

The Mayor's Transport Strategy (MTS) is a statutory document developed alongside the London Plan and Economic Development Strategy, which sets out the Mayor's transport vision and describes how TfL and its partners, including the London boroughs, will deliver that vision. TfL has a duty to facilitate the implementation of the MTS in the most cost effective way and monitor its delivery.

### GLA group

Other GLA group members include the Metropolitan Police Authority (MPA) and the London Fire & Emergency Planning Authority (LFEPA), both of which were consulted on the draft OLSPG and committed to help deliver convergence.

### Government

The Government, along with the Mayor of London maintain strategic oversight of the delivery of the Olympic legacy programme working with senior officers from key partners, and through the Olympic Park Regeneration Steering Group which brings together ministers, the Mayor of London and the leaders and mayors of the host boroughs.

### Olympic Delivery Authority (ODA)

The public body charged with developing and building the new venues and infrastructure for the Games and the local development control authority for Stratford City and the main Olympic site at Stratford until the 30 September 2012.

### Other agencies

A range of further statutory and non statutory agencies - such as the Environment Agency, Natural England, English Heritage, British Waterways, Network Rail, London and Continental Railways, Crossrail, Highways Agency will also be involved in delivering the vision this guidance sets out, particularly by providing new and improved infrastructure.

## 4.5 Delivery mechanisms

A range of delivery mechanisms exist to help bring about the planning and regeneration objectives this guidance promotes. These include:

- working proactively with the private sector and landowners to encourage investment and long-term involvement whilst promoting the high standards of design and sustainability the Mayor requires through the London Plan
- utilising public sector land, assets and resources
- ensuring planning applications will help deliver the SPG's objectives and priorities, and appropriately contribute to the wider needs of the area
- strategic land acquisition by the public and private sectors to deliver key projects, including compulsory purchase, to facilitate comprehensive development and to provide strategic infrastructure.

This is particularly useful where individual sites prove difficult to assemble through negotiations - for example where there are complicated freeholds and leasehold interests

- aligning statutory and non statutory planning documents - such as the London Plan, area action plans, core strategies, fringe master plans, supplementary planning documents, best practice guides and design briefs
- coordinating the strategies and investment decisions by the wider GLA group such as the Mayor's Transport Strategy, affordable housing funding and the Mayors Fund.

## 4.6 Monitoring and review

The Mayor's vision, objectives and policies set out in this Guidance are based on the best evidence available when the document was prepared. This evidence base is detailed in the studies and reports set out in Appendix 6 of this guidance. Whilst this provides a sound basis for the direction and objectives set out in this guidance, it is important to recognise that circumstances can change and it may be necessary to adjust these priorities as the area evolves, needs change and financial circumstances alter.

The annual monitoring reports published by the Mayor and the boroughs will enable the Mayor and partners to identify emerging social, economic and environmental trends and ensure the OLSPG is kept relevant and up to date.



# Section

# FIVE

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## Appendix 1 - Convergence outcomes

In 2009 the Olympic host boroughs prepared a strategic regeneration framework (SRF) that set out the guiding principles of convergence.<sup>63</sup> The SRF sets out the following shared vision of the mayors and leaders of the Olympic host boroughs:

‘...that within 20 years the residents who will host the world’s biggest event will enjoy the same social and economic chances as their neighbours across London.’

The SRF was agreed by the Mayor of London, the Olympics minister, the Secretary of State for Communities and Local Government and the host borough leaders and mayors at the meeting of the Olympic Park Regeneration steering group in October 2009.<sup>64</sup> The SRF identifies seven key outcomes that need to be achieved to meet convergence objectives including:

- creating a coherent and high quality city within a world city region
- improving educational attainment, skills and raising aspirations
- reducing worklessness, benefit dependency and child poverty.
- homes for all
- enhancing health and wellbeing
- reduce serious crime rates and anti social behaviour
- maximising the sports legacy and increasing participation.

The SRF also sets out seven indicators for social and economic regeneration as the result of Olympic investment.<sup>65</sup> These are:

- Employment rates increase to the London average;
- Average incomes in the bottom two fifths of earners in the host borough area increase to the London average;
- Young people in the host borough area have improved GCSE results to at least the London average;
- Host borough 11 year olds have at least the same educational attainment as the London average;
- The number of families in receipt of benefits in the host boroughs area fall to no more than the London average;
- The rate of violent crime continues to fall and reflect the London average; and
- Residents in the host boroughs area, particularly men, will have increased life expectancy to the London average.

