



Section

FOUR

Delivery

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4.1 Introduction

As set out in Section 1 of this guidance, the OLSPG applies London Plan policy to the OLSPG area by setting out the Mayor of London's strategic priorities and long term vision for the Queen Elizabeth Olympic Park and its surrounding areas.

The London Plan confirms that Olympic investment in east London, and the recognition arising from association with the Games, should be used to effect a positive, sustainable and fully accessible economic, social and environmental transformation for one of the most diverse and most deprived parts of the capital and be likely to provide lessons and approaches that can be applied to other strategic regeneration projects in the future.⁵⁵

Implementation however will be complex because of uncertainty over future resources and because key elements of the vision the OLSPG promotes will be brought forward over a 20 year period by a number of different originators and partners. This section of the OLSPG therefore sets out a strategic approach to delivering the quality, scale and extent of change that is envisaged, and highlights where further work and detail is required. In particular it looks to set out some of the the practical challenges to delivering convergence which is at the heart of the Mayor's vision for the OLSPG area.

4.2 Strategic infrastructure

Key to the delivery of convergence and of development set out in this guidance is the delivery of supporting strategic infrastructure. This includes physical infrastructure such as streets, bridges, energy and waste; social infrastructure such as GP surgeries and schools; and green infrastructure such as parks and open spaces. Infrastructure needs should therefore be considered at the outset of a scheme's design and when Development Plan documents are prepared.

The GLA commissioned an infrastructure delivery study for the OLSPG area that looked at infrastructure requirements, delivery and high level viability.⁵⁶ This study provides more detail on the specific strategic infrastructure required to support the growth the Consultation Draft OLSPG identified, in particular the impact of the new homes it promoted. This is summarised in the following section.

Education

Early years

The OLSPG's infrastructure and delivery study's assessment of early years provision highlighted that that there was little existing spare capacity across the four boroughs the OLSPG covers and that planned provision only had the capacity to meet a proportion of the demand anticipated within the OLSPG area. It estimated that anticipated net demand after taking account of new provision at Chobham Academy was 1,234 pupil places, and the cost of meeting this demand was estimated at £18 million.

It therefore recommended that further consideration be given to whether demand could be best met through the extension of existing infrastructure or whether new infrastructure provision would be required to meet this shortfall.

Primary education

Consultation with the boroughs also highlighted that there was little spare capacity for primary school places within the OLSPG area and that anticipated net demand after accounting for the new capacity to be provided by Chobham Academy, was 3,480 pupil places. The cost of meeting this requirement was estimated to be £50.7 million with the highest need arising in the Southern Olympic Fringe sub-area.

Secondary education

The study identified no existing surplus capacity in secondary school provision and that after taking account of Chobham Academy there would be a deficit of 1,672 pupil places. The cost of meeting this demand across the OLSPG area was estimated to be £46.6 million. The study did not estimate demand for sixth form places.

However, one particularly important issue consultation on the draft OLSPG highlighted was that it generally underestimated the likely population increase and child yield the new housing would generate. As a result, the GLA carried out further analysis of the likely population profile based on more locally specific and up-to-date information. This suggests that the 32,000 new homes the OLSPG now identifies would result in around 76,000 more people living in the OLSPG area, of which nearly 18,000 would be children and young people under 18. This compares with URS's estimate of 15,700 under 18s from 29,000 homes. After taking account of Chobham Academy, this new estimate indicates a need for 1,080 new nursery spaces, 6,570 new primary school places, 3,213 new secondary school places and 722 new sixth form places.

The estimated cost of this provision is set out in the Tables below, and the timely provision of these new schools and facilities in the right locations across the OLSPG area will be vital to the successful delivery of the wider outcomes the OLSPG seeks.

It is therefore strongly recommended that the LLDC address this issue as an urgent early project.

