

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.

Affordable housing This is defined in Chapter 3A.

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.

Ambient noise This is 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 An amenity is an element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

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.

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.

Areas for Regeneration These areas are the wards in greatest socioeconomic need, defined on the basis of the 20 per cent most deprived wards in the London Index.

Assisted Areas The DTI designates Assisted Areas, on the basis of unemployment and other economic criteria, for regional aid to industry.

Bioclimatic design These designs aim to create buildings that take account of local climatic conditions to ensure minimum reliance on non-renewable energy sources.

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 Biomass is the total dry organic matter or stored energy of plant matter. As a fuel it includes energy crops and sewage as well as 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.

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. 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.

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 promotes finance, specialist retail, tourist and cultural uses and activities.

Central London Partnership This partnership brings together some of the key private and public sector organisations operating in, or responsible for, central London. Members include local authorities and public sector service providers with a range of responsibilities. It works together to identify common priorities and resolve them through partner organisations.

Centres of ACE Excellence These are concentrations of arts, culture and entertainment (ACE) activities of national or international importance, to be maintained and enhanced by integrating planning action.

Co-housing These are resident-developed projects where mixed tenure homes are clustered around a common space, with a range of shared facilities.

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.

Community heating Community heating is 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.

Compact city This concept uses a model for city development akin to traditional high-density European cities such as Paris and Barcelona. It offers a sustainable form of development, enabling reduced travel demand through high density mixed-used development, creating vibrant culturally rich places.

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.

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 co-ordinated 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.

Crossrail 2 (formerly known as the Hackney–Southwest Line) This line is to link Hackney 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.

Department of Communities and Local Government (DCLG)

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

Design and Access Statements 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 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 and transport access and planning policies. It should also set out the proposed uses, densities and other design requirements.

Development plan documents (DPDs) Statutory planning documents, produced by the boroughs, that together form the Local Development Framework.

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 1.

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.

Ecological footprint The ecological footprint of a city is an area, scattered throughout the world (and usually vastly greater than the physical boundary of the city itself) on which a city depends, in terms of its resource demands and disposal of waste and pollution.

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.

EEDA East of England Development Agency

EERA East of England Regional Assembly

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

Education Action Zones In these zones, schools, local authorities, businesses, parents and community groups are brought together to try and find innovative solutions to raise educational attainment and standards.

Embodied energy The total life cycle energy used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product.

Employment Zones In these areas, local partnerships work within existing frameworks of benefits and other funding to develop flexible ways to support individuals aged 25 and over who have been out of work for one year or more.

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 recovery To recover energy is to gain useful energy, in the form of heat and/or electric power, from waste. It can include combined heat and power, combustion of landfill gas and gas produced during anaerobic digestion.

Entertainment Management Zones These zones are being established as geographically defined areas where a forum of agencies works together to tackle issues associated with the evening and night-time economy. An EMZ can be designated in areas where there is a concentration of entertainment activities or in locations where growth of entertainment uses is planned.

Environmental Impact Assessment 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 (DETR Nov 2000). See also Environmental Statement.

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.

Equality This is the vision or aim of creating a society free from discrimination where equality of opportunity is available to individuals and groups, enabling them to live their lives free from discrimination and oppression.

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 EU.

Facilities Planning Model (FPM) A Sport England tool to assist in making decisions on the need for community sports facilities. The model relates supply to demand, uses research-based catchment areas and applies to a wide range of facilities. It can be used to help determine the most appropriate location for a new sports facility or to estimate how changes in population structure and distribution will impact on the demand for sports facilities.

Floor Targets See Neighbourhood Renewal Targets

Flood resilient design this 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.

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 Green belts are a national policy designation that helps 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 open environment within urban areas, the urban fringe and the countryside. It is a network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.

Greening The improvement of the appearance, function and wildlife value of the urban environment through soft landscaping.

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.

Home Zones Residential streets designed and managed to allow people to share former carriageways and pavements. Vehicles should only be able to travel a little faster than walking pace (less than 10 mph). This means that the street can be modified to include children's play areas, larger gardens or planting such as street trees, cycle parking and facilities such as seats at which residents can meet. Home Zones should therefore make residential areas safer for pedestrians and cyclists, and improve the quality of the street environment.