Finally the SRF set the following specific targets for 2015<sup>66</sup>:

- 120,000 more residents are in jobs.
- 99,000 fewer residents have no qualifications at all.
- 185,000 more residents have degree-level qualifications.
- Approximately 21,000 fewer children living in poverty.
- 1,800 more children achieve 5 A\*-C GCSEs, including Maths and English.
- An additional £155 million pounds is invested in the local public realm.
- More affordable family homes are available.
- Fewer people with a chronic health condition.
- 25,000 more adults will do weekly physical activity.
- 44,000 fewer people are affected by reported burglaries.
- The planning foundations are laid for public and private investment that will lead to the creation of over 200,000 new jobs.

### Core development principle - Convergence

Planning applications in the OLSPG area should demonstrate how they will help close the deprivation gap between the Olympic host boroughs and the rest of London. One way this can be achieved is for all applications that propose more than 100 residential units or 1,000 sq.m of new floorspace or uses to include a statement setting out how they will help achieve the convergence outcomes set out in Appendix 1 of this guidance.

Key London Plan policy: 1.1, 2.4.

## Appendix 2 - Glossary

**2007 Olympic planning approval:** The planning applications for Site Preparation (07/90011/FUMODA) and Facilities and Legacy Transformation (07/90010/OUMODA) which were approved by the ODA in 2007.

**2012 Bid candidate file and Host City Contract:** Each city that bid to host the 2012 Olympic and Paralympic Games had to submit a candidate file to the International Olympic Committee (IOC) that contained information on its bid such as finance, political support and environmental factors. After London's successful bid it entered into a Host City Contract with the IOC.

**A12 (A12 corridor):** Part of the Transport for London Road Network, this is a major road running from the northern approach to the Blackwall Tunnel to the M25, through the Olympic legacy area.

**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 economically and in the social and cultural life of their communities.

**Accessibility (general):** 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.

**Affordable housing:** This is currently defined in chapter 3 of the London Plan (see Policies 3.10 and paragraph 3.61), and in the Government's National Planning Policy Framework (NPPF).

**Affordable rent:** Affordable housing let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to the rent controls that require a rent of no more than 80 per cent of the local market rent,

**Air quality management area (AQMA):** An area which a local authority has designated for action, based upon a prediction that air quality objectives will be exceeded.

**All London Green Grid:** A Strategy to link London's green spaces to form a multi functional network of open green spaces for biodiversity, recreation, walking, cycling, flood storage.

**Annual monitoring report (AMR):** A report required by the Planning and Compulsory Purchase Act 2004 on core indicators set by the government to monitor the implementation of planning policies.

**ArcelorMittal Orbit:** A 115 metre high observation tower in the Olympic Park located between the main Olympic Stadium and the Aquatics Centre.

**Area action plan (AAP):** An optional development plan document forming part of a local planning authority's Local Development Framework that sets out proposals and policies for the development of a specific area such as a town centre or an area of new development.

**Area of change:** The main strategic development opportunities the OLSPG identifies.

**Athlete's Village:** See Olympic Village.

**Blackwall Tunnel:** Part of the Transport for London Road Network. A pair of road tunnels underneath the River Thames connecting the London boroughs of Tower Hamlets and Greenwich.

**Blue Ribbon Network:** A set of spatial policies covering London's waterways and water spaces and land alongside them.

**British Waterways:** A public corporation that manages London's canals and river navigations as part of the 2,200-mile network of canals and rivers in England, Scotland. In October 2010 the government announced its intention to transfer inland waterways in England and Wales into a new charitable body.

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

**Brownfield land:** Land or premises that have previously been used or developed.

**Car club:** 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.

**Chelsea - Hackney line:** See Crossrail 2.

**Chobham Academy:** A new school located to the north-east of the Olympic village that will provide 1,800 spaces for pupils aged 3-19 and incorporates nursery, primary and secondary schools, and a sixth-form with adult learning facilities. It is intended that it will specialise in performing arts and English, with a focus on sporting excellence and provide additional day-care facilities for children from 0-5 years old.

