwich	Greenwich	Major	NT3	High R	
27	Dalston	Hackney	Major	NT3	Medium R	В
28	Fulham	Hammersmith and Fulham	Major	NT2	Medium R	В
29	Hammersmith	Hammersmith and Fulham	Major	NT2	Medium R	A/B
30	Chiswick	Hounslow	Major	NT2	Medium	А
31	Angel	Islington	Major	NT2	Medium	В
32	Nags Head	Islington	Major	NT3	Medium R	
33	Kensington High Street	Kensington and Chelsea	Major	NT2	Medium	В
34	King's Road (east)	Kensington and Chelsea	Major	NT2	Low	В
35	Brixton	Lambeth	Major	NT2	Medium R	
36	Streatham	Lambeth	Major	NT3	Medium R	
37	Catford	Lewisham	Major		Medium R	
38	Lewisham	Lewisham	Major	NT3	High	В
39	Wimbledon	Merton	Major	NT2	Medium	Α
40	East Ham	Newham	Major		Medium R	
41	Richmond	Richmond upon Thames	Major	NT2	Low	А
42	Peckham	Southwark	Major	NT3	Medium R	
43	Canary Wharf	Tower Hamlets	Major	NT2	High	А
44	Walthamstow	Waltham Forest	Major	NT3	Medium	
45	Clapham Junction	Wandsworth	Major	NT2	Medium	В
46	Putney	Wandsworth	Major	NT2	Medium	В
47	Tooting	Wandsworth	Major	NT3	Medium	
48	Wandsworth	Wandsworth	Major		Medium R	
49	Queensway/	Westminster/	Major	NT2	Low	В
	Westbourne Grove	Kensington and Chelsea				
50	Chadwell Heath	Barking and Dagenham/ Redbridge	District		Medium	
51	Dagenham and Heathway	Barking and Dagenham	District		Medium R	

Ref	Centre	Borough	Classification ¹	Night time economy clusters ²	Policy directions ³	Office guide- lines ⁴
52	Green Lane	Barking and Dagenham/	District		Medium	
	Durant Oturant	Redbridge	District		NA - divers	
53	Brent Street	Barnet Barnet	District District		Medium Medium	D
54 55	Chipping Barnet Church End,	Barnet	District		Medium	В
55	Finchley	Darriet	DISTRICT		Medium	D
56	East Finchley	Barnet	District		Medium	
57	Golders Green	Barnet	District		Medium	
58	Hendon Central	Barnet	District		Medium	
59	Mill Hill New Barnet	Barnet	District		Medium	
60		Barnet	District		Medium Medium	D
61	North Finchley	Barnet	District			В
62	Temple Fortune	Barnet	District	NITO	Medium	D
63	Whetstone	Barnet	District	NT3	Medium	В
64	Colindale/The Hyde	Barnet/Brent	District		Medium	
65	Cricklewood (see also Brent Cross, Table A2.2)	Barnet/Brent/Camden	District	NT3	High R	A/B – monitor
66	Burnt Oak	Barnet/Brent/Harrow	District		Medium	
67	Crayford	Bexley	District		Medium R	
68	Erith	Bexley	District		Medium R	
69	Sidcup	Bexley	District		Medium	
70	Welling	Bexley	District		Medium	
71	Ealing Road	Brent	District*		Medium R	
72	Harlesden	Brent	District		Medium R	
73	Neasden	Brent	District		Medium R	
74	Preston Road	Brent	District		Medium R	
75	Wembley Park	Brent	District		Medium	
76	Willesden Green	Brent	District		Medium	
77	Kingsbury	Brent/Harrow	District		Medium	
78	Beckenham	Bromley	District	NT3	Medium	
		Bromley		INTO	Medium	
79	Penge	,	District			
80	Petts Wood	Bromley	District		Medium	
81	West Wickham	Bromley Camden	District	NT3	Medium Medium	
82	Hampstead		District			D
83	Kentish Town	Camden Camden	District District	NT3 NT2	Medium R Medium	В
04	Swiss Cottage/ Finchley Road	Camaen	District	INIC	Medium	

Ref	Centre	Borough	Classification ¹	Night time economy clusters ²	Policy directions ³	Office guide- lines ⁴
85	West Hampstead	Camden	District		Medium	
86	Addiscombe	Croydon	District		Low	
87	Coulsdon	Croydon	District		Medium	
88	New Addington	Croydon	District		Medium R	
89	Norbury	Croydon	District		Medium	
90	Purley	Croydon	District		Medium	
91	Selsdon	Croydon	District		Medium	
92	South Norwood	Croydon	District		Medium	
93	Thornton Heath	Croydon	District		Medium	
94	Upper Norwood/	Croydon/Lambeth/	District		Medium	
	Crystal Palace	Bromley				
95	Acton	Ealing	District	NT3	Medium R	
96	Greenford	Ealing	District		Medium	
97	Hanwell	Ealing	District		Medium	
98	Angel Edmonton	Enfield	District		Medium R	
99	Edmonton Green	Enfield	District		Medium R	
100	Palmers Green	Enfield	District		Medium	
101	Southgate	Enfield	District		Medium	В
102	Greenwich West	Greenwich	District	NT3	Medium	
103	Plumstead	Greenwich	District*		Medium R	
104	Thamesmead	Greenwich	District		Medium R	
105	East Greenwich	Greenwich	District		Medium	
106	Mare Street	Hackney	District	NT3	Medium R	В
107	Stoke Newington	Hackney	District	NT3	Medium R	
108	Bruce Grove/	Haringey	District		Medium R	
	Tottenham High					
	Road					
109	Crouch End	Haringey	District	NT3	Medium	
110	Green Lanes	Haringey	District	NT3	Medium R	
111	Muswell Hill	Haringey	District	NT3	Medium	
112	West Green Road/	Haringey	District*	1410	Medium R	
112		riailigey	District		Mediaiiii	
110	Seven Sisters	Horrow	Dioti-a+*		Modium	
113	North Harrow Pinner	Harrow Harrow	District*		Medium Medium	
115	Rayners Lane	Harrow	District		Medium	
116	South Harrow	Harrow	District		Medium	
117	Stanmore	Harrow	District		Medium	В
118	Wealdstone	Harrow	District	NT3	Medium	В
119	Kenton	Harrow/Brent	District	1113	Medium	

Ref	Centre	Borough	Classification ¹	Night time economy clusters ²	Policy directions ³	Office guide- lines ⁴
120	Collier Row	Havering	District		Medium	
121	Elm Park	Havering	District*		Medium	
122	Harold Hill	Havering	District*		Medium	
123	Hornchurch	Havering	District		Medium	
124	Rainham	Havering	District*		Medium	
125	Upminster	Havering	District		Medium	
126	Eastcote	Hillingdon	District		Medium	
127	Hayes	Hillingdon	District		Medium	
128	Northwood	Hillingdon	District		Medium	
129	Ruislip	Hillingdon	District		Medium	
130	Yiewsley/	Hillingdon	District		Medium	
	West Drayton					
131	Brentford	Hounslow	District		Medium	A/B
132	Feltham High Street	Hounslow	District		Medium	В
133	Archway	Islington	District		Medium R	
134	Finsbury Park	Islington/ Hackney/ Haringey	District		Medium R	
135	Earls Court Road	Kensington and Chelsea	District	NT3	Medium	
136	Fulham Road (east)	Kensington and Chelsea	District		Medium	
137	Fulham Road (west)	Kensington and Chelsea	District	NT2	Medium	
138	King's Road (west)	Kensington and Chelsea	District	NT2	Low	
139	Notting Hill Gate	Kensington and Chelsea	District	NT3	Medium	В
140	Portobello Road	Kensington and Chelsea	District	NT3	Medium	
141	South Kensington	Kensington and Chelsea	District	NT3	Medium	
142	New Malden	Kingston upon Thames	District		Medium	
143	Surbiton	Kingston upon Thames	District		Medium	В
144	Tolworth	Kingston upon Thames	District		Medium	
145	Clapham High Street	Lambeth	District	NT2	Medium R	
146	Stockwell	Lambeth	District*		Medium R	
147	West Norwood/	Lambeth	District		Medium R	
	Tulse Hill					