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 wastes, drop-off and bring systems, clearance of fly-tipped wastes, weekend skip services and any other household waste collected by the waste authorities. Household waste accounts for approximately four-fifths of London's municipal waste.

Housing Corporation A statutory public body whose role is to fund and regulate Registered Social Landlords in England.

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

Housing Strategic Investment Plan (SHIP) The Mayor's housing investment framework, the SHIP identifies key investment priorities for London which have been agreed by key public housing investors in London as represented on the Mayor's Housing Investment Panel.

Hypothecate revenues The allocating of revenue collected from a particular source for expenditure on a particular activity.

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 (CO₂), 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 Location designed to accommodate general industrial, light industrial and research and development uses that require a higher quality environment and less heavy goods access than a PIL. 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.

INTERREG An initiative funded through the European Regional Development Fund to support transnational co-operation on spatial planning matters.

Lea 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 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, as set out in the Joseph Rowntree Foundation report 'Meeting Part M and Designing Lifetime Homes'. British Standards Institution published in 2007 a Draft for Development (DD 266:2007) 'Design of accessible housing - Lifetime home - Code of practice' which introduces the concept of 'accessible housing' which builds upon and extends the Lifetime Homes 16 point specification to flats and town houses and to other accommodation without ground-level living space and updates the technical criteria.

Live-work space The flexible use of buildings and spaces to allow both functions within them.

Local Centres These are defined in Annex 1

Local Development Frameworks 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 Bus Initiative (LBI) A package of measures to improve bus services, including bus priority and service improvements, which seeks to improve total journey quality, and is delivered by a partnership of agencies.

London Bus Priority Network (LBPN) An 860km bus network covering the main bus routes, in which bus priority and other traffic management measures are introduced to improve reliability and reduce overall journey times.

London Cycle Network (LCN) An initiative aimed at improving cycle access to key destinations and increasing cycle safety, including a network of designated cycle routes (currently 2,900 km in length).

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

London Development Database (LDD) This monitoring system, operated by the GLA, provides information about development across all London boroughs. It includes both current and historic data going back to 1987 from DMS.

London Development Monitoring System (LDMS) This provided information about development progress across all London boroughs, which was transferred into the LDD. This system has been superseded by the LDD.

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 Metro A proposal to develop National Rail services in London to provide an all-round standard of service more akin to, and better integrated with, London Underground services. The Mayor's Transport Strategy puts forward specific criteria, notably 'turn up and go' frequencies, that should be met by London Metro.

London Panoramas These are defined in Chapter 4B.

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, and 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 Zones A 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 There are two types of major development addressed by the London Plan:

1. Strategic Developments (applications referable to the Mayor)
 - The planning applications that must be referred to the Mayor according to Parts I - IV of the Town and Country Planning (Mayor of London) Order 2000. Examples include 500 dwellings, 30,000 sq m commercial space in the city, 20,000 sq m and 15,000 sq m of commercial space in and outside Central London respectively.
2. Major Developments (applications decided by the London Boroughs)
 - The definition adopted by boroughs should be that currently used by the Government's PS2 form that each district planning authority must use to report general developments.

Major Developments be defined as:

- 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 site is 1 hectare or more). Area of site 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 1.

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

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 1.

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

Municipal solid waste (MSW) This includes all waste 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.

National Strategy for Neighbourhood Renewal An action plan setting out a range of governmental initiatives aiming to narrow the gap between deprived areas and the rest of the country.

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 1.

Neighbourhood Renewal Targets (Floor Targets) The government has set its Departments minimum targets to meet, which means they will be judged on the areas where they are doing worst, and not just on

averages. Floor targets will ensure that a certain standard of service delivery is available to all and so no longer will the poorest areas and groups go unnoticed. Targets have been set for health, private and social housing, education, employment, crime, enterprise, transport and the environment. These floor targets are listed at <http://www.neighbourhood.gov.uk/targets2002/targets-overview.asp>.