**Climate change:** A long-term change in weather patterns over a specific region or the whole Earth.

**Code for Sustainable Homes:** A government design code that uses a sustainability rating system indicated by 'stars' to communicate the overall sustainability performance of a home. A home can achieve a sustainability rating from one to six stars depending on the extent to which it has achieved code standards. One star is the entry level and six stars the highest.

**Cofely:** A subsidiary of GDF SUEZ that has a 40 year Concession Agreement from April 2008 for the design, financing, construction, operation and maintenance of the district heating and cooling networks, associated energy centres and energy generation plant within the Olympic Park. This is further set out in the OLSPG's Energy Study.

**Combined heat and power/plant (CHP/P):** 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.

**Communities and Local Government (CLG):** The government department responsible for planning, local government, housing and regional development.

**Community Infrastructure Levy (CIL):** A levy that local authorities and the Mayor of London can choose to charge on new developments in their areas. The money can be used to support development by funding infrastructure that the Mayor, the council, local community or neighbourhoods want - for example new or safer road schemes, park improvements or new health centres. The Mayor established a Crossrail CIL in April 2012.

**Conservation area:** An area considered worthy of preservation or enhancement because of its special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, as required by the Planning (Listed Buildings and Conservation Areas) Act 1990.

**Consolidation centre:** A local facility designed to allow the efficient flow of consignments from suppliers to businesses and individuals. This could include construction materials as well as parcels and packages.

**Convergence:** The ambition of the Mayor of London and the Host Boroughs to use the 2012 Games and its legacy to ensure that the communities who host the 2012 Games will have the same social and economic chances as their neighbours across London by 2030.

**Core Strategy:** A local development plan document that sets out the spatial vision and planning objectives of the council and which its other Development Plan Documents must be consistent with. Local authority core strategies must be in general conformity with the London Plan.

**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.

**Creative, cultural (and technological) uses:** In planning terms creative and cultural uses will be usually be within the B (Business) use class and the main activities included within the creative sector are advertising, printing and publishing, crafts, fashion and furniture, design, jewellery, digital media and ITC, architecture, TV film and broadcasting, literature, music, performing arts and visual arts. Cultural industries include museums, galleries, libraries, theatres and sport.

A full list of the creative industries based in Hackney Wick and Fish Island is contained within a study prepared by MUF Architecture in Oct 2009, which also maps and describes the range of creative industries the area contains, and identifies artists studios, print works and fashion businesses as being particularly prominent. Within Three Mills/Sugarhouse Lane the creative industries are more commonly media and studio activities focussed on Three Mills providing film and television facilities and production rehearsal space.

**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.

**Crossrail 2:** The possible second phase of Crossrail that would link north-east and south-west London. The precise route, the character and the role of this link have not yet been finalised.

**Cycle Superhighway:** Cycle Superhighways are safe, fast, direct routes from Outer London into the centre linking residential areas across the capital. The routes are clearly marked and easy to follow. There are bespoke signs and road markings, as well as information about journey times and links to other cycle routes.

**Design and Access Statement:** A document 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 plan/Development plan document:** See Statutory development plan.

**Development platforms:** The cleared land parcels the LLDC will inherit after the temporary Game's facilities have been removed and upon which it will bring forward its further Legacy proposals.

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

**District Centres:** See Annex 2 of the London Plan.

**Drain London:** A partnership project led by the Greater London Authority that is investigating and mapping surface water flood risk across London and producing a Surface Water Management Plan for each London borough.

**Dwelling space standards:** Minimum new sizes for new homes set out in Table 3.3 of the London Plan.

**East London Tech City:** A planned technology hub to be developed between Old Street and the Queen Elizabeth Olympic Park in Stratford. Plans for the hub were announced by Prime Minister David Cameron in a speech given in east London on 4 November 2010.

**Energy Centre:** A facility usually containing CHP plant which can help meet the Mayor of London's energy targets.

**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 Study:** The accompanying Energy Study prepared by the Mayor of London's Decentralised Energy Team.

**English Heritage:** A government body created in 1984 as the government's statutory adviser on the historic environment and to encourage people to understand, value, care for and enjoy their historic environment.

**Environment Agency:** The government agency which protects and improves the environment and promotes sustainable development.