Ref	Centre	Borough	Classification ¹	Night time economy clusters ²	Policy directions ³	Office guide- lines ⁴
148	Lavender Hill/	Lambeth/	District		Medium	
	Queenstown Road	Wandsworth				
149	Blackheath	Lewisham	District	NT3	Low	
150	Deptford	Lewisham	District	NT3	Medium R	
151	Downham	Lewisham	District*		Medium R	
152	Forest Hill	Lewisham	District		Medium	
153	Lee Green	Lewisham	District*		Medium	
154	New Cross	Lewisham	District	NT3	Medium R	
155	Sydenham	Lewisham	District		Medium	
156	Mitcham	Merton	District		Medium	
157	Morden	Merton	District		Medium	
158	Canning Town	Newham	District		Medium R	
159	East Beckton	Newham	District		Medium R	
160	Forest Gate	Newham	District		Medium R	
161	Green Street/	Newham	District		Medium R	
	Upton Park					
162	Barkingside	Redbridge	District		Medium	
163	Gants Hill	Redbridge	District	NT3	Medium	
164	South Woodford	Redbridge	District	1410	Medium	
165	Wanstead	Redbridge	District		Medium	
166	East Sheen	Richmond upon- Thames	District		Medium	
167	Teddington	Richmond upon Thames	District		Medium	
168	Twickenham	Richmond upon Thames	District	NT3	Medium	А
169	Whitton	Richmond upon Thames	District		Medium	
170	Dulwich - Lordship Lane	Southwark	District	NT3	Medium	
171	Elephant and Castle	Southwark	District	NT3	High R	В
172	Canada Water	Southwark	District		High R	В
173	Walworth Road	Southwark	District		Medium R	
174	Camberwell	Southwark/Lambeth	District	NT3	Medium R	
175	Carshalton Village	Sutton	District*		Medium	
176	Cheam Village	Sutton	District		Medium	
177	North Cheam	Sutton	District		Medium	
178	Rosehill	Sutton	District		Medium	
179	Wallington	Sutton	District		Medium	
180	Worcester Park	Sutton	District		Medium	

Ref	Centre	Borough	Classification ¹	Night time economy clusters ²	Policy directions ³	Office guide- lines ⁴
181	Bethnal Green	Tower Hamlets	District	NT3	Medium R	
182	Brick Lane	Tower Hamlets	District	NT3	Medium R	
183	Chrisp Street	Tower Hamlets	District		Medium R	
184	Roman Road (east)	Tower Hamlets	District		Medium R	
185	Roman Road (west)	Tower Hamlets	District*		Medium R	
186	Watney Market	Tower Hamlets	District		Medium R	
187	Whitechapel	Tower Hamlets	District		High R	
188	Bakers Arms	Waltham Forest	District		Medium	
189	Highams Park	Waltham Forest	District		Medium	
190	Leyton	Waltham Forest	District		Medium R	
191	Leytonstone	Waltham Forest	District		Medium R	
192	North Chingford	Waltham Forest	District		Medium	
193	South Chingford	Waltham Forest	District		Medium	
194	Wood Street	Waltham Forest	District		Medium	
195	Balham	Wandsworth	District	NT3	Medium	
196	Earlsfield	Wandsworth	District		Medium	
197	Edgware Road/	Westminster	District	NT3	Medium R	
400	Church Street		5			
198	Harrow Road	Westminster	District	NITO	Medium R	
199	Praed Street/ Paddington	Westminster	District	NT3	Medium	
200	St John's Wood	Westminster	District	NT3	Medium	
201	Euston Road (part)	Camden	CAZ Frontage		Medium R	CAZ
202	High Holborn/ Kingsway	Camden	CAZ Frontage		Medium R	CAZ
203	Kings Cross/ St Pancras	Camden	CAZ Frontage		High R	CAZ
204	Tottenham Court	Camden	CAZ Frontage	NT1 (part)	Medium	CAZ
0.00	Road (part)	0 (1				
205	Cheapside	City of London	CAZ Frontage		Medium	CAZ
206	Fleet Street	City of London	CAZ Frontage		Medium	CAZ
207	Leadenhall Market	City of London	CAZ Frontage		Medium	CAZ
208	Liverpool Street	City of London	CAZ Frontage		Medium Medium	CAZ
209	Moorgate Lower Marsh/	City of London Lambeth	CAZ Frontage		Medium R	CAZ
Z I U	The Cut	Lampeul	CAZ Frontage		iviediuiti K	UAZ
211	Borough High Street	Southwark	CAZ Frontage	NT3	Medium	CAZ

Ref	Centre	Borough	Classification ¹	Night time economy clusters ²	Policy directions ³	Office guide- lines ⁴
212	London Bridge	Southwark	CAZ Frontage		Medium	CAZ
213	Wentworth Street	Tower Hamlets	CAZ Frontage		Medium R	CAZ
214	Baker Street (part)	Westminster	CAZ Frontage		Medium	CAZ
215	Covent Garden/ Strand	Westminster	CAZ Frontage	NT1/2	Low	CAZ
216	Edgware Road South	Westminster	CAZ Frontage	NT3	Medium	CAZ
217	Marylebone High Street	Westminster	CAZ Frontage	NT3	Medium	CAZ
218	Marylebone Road	Westminster	CAZ Frontage		Medium	CAZ
219	Victoria Street	Westminster	CAZ Frontage	NT2	High	CAZ
220	Warwick Way/ Tachbrook Street	Westminster	CAZ Frontage		Medium	CAZ
221	Charing Cross Road (part)	Westminster/Camden	CAZ Frontage	NT1 (part)	Medium	CAZ

Notes

- 1 Classifications are described in paragraph A2.3 and illustrated in Map 2.6. Centres marked * in Table A2.1 indicates classification is subject to monitoring.
- 2 NT1 = International; NT2 = Regional/sub-regional; NT3 = More than local significance.
- 3 Policy directions (high/medium/low) are explained in paragraph A2.6. 'R' indicates centres in need of regeneration.
- 4 Office guidelines (see Policy 4.2) provide a broad indication of the approach to office development based upon research in the London Office Policy Review 2012, distinguishing between centres where:
 - A 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.
 - B 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.
 - CAZ locations lying within the Central Activities Zone see Policies 2.11, 4.2 and 4.3.

Table A2.2 Potential future changes to the town centre network over the Plan period

Centre	Borough	Classification	Potential future change to classification over the Plan period*
Stratford	Newham	Metropolitan	International
Shepherd's Bush	Hammersmith and Fulham	Metropolitan	International
Woolwich	Greenwich	Major	Metropolitan
Canary Wharf	Tower Hamlets	Major	Metropolitan
Brent Cross	Barnet	Regional shopping centre	Metropolitan
Elephant and Castle / Walworth Road	Southwark	District	Major
Canada Water	Southwark	District	Major
North Greenwich	Greenwich	Unclassified	District
Tottenham Hale	Haringey	Unclassified	District
Colliers Wood	Merton	Unclassified	District
Hackbridge	Sutton	Unclassified	District
Bromley by Bow	Tower Hamlets	Unclassified	District
Crossharbour	Tower Hamlets	Unclassified	District
Battersea	Wandsworth	Unclassified	CAZ Frontage
Vauxhall	Lambeth/Wandsworth	Unclassified	CAZ Frontage

^{*} Re-classifications are subject to capacity analysis, impact assessments, land use and accessibility, planning approvals, town centre health checks and full implementation.