Item	OLSPG IDS estimate	Revised OLSPG estimate
Early years	£18.0 million (1,234 pupil places)	£15.7 million (1,079 pupil places)
Primary education	£50.7 million (3,480 pupil places)	£95.8 million (6,572 pupil places)
Secondary education	£46.6 million (1,672 pupil places)	£90.9 million (3,264 pupil places)
TOTAL	£115.3 million	£222.5 million

Other social infrastructure

Health

Existing capacity in healthcare infrastructure across the four boroughs was found to be limited with a deficit of GPs in Newham and Waltham Forest. A surplus was found in Hackney and Tower Hamlets, but the catchment for this capacity was understood to be located outside the OLSPG area. An assessment of demand for healthcare using HUDU model assumptions indicated a requirement for 31 GPs and 33 dentists across the OLSPG area as whole and the estimated cost of meeting this demand was put at £12.9 million.

Sports and leisure

The study's assessment of publically assessable sports halls and swimming pools found a deficit in three of the four OLSPG boroughs, the exception being Newham, which had an overall surplus though provision varied across the borough as a whole. The assessment of anticipated demand suggested a need for three new swimming pools and four to five sports halls that would be partially met by the conversion of Games legacy venues to public use. The study did not estimate the cost of new swimming pools, but estimated the cost of providing new sports halls at £3.0 million.

Open space

The study found varied provision of open space across the four boroughs with large parks and open spaces such as Hackney Marshes allowing residents of Hackney and Waltham Forest to be well provided for, but that residents of Tower Hamlets and Newham faced a deficit. An assessment of anticipated growth indicated a need for 71.4 ha of new open space across the OLSPG area, split between formal open space, informal open space and allotments at an indicative cost of £22.8m. The study acknowledged that the Queen Elizabeth Olympic Park would help meet this part of these needs but concluded that there would still be demand for neighbourhood local open space across the OLSPG area.

Play space

The study found a deficit of play space in Hackney and Waltham Forest, but was not able to find information on capacity in Tower Hamlets and Newham. It estimated a total play space requirement for children and young people across the OLSPG area of approximately 156,660 sq. m (15.7 ha), at a cost of £31.3 million.

Libraries and community facilities

The study found limited information to assess the current capacity of library and community facility provision, though the available data suggested that there was a small surplus in Hackney and Tower Hamlets. It concluded that OLSPG area's residents will require approximately 4,561 sq. m of community space and over three libraries. The net cost for provision of community space was estimated to be £8 million and library space to be £5.4 million.

Item	Cost
Health - 31 GPs, 33 Dentists	£12.9 million
Sports and Leisure - 3 swimming pools, 4-5 Sports halls	£3.0 million for sports halls only
Open space - 71.4ha	£22.8 million
Play space - 15.7ha	£31.3 million
Community space - 4,561sq.m.	£8.0 million
3 libraries	£5.4 million
TOTAL	£83.4 million

Transport infrastructure

The study drew heavily on TfL's review of infrastructure provision in and around the OLSPG area, noting good strategic links into and out of the area by road, rail and waterways, but also noting that networks suffered from overcrowding and congestion, and that local connections are typically poor. The study highlighted 16 local connectivity schemes in addition to a package of walking, cycling and wayfinding projects totalling around £60 million, with a further £56 million needed to fund bus capacity enhancements.

There are six strategic schemes geographically located in the OLSPG area which directly benefit the area (and excluding London-wide strategic transport projects or upgrades such as Crossrail 1 which would also serve and benefit the area). These six strategic projects are either subject to other workstreams or being worked up in feasibility now and some have limited S106 funding allocated, and which will require funding generated by the development in the OLSPG area. It is estimated that the costs of these six strategic schemes is £186m

Item	Cost
16 local connectivity schemes as well as cycling, walking and wayfinding projects	£60.0 million
Bus capacity enhancement	£56.0 million
6 strategic projects - as set out in Table 4.2 Infrastructure Delivery study	£186.0 million
TOTAL	£302 million

Utilities Infrastructure

Electricity

The study reported that existing capacity across electricity networks in the OLSPG area was understood to be limited and that new development in the OLSPG area indicated a demand for 37,907 kVa for residential uses and 94,828 kVa for non-residential uses. It found that planned provision to meet this demand was limited to the new infrastructure to meet the needs of the Olympic Park during Games time, which will later be converted for wider use for new developments in the area. The study concluded that in the absence of more detailed local analysis it was not possible to estimate the full costs of meeting demand, however it estimated the cost of primary sub-stations to be £23.3 million and distribution sub-stations to be £4.9 million.