**Family housing:** In the context of the OLSPG - homes with three or more bedrooms.

**Flood resilient design:** can include measures such as putting living accommodation on the first floor or building on stilts.

**Fluvial water:** Water in the Thames and other rivers.

**Fringe areas:** The land, places and communities surrounding the main Olympic site at Stratford.

**Green Enterprise District:** An internationally recognised growth pole in east London that forms a cluster of 'clean tech' uses and a live demonstration of how green industries can be an integral part of modern society.

**Green Grid:** See All London Green Grid.

**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 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/mayor/strategies/sds/docs/living-roofs.pdf>.

**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 east London these include the Thames Gateway and the London-Stansted-Cambridge-Peterborough Corridor.

**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:** The valued components of the historic environment that 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 those identified by the local authority during process of decision-making or plan making process.

**High Speed 1 (HS1):** Also known as the Channel Tunnel Rail Link (CTRL). The railway line between St Pancras International and the Channel Tunnel, which is used by international Eurostar services, and domestic South Eastern services and is also capable of carrying freight traffic. There is an intermediate station at Stratford International.

**High Speed 2 (HS2):** This is a proposed high-speed railway line between London and the North of England. The route would take the form of a 'Y', with a trunk from London to Birmingham, and then two spurs, one to Manchester, and the other to Leeds via the East Midlands. It would be built in stages, with the London to Birmingham section being the first stage. Subject to gaining the relevant planning powers, the first phase could be in place by 2026.

**Homes and Communities Agency (HCA):** The national housing and regeneration agency for England whose London functions transferred to the GLA in April 2012 to allow better alignment between the Mayor's housing and regeneration priorities and funding decisions.

**Host boroughs:** The four Olympic host boroughs which cover the OLSPG area together with Greenwich and Barking and Dagenham which are outside of the OLSPG area.

**Housing Strategy:** One of the Mayor of London's statutory strategies that sets out objectives and policies for housing in London.

**IBC/MPC:** The Olympic media facilities at Hackney Wick comprising the International Broadcasting Centre and the Media Press Centre.

**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.

**Infrastructure delivery study (IDS):** The report the GLA commissioned to examine delivery aspects of the OLSPG.

**Integrated impact assessment (IIA):** The OLSPG's IIA combines a sustainability appraisal, strategic environmental assessment and an aqualities impact assessment (EqIA) in a single document. This approach avoids the need to undertake separate assessments, reduces duplication and assists and improves the content and

**Lee Valley Regional Park (LVRP):** A regional linear park extending from the Thames in the south to Hertfordshire and Essex in the north administered by the Lee Valley Regional Park Authority.

**Lee Valley Regional Park Authority (LVRPA):** A statutory body responsible for managing and developing the linear Lee Valley Regional Park. After the Games it will take over responsibly for Eton Manor (hockey, tennis and football) and the Velodrome and VeloPark which will provide road circuit, cyclocross, BMX and mountain bike trail facilities.

**Legible London:** A map-based pedestrian wayfinding and information system that gives people clear and consistent information to facilitate and encourage walking journeys. It is managed by TfL but available for third party use.

**Lifetime homes:** 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 they 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](http://www.lifetimehomes.org.uk) and are included in the health and wellbeing category of the Code for Sustainable Homes.

**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.

**Listed building:** A building or structure that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest and is subject to additional planning controls.

**Local centres:** See Annex 2 of the London Plan.

**Local development frameworks (LDFs):** Statutory plans produced by a local planning authority comprising 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 plan:** The statutory development plan drawn up by the relevant Local Planning Authority in consultation with the communities it covers and effects.

**Local planning authority (LPA):** The public authority whose duty it is to carry out specific planning functions for a particular area. From October 2012, the LPA's covering the OLSPG area will be the London boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest and the London Legacy Development Corporation.

**London Legacy Development Corporation (LLDC):** The public sector organisation responsible for the long-term planning, development, management and maintenance of the Olympic Park and its facilities after the London 2012 Games.

**London Plan:** London's Spatial Development Strategy prepared by the Mayor of London and which forms part of the Statutory Development Plan. It replaced the government's strategic planning guidance for London (RPG3).

**London-Stansted-Cambridge-Peterborough Corridor:** A development corridor to the east and west of the Lea Valley through north London and Harlow and north to Stansted, Cambridge and Peterborough.