Map A2.1 Potential future changes to the town centre network over the Plan period



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ANNEX THREE

STRATEGIC INDUSTRIAL LOCATIONS

- A3.1 For the avoidance of doubt, this annex forms part of the London Plan and therefore of the statutory development plan.
- A3.2 Policy 2.17 of the London Plan addresses Strategic Industrial Locations (SIL). Table A3.1 below identifies each SIL in London, distinguishing between Preferred Industrial Locations (PIL) and Industrial Business Parks (IBP).

Table A3.1 Strategic Industrial Locations

Ref.	Location	Borough	SIL type
1	Barwell Business Park	Kingston upon Thames	IBP
2	Beckton Riverside	Newham	PIL/IBP
3	Belvedere Industrial Area (part)	Bexley	PIL
4	Bermondsey	Southwark/Lewisham	PIL
5	Beverley Way Industrial Area	Merton	PIL
6	Blackhorse Lane	Waltham Forest	PIL
7	Brentford (part) - Transport Avenue	Hounslow	PIL
8	Brimsdown	Enfield	PIL
9	British Gas Site/Cody Road (part)	Newham	IBP
10	Bromley Road	Lewisham	PIL
11	Central Leaside Business Area (parts)	Enfield/Haringey/Waltham Forest	PIL
12	Charlton Riverside (part)	Greenwich	PIL
13	Chessington Industrial Estate	Kingston upon Thames	PIL
14	Dagenham Dock/Rainham Employment Area	Barking and Dagenham/ Havering	PIL
15	East Lane	Brent	PIL
16	Empson Street (part)	Tower Hamlets	IBP
17	Erith Riverside (part)	Bexley	PIL
18	Fish Island/Marshgate Lane (parts)	Newham/Tower Hamlets	PIL/IBP
19	Foots Cray Business Area	Bexley/Bromley	IBP
20	Freezywater / Innova Park (part)	Enfield	PIL
21	Great Cambridge Road (part)	Enfield	IBP
22	Great West Road (part)	Hounslow	IBP
23	Great Western (part)	Ealing	PIL
24	Greenwich Peninsula West	Greenwich	PIL
25	Hackney Wick (part)	Hackney	IBP
26	Hainault Industrial Estate	Redbridge	PIL

Ref.	Location	Borough	SIL type
27	Harold Hill Industrial Estate	Havering	PIL
28	Hayes Industrial Area	Hillingdon	PIL
29	Honeypot Lane, Stanmore (part)	Harrow	IBP
30	Kimpton Industrial Area	Sutton	PIL
31	King George Close Estate, Romford	Havering	PIL
32	Lea Bridge Gateway	Waltham Forest	PIL
33	London Industrial Park	Newham	PIL
34	Marlpit Lane	Croydon	PIL
35	Morden Road Factory Estate and Prince George's Road	Merton	PIL
36	Nine Elms (part)	Wandsworth	PIL
37	North Feltham Trading Estate	Hounslow	PIL
38	North London Business Park, Brunswick Road	Barnet	IBP
39	North Uxbridge Industrial Estate	Hillingdon	IBP
40	North Wimbledon (part)	Merton	PIL
41	Northolt, Greenford, Perivale (parts)	Ealing	PIL
42	Park Royal (part)	Brent/Ealing/Hammersmith & Fulham	PIL/IBP
43	Purley Way and Beddington Lane Industrial Area	Croydon/Sutton	PIL
44	Rippleside	Barking and Dagenham	PIL
45	River Road Employment Area	Barking and Dagenham	PIL
46	Southend Road Business Area	Redbridge	PIL
47	St Mary Cray	Bromley	IBP
48	Staples Corner	Brent	PIL
49	Stonefield Way/Victoria Road	Hillingdon	PIL
50	Surrey Canal Area/Old Kent Road (parts)	Lewisham/Southwark	PIL
51	Thames Road, including Crayford Industrial Area	Bexley	IBP
52	Thameside East	Newham	PIL
53	Thameside West	Newham	PIL
54	Tottenham Hale (part)	Haringey	IBP
55	Uxbridge Industrial Estate	Hillingdon	PIL
56	Wealdstone Industrial Area	Harrow	PIL
57	Wembley (part)	Brent	PIL
58	West Thamesmead/Plumstead Industrial Area	Greenwich	PIL
59	Willow Lane, Beddington and Hallowfield Way	Merton	PIL



ANNEX FOUR

HOUSING PROVISION STATISTICS

A4.1 For the avoidance of doubt, this annex forms part of the London Plan and therefore of the statutory development plan.

Disaggregated Housing Monitoring Benchmarks 2015/16 – 2024/25

- A4.2 To assist the London Boroughs in monitoring their housing provision targets, Table A4.1 provides a disaggregation of the target by components of supply.
- A4.3 Conventional supply is made up of large site and small site components that were identified in the 2013 Strategic Housing Land Availability Assessment (SHLAA). The nonself-contained element is derived from pipeline developments. Vacant dwellings are based on targets to reduce long-term vacant stock in each borough. More information about each of these components of supply can be found in the 2013 Strategic Housing Land Availability Assessment and report.
- A4.4 To assist the boroughs in the preparation of their land supply and housing trajectories beyond 2024/25, boroughs should roll forward the annual targets in Table 3.1 in line with Policy 3.3. The Mayor commits to revising the housing targets by 2019/20.

Table A4.1 Disaggregated housing targets for monitoring purposes 2015/16 – 2024/25

2024/25	Conventional supply	Vacants	8.41	
Borough	and non-self-contained accommodation	returning back into	Minimum annual target	
Barking and Dagenham	1,236	use 0	1,236	
Barnet	2,314	35	2,349	
Bexley	439	7	446	
Brent	1,525	0	1,525	
Bromley	641	0	641	
Camden	858	32	889	
City of London	140	0	141	
Croydon	1,416	19	1,435	
Ealing	1,297	0	1,297	
Enfield	781	17	798	
Greenwich	2,604	81	2,685	
Hackney	1,471	128	1,599	
Hammersmith and Fulham	1,017	14	1,031	
Haringey	1,501	0	1,502	
Harrow	593	0	593	
Havering	1,145	26	1,170	
Hillingdon	559	0	559	
Hounslow	822	0	822	
Islington	1,242	22	1,264	
Kensington and Chelsea	687	46	733	
Kingston upon Thames	613	31	643	
Lambeth	1,490	70	1,559	
Lewisham	1,377	8	1,385	
Merton	411	0	411	
Newham	1,947	48	1,994	
Redbridge	1,124	0	1,123	
Richmond upon Thames	315	0	315	
Southwark	2,710	26	2,736	
Sutton	342	21	363	
Tower Hamlets	3,913	19	3,931	
Waltham Forest	862 0		862	
Wandsworth	1,812	0	1,812	
Westminster	963	105	1,068	
LLDC	1,471	0	1,471	
London	41,634	755	42,389	

Note: non-self-contained residential accommodation including specialist housing for students and older people may count towards housing targets for monitoring purposes (whether in use class C2, C3, C4 or SG).