New Deal for Communities An initiative that supports the intensive regeneration schemes that deal with problems such as poor educational attainment and poor job prospects in a small number of deprived local authorities.

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.

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 a 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.

Orbirail Proposed orbital rail services, being developed in conjunction with the Strategic Rail Authority, 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.

People-orientated services These are service-based jobs, particularly those in leisure, hospitality, retail and catering. They have grown rapidly in London in line with rapid population growth.

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 nonstatutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their development plans.

Polychlorinated Biphenyl (PCB) A derivative of biphenyl that is highly poisonous and carcinogenic. It can accumulate in the food chain.

Precautionary Principle This principle states that where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent environmental degradation.

Preferred Industrial Location (PIL) Strategic Industrial Location normally suitable for general industrial, light industrial and warehousing uses.

Proximity Principle This advises dealing with waste as near as practicable to its place of production.

Public realm This is the space between and within buildings that are 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 (PTAL) The extent and ease of access by public transport, or, where it can reasonably be used as a proxy, as the degree of access to the public transport network.

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 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 These are defined in Chapter 4B.

Road hierarchy A categorisation of the road network into different categories determined by the functions they perform.

Road pricing See Congestion Charging.

Safeguarded wharves 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 is available in 'Safeguarded Wharves on the River Thames', GLA, 2005.

Science parks This refers to primarily office-based developments, strongly branded and managed in association with academic and research institutions, ranging from incubator units with well-developed collective services, usually in highly urban locations and good public transport access, to more extensive developments, possibly in parkland settings capable of improved public transport access, of a quality comparable and competitive with those beyond London.

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.

SEEDA South East England Development Agency

SEERA South East England Regional Assembly

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

Sequential approach The sequential approach applies to all town centre-related activities and it states that, if possible, facilities should be accommodated in the centre, failing that on the edge of the centre.

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.

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.

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 Masterplan This plan establishes a three-dimensional framework of buildings and public spaces. It is a visual 'model' which can show the following: the relationship between buildings and spaces; the connections between streets, squares and open spaces; the movement patterns; the height, massing and bulk of buildings; the distribution of uses; the location of street furniture and landscaping; and how well the new urban neighbourhood is integrated with the surrounding urban context.

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.

Strategic Cultural Areas These are areas with internationally important cultural institutions, which are also major tourist attractions, and include Greenwich Riverside, Wembley, the South Kensington museum complex, the Barbican, the South Bank and the West End/Soho/Covent Garden.

Strategic Industrial Locations (SILs) These comprise Preferred Industrial Locations and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of the general business, industrial, warehousing, waste management and some utilities and transport sectors.

Strategic Road Network See Transport for London Road Network.

Strategic Views These are defined in Chapter 4B.

Streets for People This refers to areas where a comprehensive package of measures are aimed at improving the street environment to enhance the sense of community, increase priority for public transport, walking and cycling, and improve social inclusion and safety.

Sub-Regions Sub-regions are the primary geographical features for implementing strategic policy at the sub-regional level. The sub-regions are composed of: North – Camden, Islington, Barnet, Enfield, Haringey, Hackney and Westminster. North East – Barking & Dagenham, City, Waltham Forest, Havering, Newham, Redbridge and Tower Hamlets. South East – Bromley, Lewisham, Bexley, Greenwich and Southwark. South West – Croydon, Richmond, Kingston, Merton, Sutton, Wandsworth and Lambeth. West – Kensington & Chelsea, Hammersmith & Fulham, Hillingdon, Harrow, Hounslow, Brent and Ealing.

Sub-Regional Development Frameworks (SRDFs) Policy directions and focus for implementation for each of the five sub-regions identified in the 2004 London Plan, produced by the Mayor in 2006 in partnership with boroughs and other stakeholders. The frameworks provided guidance on Opportunity, Intensification and Regeneration Areas, town centres, suburbs and Strategic Employment Locations. The frameworks were consistent with, and provided further guidance on, the policies in the 2004 London Plan. SRDFs were non-statutory documents.