**London Thames Gateway Development Corporation (LTGDC):** The Urban Development Corporation established and charged by government to secure the regeneration of London Riverside and the Lower Lea Valley. Its planning functions are in the process of being transferred to the London Legacy Development Corporation and relevant Local Authorities.

**London Thames Gateway Heat Network:** A hot water transmission network that will connect diverse sources of affordable low/zero carbon heat to existing and new developments helping to create sustainable communities.

**London Waste and Recycling Board (LWRB):** See <http://www.lwarb.gov.uk/>

**Low Carbon Capital:** A project which by 2025, would see London providing a concentration of finance, business services and innovation thereby providing opportunities for businesses, inward investors and Londoners, and generating jobs and wealth for London and the UK.

**Lower Lea Valley:** The lower section of the river Lea that includes a number of strategically important development opportunities in parts of Hackney, Newham, Tower Hamlets and Waltham Forest.- See also Lower Lea Valley Opportunity Area Planning Framework.

**Lower Lea Valley Opportunity Area Planning Framework (LLV OAPF):** Planning Guidance approved by the Mayor in January 2007 for the Lower Lea Valley. The OLSPG supersedes the LLV OAPF in the areas where the two documents overlap as set out in appendix 7 of this guidance.

**Major town centres:** See Annex 2 of the London Plan.

**Mayor of London's Water Strategy:** A strategic overview of water, sewer and drainage management across London that calls for organisations involved in the city's water management to: invest in a water management and sewerage infrastructure system that's fit for a world class city and will create jobs; support and encourage Londoners to take practical actions to save water, save energy and save money off their utility bills; realise the potential of London's sewerage as an energy resource to help reduce greenhouse gas emissions, and work in partnership with the Mayor, boroughs and communities to seek and develop opportunities to manage flood risk through enhancing London's green spaces.

**Mayoral Development Corporation:** See London Legacy Development Corporation.

**Meridian Square:** The new public space in front of Stratford Regional station.

**Metropolitan Open Land (MOL):** Protected strategic open land within the urban area that contributes to the structure of London.

**Metropolitan town centres:** See Annex 2 of the London Plan.

**Mixed use development:** Development for a variety of activities on single sites or across wider areas such as town centres.

**Multi use arena (MUA):** The retained Olympic venue at Hackney Wick.

**National Cycle Network:** A network of safe and attractive routes to cycle, running throughout the UK.

**Neighbourhood Centres:** These are defined in Annex 2 of the London Plan.

**Neighbourhood Plan:** A plan prepared by a Parish Council or Neighbourhood Forum for a particular area made under the provisions of the Localism Act 2011.

**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.

**North London Line:** The railway line running west-east across the area, which is served by London Overground passenger services and also used for rail freight.

**National planning policy framework (NPPF):** Formal advice that sets out Government planning guidance for England.

**OLSPG:** Olympic Legacy Supplementary Planning Guidance.

**OLSPG Area:** The area covered by the Mayor's Olympic Legacy Supplementary Planning Guidance.

**Olympic Delivery Authority (ODA):** The public body responsible for developing and building the venues and infrastructure for the 2012 Games.

**Olympic Delivery Authority Planning Decisions Team (ODA PDT):** The part of the Olympic Delivery Authority charged with dealing with planning applications within its area and whose functions will pass the LLDC in October 2012 .

**Olympic Park Legacy Company (OPLC):** A joint venture between the Mayor and Government charged with securing a legacy for the Queen Elizabeth Olympic Park, tasked with creating a stable, financially secure future for the new permanent venues and parkland, to drive development in the park, and to make a transformational contribution to the regeneration of the area. Its function and staff formed the core of the Mayor's London Legacy Development Corporation.

**Olympic village:** During the Games, the Olympic village will comprise residential apartments for around 17,000 athletes and officials, along with shops, restaurants, media and leisure facilities. The majority of these will be accommodated in temporary structures designed to be cleared for development immediately after the Games when the permanent buildings will be converted into private and affordable housing.

**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.

**Orbit:** See ArcelorMittal Orbit.

**Orbital rail network:** Proposed orbital rail services, being developed in conjunction with 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.