ANNEX FIVE

SPECIALIST HOUSING FOR OLDER PEOPLE

Table A5.1 indicative annualised strategic benchmarks to inform local targets and performance indicators for specialist housing for older people 2015 – 2025

	Annual indicative requirement benchmarks				
London	private	intermediate	affordable		
Boroughs	sale	sale	rent	total	
Barking and Dagenham	50	15	5	70	
Barnet	155	60	10	225	
Bexley	90	45	0	135	
Brent	105	35	35	175	
Bromley	140	65	0	205	
Camden	65	20	15	100	
City of London	0	0	0	0	
Croydon	140	55	0	195	
Ealing	135	40	5	180	
Enfield	120	50	0	170	
Greenwich	65	20	0	85	
Hackney	25	10	20	55	
Hammersmith and Fulham	45	15	0	60	
Haringey	80	20	0	100	
Harrow	110	40	0	150	
Havering	135	50	0	185	
Hillingdon	115	40	0	155	
Hounslow	95	30	20	145	
Islington	30	10	50	90	
Kensington and Chelsea	60	20	20	100	
Kingston upon Thames	70	25	0	95	
Lambeth	55	15	5	75	
Lewisham	65	25	25	115	
Merton	80	30	0	110	
Newham	55	15	5	75	
Redbridge	75	45	0	120	
Richmond upon Thames	105	30	0	135	
Southwark	45	15	55	115	
Sutton	70	35	0	105	
Tower Hamlets	25	10	35	70	
Waltham Forest	65	25	0	90	
Wandsworth	80	25	0	105	
Westminster	70	20	20	110	
LONDON TOTAL	2620	955	325	3900	

Note: London Boroughs may wish to provide additional rental units in order to replace stock which is currently unfit for use by older persons

ANNEX SIX

GLOSSARY

Access

This term refers to the methods by which people with a range of needs (such as disabled people, people with children, people whose first language is not English) find out about and use services and information. For disabled people, access in London means the freedom to participate in the economy, in how London is planned, in the social and cultural life of the community.

Accessibility

This term is used in two distinct ways, its definition depending on the accompanying text (see Accessibility of London and Accessibility of the Transport System below).

Accessibility of London

This refers to the extent to which employment, goods and services are made available to people, either through close proximity, or through providing the required physical links to enable people to be transported to locations where they are available.

Accessibility of the transport system

This refers to the extent of barriers to movement for users who may experience problems getting from one place to another, including disabled people.

Active provision for electric vehicles

An actual socket connected to the electrical supply system that vehicle owners can plug their vehicle into (see also 'Passive provision for electric vehicles').

Advanced thermal treatment

A means of recovering energy from waste. Waste is heated at high temperature and a useable gas is produced (Gasification and Pyrolysis are examples of Advanced Thermal Treatment).

Affordable housing

This is defined in Chapter 3 at Policy 3.10 and paragraph 3.61.

Aggregates

This is granular material used in construction. Aggregates may be natural, artificial or recycled.

Air Quality Management Area (AQMA)

An area which a local authority had designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

Albedo

The surface reflectivity of the sun's radiation.

Ambient noise

Ongoing sound in the environment such as from transport and industry, as distinct from individual events, such as a noisy all-night party. Unless stated otherwise, noise includes vibration.

Amenity

Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

Anaerobic digestion

Biological degradation of organics (eg food waste and green garden waste) in the absence of oxygen, producing biogas suitable for energy generation (including transport fuel), and residue (digestate) suitable for use as a soil improver.

Apart-hotel

Self-contained hotel accommodation (C1 use class) that provides for short-term occupancy purchased at a nightly rate with no deposit against damages (ODPM Circular 03/2005). They will usually include concierge and room service, and include formal procedures for checking

in and out. Planning conditions may limit length of stay to occupiers.

Archaeological resources

include artefacts, archaeological features and deposits.

Area for intensification

Areas that have significant potential for increases in residential, employment and other uses through development of sites at higher densities with more mixed and intensive use but at a level below that which can be achieved in the Opportunity Areas.

Areas for regeneration

These areas are the Census Local Super Output Areas (LSOAs) in greatest socio-economic need, defined on the basis of the 20 per cent most deprived LSOAs in the Index of Multiple Deprivation.

Biodiversity

This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Biomass

The total dry organic matter or stored energy of plant matter. As a fuel it includes energy crops and sewage as well as arboricultural forestry and agricultural residues.

Blue Ribbon Network

A spatial policy covering London's waterways and water spaces and land alongside them.

Brownfield land

Both land and premises are included in this term, which refers to a site that has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated. This excludes open spaces and land where the remains of previous use have blended into the landscape, or have been overtaken by nature conservation value or amenity use and cannot be regarded as requiring development.

Brown roofs

Roofs which have a layer of soil or other material which provides a habitat or growing medium for plants or wildlife.

Business Improvement Districts (BIDs)

This concept was originally developed in the USA for increasing investment within defined areas of a city such as town centres or industrial estates. This is achieved through changes to local taxation, based on a supplementary rate levied on businesses within that defined area.

Carbon dioxide (CO₂)

Carbon dioxide is a naturally occurring gas comprising 0.04 per cent of the atmosphere. The burning of fossil fuels releases carbon dioxide fixed by plants many millions of years ago, and this has increased its concentration in the atmosphere by some 12 per cent over the past century. It contributes about 60 per cent of the potential global warming effect of man-made emissions of greenhouse gases.

Carbon neutrality

Contributing net zero carbon dioxide emissions to the atmosphere (also see: Zero Carbon).

Car club

These are schemes such as city car clubs and car pools, which facilitate vehicle sharing.

Central Activities Zone (CAZ)

The Central Activities Zone is the area where planning policy recognises the importance of strategic finance, specialist retail, tourist and cultural uses and activities, as well as residential and more local functions.

Combined heat and power

The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating.

Commercial waste

Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment as defined in Schedule 4 of the Controlled Waste Regulations 1992, is defined as commercial waste.

Communities and Local Government (CLG)

The Government department responsible for planning, local Government, housing and regional development.

Community heating

The distribution of steam or hot water through a network of pipes to heat a large area of commercial, industrial or domestic buildings or for industrial processes. The steam or hot water is supplied from a central source such as a heat-only boiler or a combined heat and power plant.

Community strategies

These are practical tools for promoting or improving the economic, social and environmental wellbeing of the area of jurisdiction of a local authority. Such strategies are prepared allowing for local communities (based upon geography and/or interest) to articulate their aspirations, needs and priorities.

Comparison retail/shopping

These refer to shopping for things like clothes, products, household and leisure goods which are not bought on a regular basis.

Congestion charging

This refers to applying charges to reduce the number of vehicles and level of congestion in congested areas. The Mayor has introduced a scheme to charge vehicles within a defined area of central London.

Construction and demolition waste

This is waste arising from the construction, repair, maintenance and demolition of buildings and structures, including roads. It consists mostly of brick, concrete, hardcore, subsoil and topsoil, but it can contain quantities of timber, metal, plastics and occasionally special (hazardous) waste materials.

Contingent obligations

The use of S106 agreements to enable and define mechanisms for the re-appraisal of viability prior to the implementation of schemes in whole or in part which are likely to take many years to implement. These mechanisms recognise the need to maximise reasonable affordable housing provision, and to address the economic uncertainties which may arise over the lifetime of a proposal. Such provisions are sometimes incorrectly called 'overage' provisions.

Convenience retail/shopping

These refer to shopping for everyday essential items like food, drink, newspapers and confectionary.

Conventional business park

This style of business park is generally large, car-based and located beyond the urban area.

Corridor management

Ensuring that the requirements of the different users of a corridor, including transport users, business and residents are addressed in a coordinated and integrated way.

Crossrail 1

The first line in the Crossrail project, Crossrail 1 is an east–west, cross-central London rail link between Paddington and Whitechapel serving Heathrow Airport, Canary Wharf and Stratford. It will serve major development and regeneration corridors, and improve access to large areas of central and suburban London.