Sub-Regional Implementation Frameworks (SRIFs) Guides to significant proposals and investments planned by the GLA Group and other major London stakeholders within each of the five new sub-regions identified in the 2008 London Plan. SRIFs will be non-statutory web-based documents and updated regularly.

Supplementary Planning Guidance (SPG) An SPG 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. A full list of SPGs produced by the Mayor is set on in Annex 6.

Supported housing This is housing specially designed, managed or adapted to meet the needs of people for whom standard housing is unsuitable or inappropriate.

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 urban drainage systems 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 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.

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. Policies in Chapter 4C cover this policy area.

Thameslink 2000 A new National Rail cross-London link building on the existing Farringdon–Blackfriars line.

Town Centres These are defined in Annex 1.

Townscape Views These are defined in Chapter 4B.

Traffic calming These are self-enforcing measures that are designed to encourage drivers to make their speeds appropriate to local conditions. Traffic calming schemes can improve the environment and reduce accidents.

Traffic restraint The discouragement of traffic, especially the car, by traffic management, fiscal measures and the co-ordinated application of transport and planning policy.

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 Development Areas (TDA) These are well-designed, higher density, mixed-use areas, situated around good public transport access points, in urban areas. Within a TDA, boroughs grant permission for higher density development, compared with existing development plan policy.

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

Transport for London Road Network (TLRN) This is described in the Greater London Authority Act 1999 as the Greater London Authority Road Network. The Mayor has decided to call this the Transport for London Road Network. It comprises 550km of London's red routes and other important streets.

Unitary Development Plans (UDPs) Statutory plans produced by each borough which integrate strategic and local planning responsibilities through policies and proposals for the development and use of land in their area. These are being replaced by Local Development Frameworks.

Urban renaissance Urban renaissance is the rediscovery of the opportunities offered by cities to accommodate a changing population, work and leisure patterns, through the creation of practical, attractive, safe and efficient urban areas which offer a vibrant and desirable quality of life.

View Assessment Areas These are defined in Chapter 4B.

Virgin aggregates These are granular material used in construction. Virgin aggregates are natural and have not previously been used.

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

Waste Transfer Station This is a site to which waste is delivered for separation or bulking up before being removed for recycling, treatment or disposal.

Western Wedge The Western Wedge is 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.

Windfall sites These are sites that come forward for development that couldn't be identified previously as they were then in active use.

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.

index of policies

I.1	The Mayor's Objectives	6
1.1	London in its global, European and UK context	15
1.2	London and the wider metropolitan region	18
1.3	Growth Areas and Co-ordination Corridors	21
2A.1	Sustainability criteria	39
2A.2	The Spatial strategy for development	41
2A.3	London's Sub-regions	43
2A.4	The Central Activities Zone	43
2A.5	Opportunity Areas	44
2A.6	Areas for Intensification	46
2A.7	Areas for Regeneration	47
2A.8	Town Centres	49
2A.9	The Suburbs: supporting sustainable communities	51
2A.10	Strategic Industrial Locations	55
3A.1	Increasing London's supply of housing	64
3A.2	Borough housing targets	65
3A.3	Maximising the potential of sites	68
3A.4	Efficient use of stock	70
3A.5	Housing choice	70
3A.6	Quality of new housing provision	71
3A.7	Large residential developments	72
3A.8	Definition of affordable housing	73
3A.9	Affordable housing targets	76
3A.10	Negotiating affordable housing in individual private residential and mixed-use schemes	77
3A.11	Affordable housing thresholds	78
3A.12	Partnership approach and Sub-Regional Implementation Frameworks	79
3A.13	Special needs and specialist housing	80
3A.14	London's travellers and gypsies	81
3A.15	Loss of housing and affordable housing	83
3A.16	Loss of hostels, staff accommodation and shared accommodation	83
3A.17	Addressing the needs of London's diverse population	84
3A.18	Protection and enhancement of social infrastructure and community facilities	90