**Polyclinics:** Facilities that 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.

**Public realm:** The space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

**Public transport accessibility levels (PTALs):** 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.

**Queen Elizabeth Olympic Park:** The name of transformed Olympic Park at Stratford as approved by the Queen, the British Olympic Association and the International Olympic Committee.

**Ramsar:** A site of internationally important wetland habitat, listed under the *Convention on Wetlands of International Importance*, especially as waterfowl habitat. Parts of the Lea Valley are covered by this designation.

**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.

**Retained Olympic venues:** The Main Olympic Stadium, the Media Centre (IBP/MPC), the Multi-Use Arena (MUA), the Aquatics Centre, the VeloPark, and the sports facilities at Eton Manor.

**River basin management plans (RBMPs):** Environment Agency plans for protecting and improving the water environment developed in consultation with organisations and individuals. London is covered by the Thames RBMP.

**Safeguarded Wharf/Safeguarded Wharves Implementation Plan:** These are sites that have been safeguarded for cargo handling uses such as intraport or transshipment 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.

**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 centre.

**Silvertown Link:** A proposed new road crossing of the River Thames, between North Greenwich and Silvertown, which has been safeguarded by the government and is supported in the Mayor's Transport Strategy.

**Social (and community) 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.

**Special areas of conservation (SAC):** A site designated under the Habitats Directive 92/43/EEC that targets particular habitats (Annex 1) and/or species (Annex II) that are identified as being of European importance. Epping Forest is such a site.

**Special protection area (SPA):** A site classified under the European Birds Directive 79/409/EEC2 for the protection of wild birds and their habitats including particularly rare and vulnerable and migratory species. Parts of the Lea Valley are covered by this designation.

**Stacked maisonettes:** Multi-level homes with direct external access.

**Statutory development plan:** A suite of documents that set out planning policies and proposals for the development and use of land and buildings. In London it comprises all local development plans prepared under the Planning & Compulsory Purchase Act of 2004 that are currently in force and the London Plan.

**Strategic flood risk management plan:** Documents required to be produced by each London borough to manage local flood risk. The documents will be produced over the next few years and will require consultation. The SWMPs from Drain London will be the main evidence base for the documents.

**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 regeneration framework (SRF):** A document prepared by the host boroughs in 2009 that sets out and articulates their shared over-arching vision and strategic objectives, and designed to reflect, guide and inform their spatial and socio-economic delivery plans.

**Strategic Walking Routes:** Routes which form part of the Strategic Walk Network, 350 mile network of seven strategic walking routes across London. The network provides the opportunity for leisure walking and connects both rural and suburban areas, in addition to some of the capital's most popular central destinations. The network also provides quality pedestrian access to transport links, education and employment destinations.

**Stratford City:** The major commercial and residential development constructed on the site of the former Stratford Rail Lands around Stratford International and regional stations that was granted planning permission by Newham Council and approved by the Mayor of London and the Government Office for London in 2004. It includes the Westfield Shopping Centre and the Olympic village.

**Sub-area:** The five geographical areas the OLSPG is divided into in this Guidance.

**Supplementary planning guidance (SPG):** Mayoral advice and information on the application of policies in the London Plan. SPG's do not form part of the statutory development plan and can take the form of design guides, area development briefs or opportunity area planning frameworks. They should be consistent with national guidance and the London Plan and

be cross-referenced to the relevant policy or proposal they supplement. SPGs are material planning considerations in the determination of planning applications and the preparation of local development plan documents.

**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.

**Surface water management plan (SWMP):** Documents produced by Drain London for each London Borough detailing surface water, groundwater and sewer flood risks. The documents will be finalised in summer 2011 and will form the main evidence base for Local Flood Risk Management Plans/Strategies.

**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.

**Sustainable development:** This covers development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

**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 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 storm water systems.

**Tech City:** See East London Tech City.

**Thames Gateway:** A Growth Area comprising 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 Lea Valley around Stratford. It includes parts of the boroughs of Barking and Dagenham, Bexley, Greenwich, Havering, Lewisham, Newham and Tower Hamlets as well as parts of Hackney and Waltham Forest.

**Thames Water (Thames Water Utilities Ltd):** The private utility company responsible for the public water supply and waste water treatment in large parts of Greater London including the OLSPG area.