Chelsea-Hackney line (Crossrail 2)

This proposed rail line is intended to link north-east and south-west London. The precise route, the character and the role of the link have not yet been finalised.

Cultural quarters

Areas where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environments, are to be designated as Cultural Quarters. They can contribute to urban regeneration.

Decarbonise

To remove or reduce the potential carbon dioxide emissions to the atmosphere from a process or structure.

Design and access statement

A statement that accompanies a planning application to explain the design principles and concepts that have informed the development and how access issues have been dealt with. The access element of the statement should demonstrate how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development and how inclusion will be

maintained and managed.

Development

This refers to development in its widest sense, including buildings, and in streets, spaces and places. It also refers to both redevelopment, including refurbishment, as well as new development.

Development brief

This brief sets out the vision for a development. It is grounded firmly in the economic, social, environmental and planning context. Apart from its aspirational qualities, the brief must include site constraints and opportunities, infrastructure including energy and transport access and planning policies. It should also set out the proposed uses, densities and other design requirements.

Disabled people

A disabled person is someone who has an impairment, experiences externally imposed barriers and self-identifies as a disabled person.

District centres

These are defined in Annex 2.

Diversity

The differences in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people constitute the diversity of that group. This term refers to differences between people and is used to highlight individual need.

E-economy/e-commerce

A sector of business which comprises companies deriving at least some portion of their revenues from Internet-related products and services.

East of England Region

The Eastern Region covers Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk.

Embodied energy

Embodied energy is the amount of resources consumed to produce a material. Production includes the growing or mining and processing of the natural resources and the manufacturing, transport and delivery of the material.

Energy efficiency

This is about making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience. This does not necessitate the use of less energy, in which respect it differs from the concept of energy conservation.

Energy hierarchy

The Mayor's approach to reducing carbon dioxide emissions in the built environment. The first step is to reduce energy demand (be lean), the second step is to supply energy efficiently (be clean) and the third step is use renewable energy (be green).

Energy masterplanning

Spatial and strategic planning that identifies and develops opportunities for decentralised energy and the associated technical, financial and legal considerations that provide the basis for project delivery.

Energy recovery

To recover energy is to gain useful energy, in the form of heat and/or electric power, or transport fuel, from waste. It includes combined heat and power using incineration, gasification or pyrolysis technologies, combustion of landfill gas and gas produced during anaerobic digestion.

Environmental assessments

In these assessments, information about the environmental effects of a project is collected, assessed and taken into account in reaching a decision on whether the project should go ahead or not.

Environmental statement

This statement will set out a developer's assessment of a project's likely environmental effects, submitted with the application for consent for the purposes of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

Equal life chances for all

The Mayor's Equality Framework has been developed to address the remaining and significant pockets of deprivation and inequality, and provides a fresh analysis and different solutions to inclusion, community cohesion and tackling disadvantage. It promotes an approach that brings Londoners together rather than dividing them, enabling people to realise their potential and aspirations and make a full contribution to the economic success of their city. It aims to achieve equal life chances for all.

Equal opportunities

The development of practices that promote the possibility of fair and equal chances for all to develop their full potential in all aspects of life and the removal of barriers of discrimination and oppression experienced by certain groups.

European Spatial Development Perspective

A non-statutory document produced by the Informal Council of Ministers setting out principles for the future spatial development of the European Union.

Family housing

is generally defined as having three or more bedrooms.

Fluvial water

Water in the Thames and other rivers.

Flood resilient design

can include measures such as putting living accommodation on the first floor or building on stilts.

Fuel cell

A cell that acts like a constantly recharging battery, electrochemically combining hydrogen and oxygen to generate power. For hydrogen fuel cells, water and heat are the only by-products and there is no direct air pollution or noise emissions. They are suitable for a range of applications, including vehicles and buildings.

Garden land

(including back gardens and private residential gardens) is the area within a defined dwelling curtilage used for amenity purposes from which the public is excluded. For the purpose of policy 3.5, back gardens are that part of the curtilage which is to the rear of the front building line of the dwelling. This definition can be refined in light of local circumstances, taking account of permitted development rights.

Gasification

See Advanced Thermal Treatment.

Geodiversity

The variety of rocks, fossils, minerals, landforms, soils and natural processes, such as weathering, erosion and sedimentation, that underlie and determine the character of our natural landscape and environment.

Green Belt

National policy designations that help to contain development, protect the countryside and promote brownfield development, and assists in the urban renaissance. There is a general presumption against inappropriate development in the Green Belt.

Green chains

These are areas of linked but separate open spaces and the footpaths between them. They are accessible to the public and provide way-marked paths and other pedestrian and cycle routes.

Green corridors

This refers to relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Green industries

The business sector that produces goods or services, which compared to other, generally more commonly used goods and services, are less harmful to the environment.

Green infrastructure

The multifunctional, interdependent network of open and green spaces and green features (e.g. green roofs). It includes the Blue Ribbon Network but excludes the hard-surfaced public realm. This network lies within the urban environment and the urban fringe, connecting to the surrounding countryside. It provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health; green

transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole. See also Urban Greening.

Green lease

A lease between a landlord and tenant of a commercial building which provides mutual contractual lease obligations for tenants and owners to minimise environmental impact in areas such as energy, water and waste.

Green roofs/walls

Planting on roofs or walls to provide climate change, amenity, food growing and recreational benefits. For further information please see: http://www.london.gov.uk/sites/default/files/living-roofs.pdf

Greening

The improvement of the appearance, function and wildlife value of the urban environment through soft landscaping. It can also result in cooler local temperatures.

Ground water

Water within soils and rock layers.

Growth Areas

Specific areas for new residential development to accommodate future population growth, as outlined in the Government's Sustainable Communities Plan. Within London these include the Thames Gateway and the London-Stansted-Cambridge-Peterborough Corridor.

Gypsy and Travellers' sites

These are sites either for settled occupation, temporary stopping places, or

transit sites for people of nomadic habit of life, such as travellers and gypsies.

Health inequalities

are defined by the UK Government as 'inequalities in respect of life expectancy or general state of health which are wholly or partly a result of differences in respect of general health determinants.'

Heritage assets

are the valued components of the historic environment. They include buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. They include both designated heritage assets and non-designated assets where these have been identified by the local authority (including local listing) during the process of decision-making or plan making.

Household waste

All waste collected by Waste Collection Authorities under Section 45(1) of the Environmental Protection Act 1990, plus all waste arising from Civic Amenity sites and waste collected by third parties for which collection or disposal credits are paid under Section 52 of the Environmental Protection Act 1990. Household waste includes waste from collection rounds of domestic properties (including separate rounds for the collection of recyclables), street cleansing and litter collection, beach cleansing, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections, Civic Amenity/Reuse and Recycling Centre wastes, drop-off /'bring' systems, clearance of fly-tipped wastes, weekend skip services and any other household waste collected by the waste authorities.

Housing in multiple occupation

Housing occupied by members of more than one household, such as student accommodation or bedsits.

Housing Capacity Study (HCS)

A process for identifying future housing capacity across an area to inform the development of housing policy and proposals. Housing capacity studies have been superseded in Planning Policy Statement 3: Housing (PPS3) by Strategic Housing Land Availability Assessments (SHLAAs).

Human in scale

providing a high quality environment in which buildings, places and spaces are accessible, easy to navigate and understand. This can be through the use of gateways, focal points and landmarks, as well as ensuring buildings create a positive relationship with street level activity and people feel comfortable within their surroundings. Organisations such as CABE as well as the Mayor's Design Advice Panel can provide design related advice.