3A.19	The voluntary and community sector	91
3A.20	Health objectives	91
3A.21	Locations for health care	93
3A.22	Medical excellence	93
3A.23	Health impacts	94
3A.24	Education facilities	95
3A.25	Higher and further education	96
3A.26	Community strategies	97
3A.27	Meeting floor targets	98
3A.28	Social and economic impact assessments	99
3A.29	Supporting neighbourhood plans	101
3B.1	Developing London's economy	105
3B.2	Office demand and supply	109
3B.3	Mixed use development	111
3B.4	Strategic Industrial Locations	112
3B.5	Supporting innovation	114
3B.6	Improving London's ICT infrastructure	115
3B.7	Promotion of e-London	115
3B.8	Creative industries	116
3B.9	Tourism industry	117
3B.10	Environmental industries	119
3B.11	Improving employment opportunities for Londoners	120
3C.1	Integrating transport and development	126
3C.2	Matching development to transport capacity	126
3C.3	Sustainable transport in London	127
3C.4	Land for transport	127
3C.5	London's international, national and regional transport links	132
3C.6	Airport development and operation	134
3C.7	Heliport development	135
3C.8	Improving strategic rail services	135
3C.9	Increasing the capacity, quality and integration of public transport to meet London's needs	136
3C.10	Public Transport and security	136
3C.11	Phasing of transport infrastructure provision and improvements	137

3C.12	New cross-London links within an enhanced London National Rail network	142
3C.13	Improved Underground and DLR services	144
3C.14	Enhanced bus priority, tram and bus transit schemes	145
3C.15	New Thames river crossings	146
3C.16	Road scheme proposals	148
3C.17	Tackling congestion and reducing traffic	148
3C.18	Allocation of street space	149
3C.19	Local transport and public realm enhancements	150
3C.20	Improving conditions for buses	151
3C.21	Improving conditions for walking	152
3C.22	Improving conditions for cycling	153
3C.23	Parking strategy	154
3C.24	Parking in town centres	155
3C.25	Freight strategy	157
3C.26	Strategic Rail Freight Interchanges	159
3D.1	Supporting town centres	162
3D.2	Town centre development	165
3D.3	Maintaining and improving retail facilities	167
3D.4	Development and promotion of arts and culture	168
3D.5	Casinos	170
3D.6	The Olympic and Paralympic Games and sports facilities	171
3D.7	Visitor accommodation and facilities	173
3D.8	Realising the value of open space and green infrastructure	175
3D.9	Green Belt	177
3D.10	Metropolitan Open Land	178
3D.11	Open space provision in DPDs	179
3D.12	Open space strategies	181
3D.13	Children and Young People's Play and informal recreation strategies	182
3D.14	Biodiversity and nature conservation	184
3D.15	Trees and woodland	188
3D.16	Geological Conservation	189
3D.17	London's countryside and the urban fringe	190
3D.18	Agriculture in London	191
3D.19	Burial space	192

4A.1	Tackling climate change	197
4A.2	Mitigating climate change	198
4A.3	Sustainable design and construction	199
4A.4	Energy assessment	202
4A.5	Provision of heating and cooling networks	203
4A.6	Decentralised Energy: Heating, Cooling and Power	204
4A.7	Renewable Energy	205
4A.8	Hydrogen Economy	208
4A.9	Adaptation to Climate Change	209
4A.10	Overheating	209
4A.11	Living Roofs and Walls	210
4A.12	Flooding	210
4A.13	Flood risk management	210
4A.14	Sustainable drainage	213
4A.15	Rising groundwater	214
4A.16	Water supplies and resources	214
4A.17	Water quality	216
4A.18	Water and sewerage infrastructure	216
4A.19	Improving air quality	218
4A.20	Reducing noise and enhancing soundscapes	220
4A.21	Waste strategic policy and targets	221
4A.22	Spatial policies for waste management	222
4A.23	Criteria for the selection of sites for waste management and disposal	223
4A.24	Existing provision - capacity, intensification, re-use and protection	231
4A.25	Borough level apportionment of municipal and commercial/ industrial waste to be managed	231
4A.26	Numbers and types of recycling and waste treatment facilities	233
4A.27	Broad locations suitable for recycling and waste treatment facilities	235
4A.28	Construction, excavation and demolition waste	238
4A.29	Hazardous waste	238
4A.30	Better use of aggregates	240
4A.31	Spatial policies to support the better use of aggregates	240
4A.32	Land won aggregates	240
4A.33	Bringing contaminated land into beneficial use	242
4A.34	Dealing with hazardous substances	242