**Transport assessment (TA):** 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.

**Transport for London road network (TLRN):** Described in the GLA Act 1999 as the Greater London Authority road network. The Mayor has decided to call this the Transport for London road network. It comprises 580km of London's red routes and other important streets.

**Transport Study:** A strategic transport study undertaken by Transport for London which forms an evidence base to the OLSPG and identifies a package of measures required to support the levels of development proposed in the OLSPG area by considering challenges arising today and in the future.

**Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF):** Mayoral supplementary planning guidance for the area to the north of the OLSPG area covering Tottenham Hale, Blackhorse Lane, Central Leaside and Ponders End.

**Walthamstow wetlands:** A major project to open up Walthamstow Reservoirs to wider public access as an urban wetland centre and nature reserve, and to maximise environmental and regeneration benefits.

**Waste hierarchy:** An approach to waste management that emphasises re-use, and then recycling and composting, before energy recovery and disposal.

**Waste management facility /site:** A facility that receives and treats waste. This includes waste transfer stations, mechanical or biological treatment facilities and thermal treatment facilities.

**Wayfinding:** A means to improve the ease with which people can navigate themselves to, from and within an area. Good wayfinding includes legible, well-designed spaces; signing and information when and where passengers need it; effective use of surface treatments, materials and lighting; and environmental interventions such as public art combining to create pathways, landmarks and destinations.

**Westfield Stratford/Westfield shopping centre:** The shopping, commercial and leisure complex opened in 2011 situated between the main Olympic site and Stratford's regional and international stations.

**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.

**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.

## Appendix 3 - Abbreviations

<b>AAP</b>	Area action plan	<b>LPA</b>	Local Planning Authority
<b>AMR</b>	Annual Monitoring Report	<b>LSIS</b>	Locally Significant Industrial Site
<b>AQMA</b>	Air quality management area	<b>LTGDC</b>	London Thames Gateway Development Corporation
<b>CAZ</b>	Central activities zone	<b>LVRP</b>	Lee Valley Regional Park
<b>CCHP</b>	Combined cooling, heat and power plant	<b>LVRPA</b>	Lee Valley Regional Park Authority
<b>CHP/P</b>	Combined heat and power/plant	<b>LWRB</b>	London Waste and Recycling Board
<b>CIL</b>	Community Infrastructure Levy	<b>MOL</b>	Metropolitan open land
<b>CLG</b>	Communities and Local Government	<b>MPA</b>	Metropolitan Police Authority
<b>DCLG</b>	Department for Communities and Local Government	<b>MUA</b>	Multi Use Arena
<b>DLR</b>	Docklands Light Railway	<b>NPPF</b>	National Planning Policy Framework
<b>DPD</b>	Development plan document	<b>OAPF</b>	Opportunity area planning framework
<b>GCSE</b>	General Certificate of Secondary Education	<b>ODA (PDT)</b>	Olympic Delivery Authority Planning Decisions Team
<b>GLA</b>	Greater London Authority	<b>ODA</b>	Olympic Delivery Authority
<b>HCA</b>	Homes and Communities Agency	<b>OLSPG</b>	Olympic Legacy Supplementary Planning Guidance
<b>HS1</b>	High Speed 1	<b>OPLC</b>	Olympic Park Legacy Company
<b>HS2</b>	High Speed 2	<b>PIL</b>	Preferred industrial location
<b>IAA</b>	Integrated impact assessment	<b>PTAL</b>	Public transport accessibility level
<b>IBP</b>	Industrial business park	<b>RBMP</b>	River basin management plan
<b>IBC/MPC</b>	International Broadcasting Centre/Media Press Centre	<b>SAC</b>	Special area of conservation
<b>IDS</b>	Infrastructure delivery study	<b>SCDL</b>	Stratford City Development Limited
<b>GLA</b>	Greater London Authority	<b>SFRMP</b>	Strategic flood risk management plan
<b>LBH</b>	London Borough of Hackney	<b>SIL</b>	Strategic Industrial Location
<b>LBN</b>	London Borough of Newham	<b>SPA</b>	Special protection area
<b>LBTH</b>	London Borough of Tower Hamlets	<b>SPG</b>	Supplementary planning guidance
<b>LBWF</b>	London Borough of Waltham Forest	<b>SRN</b>	Strategic road network
<b>LDF</b>	Local development framework	<b>SRF</b>	Strategic regeneration framework
<b>LFEPA</b>	London Fire and Emergency Planning Authority	<b>SRQ</b>	Sustainable residential quality
<b>LIP</b>	Local implementation plan	<b>SUDS</b>	Sustainable urban drainage systems
<b>LLDC</b>	London Legacy Development Corporation	<b>SWMP</b>	Surface water management plan
<b>LLV</b>	Lower Lea Valley	<b>TA</b>	Transport assessment
<b>LLV OAPF</b>	Lower Lea Valley Opportunity Area Planning Framework	<b>TfL</b>	Transport for London
<b>LOCOG</b>	London Organising Committee of the Olympic and Paralympic Games	<b>TIF</b>	Tax incremental financing
<b>LP</b>	London Plan	<b>TLRN</b>	Transport for London road network
		<b>ULV OAPF</b>	Upper Lee Valley Opportunity Area Planning Framework