Incineration

The burning of waste at high temperatures in the presence of sufficient air to achieve complete combustion, either to reduce its volume (in the case of municipal solid waste) or its toxicity (such as for organic solvents and polychlorinated biphenyls). Municipal solid waste incinerators recover power and/or heat. The main emissions are carbon dioxide, water and ash residues.

Inclusive design

Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

Industrial business park (IBP)

Strategic industrial locations that are particularly suitable for activities that need better quality surroundings including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and small scale distribution. They can be accommodated next to environmentally sensitive uses.

Industrial waste

Waste from any factory and any premises occupied by industry (excluding mines and quarries) as defined in Schedule 3 of the Controlled Waste Regulations 1992.

Kyoto Protocol

An international agreement linked to the United Nations Framework Convention on Climate Change (UNFCCC), which sets binding, targets for countries to reduce greenhouse gas (GHG) emissions. These amount to an average of five per cent against 1990 levels over the five-year period 2008-2012.

Land use credits/swaps

Typically, a land use 'credit' is where new off-site residential provision is provided in advance by a developer on the basis that it could be used to satisfy the residential requirements of mixed use policies generated by future commercial development. Typically, an affordable housing credit is where new affordable housing is created when it is not a policy requirement. This affordable housing credit could potentially then be drawn down either for the purposes of affordable housing policy requirement and/

or for the purposes of mixed use policy requirements for residential floorspace. Typically, a land use swap is where a developer provides an off-site residential development to satisfy the housing requirement generated by a specified office/commercial development. The planning applications for the two sites are considered at the same time by the planning authority and are linked by S.106 agreement or planning condition. The concept of credits and swaps may be applied more widely to other land uses, for example, in circumstances in outer London where a developer proposes residential development and agrees to satisfy office policy requirements for the area by making alternative office provision elsewhere in a location which is more viable for offices, possibly in the form of a 'credit'.

Lee Valley Corridor

Embraces the strategically important development opportunities and existing industry either side of the River Lea, in parts of Enfield, Hackney, Haringey, Newham, Tower Hamlets and Waltham Forest.

Lifetime homes

Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from families with young children to frail older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure that the home will be flexible enough to meet the existing and changing needs of most households, and can be easily adapted to meet the needs of future occupants. The 16 criteria are set out and explained in www. lifetimehomes.org.uk and are included in the health and wellbeing category of the Code for Sustainable Homes. They

have been built upon and extended in the British Standards Institution Draft for Development (DD 266:2007) 'Design of accessible housing – Lifetime Homes – Code of practice'.

Lifetime neighbourhoods

A lifetime neighbourhood is designed to be welcoming, accessible and inviting for everyone, regardless of age, health or disability, is sustainable in terms of climate change, transport services, housing, public services, civic space and amenities making it possible for people to enjoy a fulfilling life and take part in the economic, civic and social life of the community. This can be achieved by extending the inclusive design principles embedded in the Lifetime Home standards to the neighbourhood level.

Linear Views part of a townscape view

Linear Views are narrow views to a defined object from an urban space of a building or group of buildings within a townscape setting.

Local centres

These are defined in Annex 2.

Local Development Frameworks (LDDs)

Statutory plans produced by each borough that comprise a portfolio of development plan documents including a core strategy, proposals and a series of area action plans. These are replacing borough Unitary Development Plans.

Local Implementation Plans (LIPs)

Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.

Local Strategic Partnerships (LSPs)

Cross-sectoral, cross-agency umbrella

partnerships, which are focused and committed to improving the quality of life and governance in a particular locality. They seek to enable services to be aligned in a way that effectively meets the needs and aspirations of those who use them.

London Aggregates Working Party (LAWP)

An advisory body to both the Mayor of London and the Department of Communities and Local Government that monitors the supply and demand for aggregates.

London Development Agency (LDA)

One of the GLA group of organisations (or functional bodies), acting on behalf of the Mayor, whose aim is to further the economic development and regeneration of London.

London Development Database

This provides current and historic information about development progress across all London boroughs. It is operated by the GLA, and has superseded the London Development Monitoring System.

London Hydrogen Partnership

A consortium of public, private and voluntary organisations working to establish the widespread use of hydrogen as a clean fuel for buildings, transport and other applications.

London panoramas

Panoramic views across substantial parts of London.

London-Stansted-Cambridge-Peterborough Corridor

A development corridor to the east and west of the Lee Valley through north London and Harlow and north to Stansted, Cambridge and Peterborough.

Low cost market housing

Housing provided by the private sector, without public subsidy or the involvement of a housing association, that is sold or let at a price less than the average for the housing type on the open market.

Low Emission Zone (LEZ)

is a defined area from which polluting vehicles that do not comply with set emissions standards are barred from entering.

Masterplan

See Spatial Masterplan.

Major development (applications decided by the London Boroughs)

Major Developments are defined as these:

- For dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5 hectares).
- For all other uses: where the floor space will be 1000 sq metres or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers' flats etc. should be included in the floor space figure.

Major town centres

These are defined in Annex 2.

Mayor's London Housing Strategy

The Mayor's statutory strategy, which sets out the Mayor's objectives and policies for housing in London.

MedCity

An enterprise that brings together the life sciences sector in London and the greater south east in order to stimulate greater economic growth. There are several proposed medical and life sciences research districts in London including, but not exclusively, (1) around Euston Road including centres such as the University College Hospital, the Wellcome Trust and the Francis Crick Institute; (2) around Whitechapel, associated with the Queen Mary University London; (3) Imperial West at White City; (4) Canada Water, associated with King's College and (5) Sutton for Life, based around the Royal Marsden Hospital and Institute of Cancer Research.

Metropolitan Open Land

Strategic open land within the urban area that contributes to the structure of London.

Metropolitan town centres

These are defined in Annex 2.

Mixed use development

Development for a variety of activities on single sites or across wider areas such as town centres.

Multi-channel retailing

A retailing strategy that offers customers a choice of ways to buy products including for example, retail stores, online, mobile stores, mobile app stores, telephone sales, mail orders, interactive television and comparison shopping sites.

Municipal solid waste (MSW)

For the purposes of developing this strategy, municipal solid waste is defined in section 360(2) of the Greater London Authority Act 1999, as any waste in the possession or under the control of local authorities or agents acting on

their behalf. It includes all household waste, street litter, waste delivered to council recycling points, municipal parks and gardens wastes, council office waste, Civic Amenity waste, and some commercial waste from shops and smaller trading estates where local authorities have waste collection agreements in place. It can also include industrial waste collected by a waste collection authority with authorisation of the waste disposal authority. Waste under the control of local authorities or agents acting on their behalf is now better known as 'Local Authority Collected Waste'.

Nature conservation

Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.

Neighbourhood centres

These are defined in Annex 2.

New and emerging technologies

Technologies that are either still at a developmental stage or have only recently started operating at a commercial scale. They may be new applications of existing technologies. In relation to waste, they include such technologies as anaerobic digestion, Mechanical Biological Treatment (BMT), pyrolysis and gasification.

Olympic host boroughs

The Olympic host boroughs comprise the London boroughs of Barking and Dagenham, Greenwich, Hackney, Newham, Tower Hamlets and Waltham Forest.

Open space

All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Opportunity areas

London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

Orbital rail network

Proposed orbital rail services, being developed in conjunction with the Network Rail, building on the existing core inner London orbital links and including more frequent services, improved stations and interchanges and greater integration with other means of travel. These services will be developed to meet London Metro standards.

Other services

A category of community, social, leisure and personal services-based jobs. These are projected to grow strongly in the period to 2031.