Item	Cost
Primary sub-stations	£23.3 million
Distribution sub-stations	£4.9 million
TOTAL	£28.2 million

Gas

Information from National Grid suggested that there was sufficient capacity to meet demand for gas in the OLSPG area and that current usage was below the Greater London average in the four OLSPG boroughs. Anticipated demand across the OLSPG area was estimated to be 29,159 m³/hr from homes, and 44,194 m³/hr from commercial uses. It was noted that a proportion of this demand would be met by new infrastructure put in place to serve the Olympic Park during Games time, but in the absence of more detailed local analysis it was not possible to estimate the net costs of meeting demand across the OLSPG area.

Water

Information provided by Thames Water indicated a deficit in water supply for London and the study estimated that the growth anticipated across the OLSPG area would generate demand for an additional 9.8 million litres of water per day; (8.9m ltr/day for residential use and 0.9m ltr/day for non-residential uses). Planned investment to help to meet this demand included the Thames Water mains replacement programme and the new infrastructure to be provided on the Olympic Park, but in the absence of more detailed local analysis it was not possible to estimate the net costs of meeting demand at this stage.

Sewerage

The study found insufficient information to assess the capacity of existing sewerage infrastructure for the OLSPG area. It did though estimate that growth across the OLSPG area would generate a sewerage flow rate of 27.7 million litres per day comprising 11.9 million litres per day from residential usage and 15.8 million litres per day from non-residential usage. Recent and planned investment in the OLSPG area included the Olympic Park infrastructure which will be converted to serve the wider area after the Games and the Thames Tunnel project to increase sewerage capacity and reduce pollution from overflow into the Thames. The Study was unable to estimate the net costs of meeting demand.

Waste

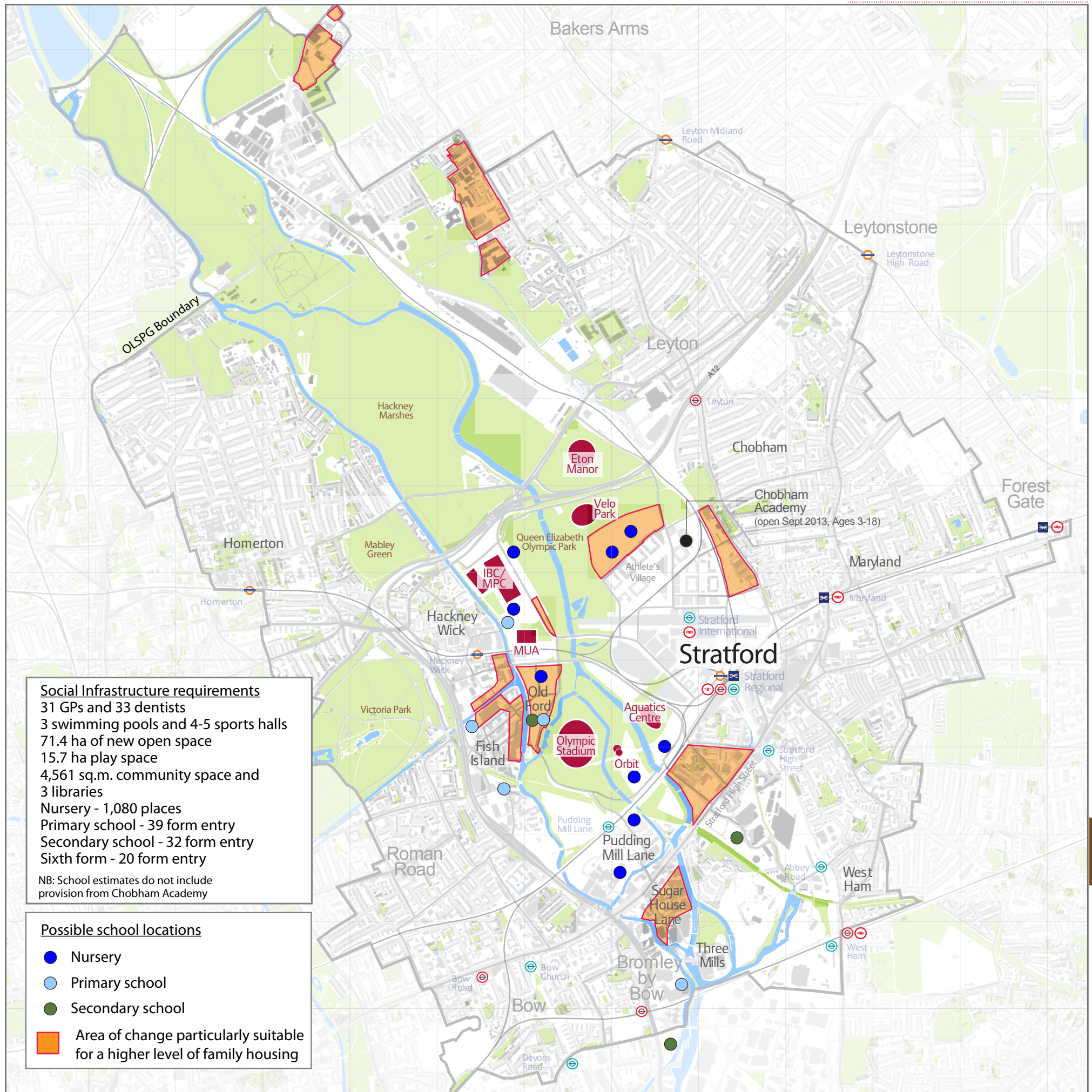
The Study noted that a lower percentage of waste generated is sent to landfill in north London because of higher recycling rates and estimated that anticipated growth in the OLSPG area suggested waste arisings of around 97,650m tonnes annum. This comprised 26,700m tonnes pa from residential uses and 70,950m tonnes pa from non-residential uses. It concluded that future trends in waste management will be driven by policy updates and investment into recycling facilities, and that investment options are being actively explored including the use of the waste facility at Edmonton Eco Park. In the absence of more detailed local analysis the Study was not able to estimate the net costs of meeting demand.