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## Appendix 5 - Inclusive design

### Introduction

The regeneration of the Olympic Park and its surrounding areas provides a unique opportunity to create a truly accessible and inclusive environment for the communities that will live in, work in and visit the OLSPG area, and to showcase the highest standards of inclusive design. This will require the principles of inclusive design to be embedded into planning applications, masterplans, planning frameworks, Area Action Plans and development briefs. This appendix sets out how this can be achieved.

### What is Inclusive Design?

Inclusive design is a process to ensure the diverse needs of all Londoners are integrated into development proposals from the outset. This is key to ensuring that buildings and spaces are safe, accessible and convenient and enable everyone access to jobs, opportunities and facilities. It is fundamental to improving the quality of life for all Londoners. It is, and particularly important for disabled and older people who, despite progress in building a more accessible city in the last decade, still experience considerable barriers to living independent and dignified lives as a result of the way the built environment is designed, built and managed. Many non-disabled people also experience barriers when using buildings and spaces. However, by designing and managing inclusively, everyone can benefit, including families with children, and people whose first language is not English.

### London Plan policy

Policy 7.2 of the London Plan requires all new development in London to achieve the highest standards of accessible and inclusive design to ensure that they:

- can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

The policy goes on to state that design and access statements submitted with development proposals should explain how, following engagement with relevant user groups, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the development proposals.

Policy 3.8 confirms that all new homes should be built to 'lifetime homes' standards and policy 7.1 sets out how the principles of inclusive design should be applied at the neighbourhood level so that families with small children, older people and disabled people can move around, enjoy and feel secure in their neighbourhood, enabling everyone to participate in, and contribute to, the life of the community. This will require access to public transport, local shops, cultural facilities, places to meet and relax, and green and open spaces are within easy reach of homes and for facilities such as public toilets and seating to be planned for and integrated into new development.

### Design and access statements

Design and access statements explain the design thinking behind a planning application. This shows that the applicant has thought carefully about the design of the development given its context, has integrated considerations of inclusive design, sustainable design and construction and energy efficiency throughout the process. Finally the statement must show how everyone, including disabled people, older people and young children will be able to use the places and spaces that are proposed.

The expectation is that any proposal referred to the Mayor will aim for the highest standards (not just the minimum). The accompanying design and access statement should illustrate how the proposal meets these requirements and justifies the decisions taken, especially any deviation from accepted good practice. They should also set out how they have engaged with users (including for example organisations of disabled and older people) and the processes used to achieve these. The outcome should be places where people want to live and feel they belong and which are accessible and welcoming.

The GLA's website<sup>1</sup> sets out what the Mayor would expect such an access statement to address. These include:

- Have you followed expert advice on content and explained how the physical characteristics of the scheme have been informed by a rigorous process which includes assessment, involvement, evaluation and design?
- Have you included information on how your proposal addresses amount, layout, scale, landscaping, appearance, vehicular and transport access, and inclusive access?
- Has the approach to inclusive access infused the whole document rather than being limited to the access part of the statement? For example have you addressed inclusive design in your descriptions of the uses and the amount of development proposed, the layout on site, the scale of buildings and spaces, in the landscaping details, and in how a good appearance will be achieved and maintained?
- Has the access element of the statement explained how you are meeting inclusive design principles?