Outstanding universal value

A property that has a cultural and/or natural significance that is so exceptional that it transcends national boundaries. A statement of outstanding universal value is adopted by UNESCO's intergovernmental World Heritage Committee at the time of its inscription and may be subsequently amended by the Committee. Values can be physical, architectural or intangible.

They will be embodied in the buildings, spaces, monuments, artefacts and archaeological deposits within the site, the setting and views of and from it. Statements of outstanding universal value are key references for the effective protection and management of World Heritage Sites and can be found at http://whc.unesco.org/en/list.

Passive provision for electric vehicles

The network of cables and power supply necessary so that at a future date a socket can be added easily (see also 'Active provision for electric vehicles').

Pedestrian amenity

encompasses a range of factors that, in combination, support environments that encourage more walking. These amenity factors include safety, attractiveness, convenience, information and accessibility.

Photovoltaics

The direct conversion of solar radiation into electricity by the interaction of light with electrons in a semiconductor device or cell.

Planning frameworks

These frameworks provide a sustainable development programme for Opportunity Areas. The frameworks may be prepared by the GLA Group, boroughs, developers or partners while planning frameworks will have a non-statutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their development plans.

Planning Policy Statements/Guidance (PPSs/PPGs)

These are Government statements of national planning policy.

Polyclinics

combine GP and routine hospital care with

a range of wellbeing and support services such as benefits support and housing advice.

Preferred industrial location (PIL)

Strategic industrial locations that are particularly suitable for general industrial, light industrial, storage and distribution, waste management, recycling, some transport related functions, utilities, wholesale markets and other industrial related activities.

Previously developed land

(Annex B PPS3 amended June 2010)
Previously developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. The definition includes defence buildings, but excludes:

- Land that is or has been occupied by agricultural or forestry buildings.
- Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures
- Land in built-up areas such as private residential gardens, parks, recreation grounds and allotments, which, although it may feature paths, pavilions and other buildings, has not been previously developed.
- Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings).

There is no presumption that land that is previously-developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed.

Private rented sector

All non-owner-occupied self-contained dwellings that are being rented out as housing (not including forms of affordable housing).

Protected open space

Metropolitan open land and land that is subject to local designation under Policy 7.18 (which would include essential linear components of Green Infrastructure as referred to in Policy 2.18). This land is predominantly undeveloped other than by buildings or structures that are ancillary to the open space. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted. The value of open space not designated is considered as a material consideration that needs to be taken into account when development control decisions are made.

Proximity principle

A principle to deal with waste as near as practicable to its place of production.

Public realm

This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

Public private partnership (PPP)

A mechanism for using the private sector to deliver outcomes for the public sector, usually on the basis of a long term funding agreement.

Public transport accessibility levels (PTALS)

are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. PTALs reflect:

- walking time from the point-of interest to the public transport access points;
- the reliability of the service modes available;
- the number of services available within the catchment; and
- the level of service at the public transport access points - i.e. average waiting time.
 PTALs do not consider:
- the speed or utility of accessible services;
- crowding, including the ability to board services; or,
- ease of interchange.

Pyrolysis

See Advanced Thermal Treatment.

Quiet Areas

The Environmental Noise (England)
Regulations 2006 (as amended) require
that Noise Action Plans for agglomerations
(including much of Greater London)
include provisions that aim to protect
any formally identified 'Quiet Areas' from
an increase in road, railway, aircraft and
industrial noise.

Rainwater harvesting

Collecting water from roofs via traditional guttering and through down pipes to a storage tank. It can then be used for a variety of uses such as watering gardens.

Recycling

Involves the reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house

equipment.

Renewable energy

Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

Retrofitting

The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.

River prospects

Broad prospects along the river Thames.

Road pricing

See Congestion Charging.

Safeguarded wharves

These are sites that have been safeguarded for cargo handling uses such as intraport or transhipment movements and freight-related purposes. A list of those sites that are currently protected and those proposed for protection is available in 'Safeguarded Wharves on the River Thames', GLA, 2005.

Section 106 Agreements

These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

Self-sufficiency

In relation to waste, this means dealing with wastes within the administrative region where they are produced.

Sequential approach

Planning policies that require particular steps to be taken, or types of location or sites to be considered, in a particular order of preference. For example retail, commercial and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are or can be well integrated with the existing centre and public transport.

Setting of a heritage asset

Is the surrounding in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Shared space

A concept defined in the Mayor's Transport Strategy as one which suggests a degree of sharing of streetscape between different modes and street users, requiring everyone to consider the requirements, aspirations and needs of each other. Key to successful implementation of schemes is a reduction in dominance of motor vehicles in streets, especially where there are heavy pedestrian flows, and a degree of negotiation between road users. Each improvement must be designed in local context, be consulted on (including with blind and visually impaired groups) and be carefully monitored.

Shopmobility

A scheme that lends manual and powered wheelchairs and scooters to members of the public with limited mobility which allows them to travel to and visit, independently and with greater ease, local shops, leisure services and commercial

facilities usually within a town or shopping

Site of Special Scientific Interest (SSSI)

A classification notified under the Wildlife and Countryside Act (1981 as amended). All the London sites of biodiversity interest are included within sites of Metropolitan Importance for Nature Conservation.

Smarter travel measures

are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking.

Social exclusion

A term for what can happen when people or areas suffer from a combination of linked problems, such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.

Social inclusion

The position from where someone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers for people or for areas that experience a combination of linked problems such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.

Social infrastructure

Covers facilities such as health provision, early years provision, schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, policing and other criminal

justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.

Social model of disability

The poverty, disadvantage and social exclusion experienced by many disabled people is not the inevitable result of their impairments or medical conditions, but rather stems from attitudinal and environmental barriers. This is known as 'the social model of disability', and provides a basis for the successful implementation of the duty to promote disability equality.

Soundscape

The overall quality of an acoustic environment as a place for human experience. Soundscape design might include preserving, reducing or eliminating certain sounds or combining and balancing sounds to create or enhance an attractive and stimulating acoustic environment.

South East Region

The South East Region runs in an arc around London from Kent at the south-east extremity along the coast to Hampshire, Southampton and Portsmouth in the south-west, and then to Milton Keynes and Buckinghamshire in the North. In total, it encompasses 19 counties and unitary authorities, and 55 district authorities.

Spatial Development Strategy

This strategy is prepared by the Mayor, replacing the strategic planning guidance for London (RPG3). The Mayor has chosen to call the Spatial Development Strategy the London Plan.

Spatial Vision for North West Europe

A non-statutory document prepared by a group of research institutions under the INTERREG IIC programme, which, building on the principles of the ESDP, provides a multi-sectoral vision for the future spatial development for North West Europe.

Specialist accommodation for older people There are a number of different types of specialist accommodation for older people including:

- Sheltered accommodation: self-contained residential accommodation specifically designed and managed for older people in need of no or a low level of support. Each household has self-contained accommodation and the schemes normally include additional communal facilities such as a residents lounge. A warden, scheme manager, community alarm/telecare or house manager interacts with residents on a regular basis and is the first point of contact in an emergency²⁴⁵.
- **Extra care accommodation** (sometimes also referred to as close care, assisted living, very sheltered or continuing care housing): Self -contained residential accommodation and associated facilities designed and managed to meet the needs and aspirations of people who by reason of age or vulnerability have an existing or foreseeable physical, sensory, cognitive or mental health impairment. Each household has self-contained accommodation and 24 hour access to emergency support. In addition extra care accommodation includes a range of other facilitates such as a residents lounge, a guest room, laundry room, day centre activities, a restaurant or

245 Based on the Elderly Accommodation Counsel's definition of sheltered accommodation.

some kind of meal provision, fitness facilities and classes and a base for health care workers. The exact mix of facilities will vary on a site by site basis. Some domiciliary care is provided as part of the accommodation package, according to the level of need of each resident. Extra care housing aims to create a balanced community, bringing together a balanced proportion of people with different levels of care needs.²⁴⁶

Residential/nursing care (including end of life/hospice care and dementia care): Nursing or residential care home providing non-selfcontained residential accommodation for people who by reason of age or illness have physical, sensory or mental impairment, including high levels of dementia. Accommodation is not selfcontained; meals and personal services are routinely provided to all residents. Communal facilities are likely to include a dining room and residents lounge. There will be a scheme manager and in house care team who provide a consistent presence. Personal or nursing care is a critical part of the accommodation package²⁴⁷. Nursing homes include 24 hour medical care from a qualified nurse²⁴⁸.