4B.1	Design principles for a compact city	245
4B.2	Promoting world-class architecture and design	246
4B.3	Enhancing the quality of the public realm	248
4B.4	London's Buildings: Retrofitting	249
4B.5	Creating an inclusive environment	249
4B.6	Safety, Security and fire prevention and protection	250
4B.7	London's resilience and emergency planning	251
4B.8	Respect local context and communities	252
4B.9	Tall buildings - location	252
4B.10	Large-scale buildings - design and impact	253
4B.11	London's built heritage	254
4B.12	Heritage conservation	255
4B.13	Historic conservation-led regeneration	255
4B.14	World Heritage Sites	255
4B.15	Archaeology	255
4B.16	London View Management Framework	257
4B.17	View management plans	258
4B.18	Assessing development impact on designated views	259
4C.1	The strategic importance of the Blue Ribbon Network	268
4C.2	Context for sustainable growth	269
4C.3	The natural value of the Blue Ribbon Network	270
4C.4	Natural Landscape	271
4C.5	Impounding of Rivers	272
4C.6	Sustainable growth priorities for the Blue Ribbon Network	272
4C.7	Passenger and tourism uses on the Blue Ribbon Network	274
4C.8	Freight uses on the Blue Ribbon Network	274
4C.9	Safeguarded wharves on the Blue Ribbon Network	274
4C.10	Increasing sport and leisure use on the Blue Ribbon Network	276
4C.11	Increasing access alongside and to the Blue Ribbon Network	277
4C.12	Support facilities and activities in the Blue Ribbon Network	277
4C.13	Moorings facilities on the Blue Ribbon Network	278
4C.14	Structures over and into the Blue Ribbon Network	279
4C.15	Safety on and near to the Blue Ribbon Network	279
4C.16	Importance of the Thames	280

4C.17	Thames Policy Area	281
4C.18	Appraisals of the Thames Policy Area	282
4C.19	Green industries along the Thames	282
4C.20	Development adjacent to canals	282
4C.21	New canals and canal restoration	283
4C.22	Rivers, brooks and streams	283
4C.23	Docks	284
4C.24	Links outside London	285
5A.1	Sub-Regional Development Frameworks	291
5B.1	The strategic priorities for North London	297
5B.2	Opportunity Areas in North London	301
5B.3	Areas for Intensification in North London	305
5C.1	The strategic priorities for North East London	309
5C.2	Olympic and Paralympic Games	313
5C.3	Opportunity Areas in North East London	315
5D.1	The strategic priorities for South East London	324
5D.2	Opportunity Areas in South East London	327
5D.3	Areas for Intensification in South East London	332
5E.1	The strategic priorities for South West London	335
5E.2	Opportunity Areas in South West London	339
5E.3	Areas for Intensification in South West London	341
5F.1	The strategic priorities for West London	345
5F.2	Opportunity Areas in West London	348
5G.1	The indicative CAZ boundary	352
5G.2	Strategic priorities for the Central Activities Zone	354
5G.3	Central Activities: Offices	355
5G.4	Central Activities: Retailing	356
5G.5	Predominantly Local Activities in the Central Activities Zone	358
5H.1	The Growth Areas	361