Strategic cultural areas

These are areas with internationally important cultural institutions, which are also major tourist attractions, and include West End, South Bank/Bankside/ London Bridge, Barbican, Wembley, the South Kensington museum complex/Royal Albert Hall, London's Arcadia, Olympic Park and Lee Valley Regional Park.

246 Based on information from the ElderlyAccommodation Counsel and the NHS.247 Based on the Elderly Accommodation Counsel'sdefinition of residential/nursing care.248 Care Quality Commission

Strategic developments (applications referable to the Mayor)

The planning applications that must be referred to the Mayor under the Town and Country Planning (Mayor of London) Order 2008 and any amendments hereto.

Strategic Environmental Assessment

Required under the European
Directive 2001/42/EC, which has been
transposed into UK Law through the
Environmental Assessment of Plans
and Programmes Regulations 2004.
Strategic Environmental Assessment
seeks to contribute to the integration of
environmental considerations into the
preparation and adoption of plans to
promote sustainable development.

Strategic Housing Land Availability Assessment (SHLAA)

An assessment of land availability for housing which informs the London Plan and borough local development documents, as set out in Planning Policy Statement 3: Housing (PPS3).

Strategic Housing Market Assessment (SHMA)

An assessment of housing need and demand which informs the London Plan and borough local development documents as set out in Planning Policy Statement 3: Housing (PPS3).

Strategic industrial locations (SILs)

These comprise Preferred Industrial Locations (PILs) and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including general and light Industrial uses, logistics, waste management and environmental Industries (such as renewable energy generation), utilities, wholesale markets and some transport functions.

Strategic road network

See Transport for London Road Network.

Strategic views

Views seen from places that are publicly accessible and well used. They include significant buildings or urban landscapes that help to define London at a strategic level.

Sub-regions

Sub-regions make up a geographical framework for implementing strategic policy at the sub-Londonwide level. The sub-regions proposed in this Plan are composed of:

- Central: Camden, City, Islington, Kensington & Chelsea, Lambeth, Southwark, Westminster.
- East: Barking & Dagenham, Bexley, Greenwich, Hackney, Havering, Lewisham, Newham, Redbridge, Tower Hamlets, Waltham Forest.
- South: Bromley, Croydon, Kingston, Merton, Richmond, Sutton, Wandsworth.
- West: Brent, Ealing, Hammersmith & Fulham, Hillingdon, Harrow, Hounslow.
- North: Barnet, Enfield, Haringey.

Substantial harm

to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated assets of the highest significance such as scheduled monuments, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Supplementary Planning Guidance

(SPG) An SPG (sometimes called supplementary guidance) gives guidance on policies in the London Plan. It does not form a part of the statutory plan. It can take the form of design guides or area development briefs, or supplement other specific policies in the plan. However it must be consistent with national and regional planning guidance, as well as the policies set out in the adopted plan. It should be clearly cross-referenced to the relevant plan policy or proposal that it supplements. Public consultation should be undertaken and SPGs should be regularly reviewed. While only the policies in the London Plan can have the status that the GLA Act 1999 provides in considering planning applications, SPGs may be taken into account as a further material consideration.

Supported housing

Homes in which vulnerable residents are offered a range of housing related support services to enable them to live independently.

Surface water

Rainwater lying on the surface or within surface water drains/sewers.

Sustainability Appraisal

Required by the Planning and Compulsory Purchase Act 2004. Sustainability Appraisal is a based on the principles of Strategic Environmental Assessment but is wider in focus and covers other key considerations of sustainability that also concern social and economic issues.

Sustainable development

This covers development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Government has set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. The Mayor's approach to these principles and their application in London is explained in Chapter One of the Plan.

Sustainable urban drainage systems (SUDS)

An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

Sustainable residential quality (SRQ)

The design-led approach and urban design principles by which dwellings can be built at higher density, while maintaining urban quality and fostering sustainable development.

Sustainable Communities

Places where people want to live and work, now and in the future; that meet the diverse needs of existing and future residents, are sensitive to their environment and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

Tax increment financing (TIF)

A tool which permits local authorities to borrow money for infrastructure against the anticipated tax receipts resulting from the infrastructure. It is an instrument used widely in the United States and in other countries, but in England its development has been limited so far. For further information see: http://www.parliament.uk/business/publications/research/briefing-papers/SN05797/local-government-in-england-capital-finance

Thames Gateway

This area comprises a corridor of land on either side of the Thames extending from east London through to north Kent and south Essex. The London part of the area extends eastwards from Deptford Creek and the Royal Docks and includes parts of the lower end of the Lee Valley around Stratford. It includes parts of the boroughs of Barking and Dagenham, Bexley, Greenwich, Havering, Lewisham, Newham and Tower Hamlets as well as limited parts of Hackney and Waltham Forest.

Thames Policy Area

A special policy area to be defined by boroughs in which detailed appraisals of the riverside will be required.

Thameslink

A National Rail cross-London link currently being upgraded.

Town Centres

These are defined in Chapter 2 and Annex 2.

Townscape Views

Views from an urban space of a building or group of buildings within a townscape setting (see also Linear Views).

Transport Assessment

This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.

Transport for London (TfL)

One of the GLA group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.

Ubiquitous networks

These support the shift from standalone microcomputers and mainframes towards "pervasive" computing using a range of devices including mobile telephones, digital audio players and global positioning systems and networked information devices within other appliances and environments.

Urban Greening

Urban greening describes the green infrastructure elements that are most applicable in central London and London's town centres. Due to the morphology and density of the built environment in these areas, green roofs, street trees, and techniques such as soft landscaping, are the most appropriate elements of green infrastructure.

View Assessment Areas

The foreground, middle ground or background of the views designated in Chapter 7.

Wandle Valley

Wandle Valley is a development corridor aligning the Wandle Valley from Wandsworth to Croydon.

Waterspace

Area covered by water (permanently or intermittently), not adjacent land that is normally dry, and including the River Thames, other rivers and canals, and reservoirs, lakes and ponds.

Western Wedge

The area of West London between

Paddington and the Thames Valley.

Wheelchair accessible housing

This refers to homes built to meet the standards set out in the second edition of the Wheelchair Housing Design Guide by Stephen Thorpe, Habinteg Housing Association 2006.

Worklessness

This is a less familiar term than unemployment to describe those without work. It is used to describe all those who are out of work but who would like a job. Definitions of worklessness include: unemployed claimants; those who are actively out of work and looking for a job; and those who are economically inactive.

World City

A globally successful business location paralleled only by two of the world's other great cities, New York and Tokyo, measured on a wide range of indicators such as financial services, Government, business, higher education, culture and tourism.

Zero Carbon

(the following is subject to the Government's final definition for zero carbon)

A zero carbon development is one whose net carbon dioxide emissions, taking account of emissions associated with all energy use, is equal to zero or negative across the year. The definition of "energy use" will cover both energy uses currently regulated by the Building Regulations and other energy used in the home.