6A.1	The Mayor's own powers and resources	368
6A.2	Working in partnership	369
6A.3	Promoting development	369
6A.4	Priorities in planning obligations	371
6A.5	Planning obligations	371
6A.6	Generation and use of resources	372
6A.7	Increasing the capacity of London	373
6A.8	Phasing of development and transport provision	374
6A.9	Working with stakeholders	380
6A.10	Complementary strategies	385
6B.1	Monitoring and review	391
6B.2	Measuring progress	391

contributors credits

SDS team

Alex Green
Alexandra Reitman
Anna Davis
Chris Poulton
David Taylor-Valiant
Debbie McMullen
Duncan Bowie
Gerard Burgess
Jane Carlsen
John Burges
John Lett
John O'Neil
Jonathan Brooker
Julie Fleck
Kevin Reid
Meredith Sedgwick
Mike Newitt
Nicole Arthur
Paul Bowdage
Peter Heath
Richard Linton
Shelley Gould

GLA Group

Alex Bax
Alex Nickson
Alan Benson
Andrew Barry-Purcell
Andy Deacon
Baljit Bains
Bridget Rosewell
Caroline Hall
Chris Hyde
Colin Wilson
Dan Hawthorn
David Hutchinson
David Lunts
Declan Gaffney
Duncan Melville
Doreen Kenny
Drew Stevenson
Eleanor Fawcett
Eleanor Young
Frances Robinson
Gary Cox
Garry Luttmann
Giles Dolphin
Henry Abraham
James Gleeson

Jamie Dean
John Archer
John Hollis
John Ross
Justin Carr
Mark Brearley
Mark Powney
Max Dixon
Michelle Washington
Neale Coleman
Niall Machin
Nicky Gavron
Richard Cohen
Richard McGreevy
Robin Thompson
Ryan Emmett
Sam Richards
Shirley Rodrigues
Simon Rees
Suzanne LeMiere
Syed Ahmed
Tej Hunan
Thomas Carpen
Tony Cumberbirch
Wayne Hubbard

photography credits

Adam Hinton
 ARUP
 BAA Plc
 Ballymore
 Barnaby Collins, Montague Evans
 Bedzed
 Belinda Lawley
 Berkeley Homes
 British Waterways
 British Wind Energy Association
 Camden Shop Mobility
 Canary Wharf Group plc
 Chimes Housing Development
 Clare Hennessey, GLA
 David Barbour, Dixon Jones BDP
 David Hutchinson, GLA
 Dawson Strange
 Department of Transport and Industry
 Derek Lovejoy Partnership
 (Michael Murray)
 Dixon Jones BDP (David Barber)
 Ealing Community Transport
 Emily Evans, GLA
 Environment Agency
 Ernst and Young
 Folio Photography
 Francis Baskerville, Terry Farrell and Partners
 Fran Evans, GLA
 George Wright, Stockwell Partnership
 Greater London Authority
 Green Corridors Partnership
 Grosvenor Estate
 Habinteg Housing Association
 Hammersmith and Fulham Primary Care
 Trust (John Goodman)
 Healey and Baker
 Henry Jacobs, GLA
 Hugh Bullock, Gerald Eve
 Ian Yarham, GLA
 Jarvis plc
 Julie Fleck, GLA
 Kay Buxton, Paddington Waterside Partnership
 Kevin Reid, GLA
 Kingston Shopmobility
 Kohn Pedersen Fox Associates
 International
 Liane Harris
 London Development Agency
 London Remade
 London Tourist Board
 London's Waterways Partnership
 M Muzxer
 Martin Green, GLA
 Meredith Sedgwick, GLA
 Michael Murray, Derek Lovejoy Partnership
 Mike Waite
 Miller Hare
 Nicky Aguirre, London Borough of Sutton
 Norman & Dawbarn Architects
 Norman Foster Partnership
 PA Photos
 Paddington Churches Housing Association
 Paddington Regeneration Partnership
 Peabody Trust
 Port of London Authority
 Rachel Fisher, Free Form Arts Trust
 Railtrack
 Robin Mayes
 Ross Moffatt, GLA
 Sarah Styles, GLA
 Sian Astrop, London Borough of Kingston
 Simon Marsh, A Rocha UK
 Southwark Council
 Sustainable Energy Action Ltd
 Thames 21
 Thames Chase Community Forest
 The GEOinformation Group
 Tishman Speyer
 Transport for London
 Trish Sweeney
 Urban Initiatives