Flood Defence

The Study noted that the OLSPG boroughs cover an area which is at an increased flood risk due to the River Lea flood plain and that the existing capacity of the drainage system in this area is insufficient in times of high rainfall. It noted that provision had been strengthened with the investment by the ODA into flood mitigation measures to serve the Olympic Park and surrounding areas, but was not able to estimate the net costs of meeting demand.

Total indicative costs (where estimated)

Item	OLSPG IDS estimate	Revised OLSPG estimate
Education Infrastructure	£115.3 million	£222.6 million
Social Infrastructure	£83.4 million	£83.4 million
Transport Infrastructure	£302 million	£302 million
Utilities Item	£28.2 million	£28.2 million
TOTAL	£528.9 million	£636.2 million



Social Infrastructure requirements
 31 GPs and 33 dentists
 3 swimming pools and 4-5 sports halls
 71.4 ha of new open space
 15.7 ha play space
 4,561 sq.m. community space and
 3 libraries
 Nursery - 1,080 places
 Primary school - 39 form entry
 Secondary school - 32 form entry
 Sixth form - 20 form entry
 NB: School estimates do not include
 provision from Chobham Academy

- Possible school locations**
- Nursery
 - Primary school
 - Secondary school
 - Area of change particularly suitable for a higher level of family housing

Figure 4.1 Social and community infrastructure

4.3 Funding

The GLA's OLSPG infrastructure delivery study examined potential sources of funding to help secure the regeneration of the OLSPG area this guidance seeks, whilst recognising that resources and funding regimes will evolve and change and different mechanisms will arise. Planning related funding sources the study considered include:

Planning obligations – The traditional role of planning obligations to help fund infrastructure is changing as a result of the introduction of CIL, but in the short-term they will continue to play an important role in delivering the vision and detail this guidance promotes and requires. In the longer term they are likely to retain a role in delivering affordable housing and to address site-specific issues such as access.

Given the scale of recent development activity in the OLSPG area and the phasing requirements contained in existing planning agreements, consented schemes will continue to contribute funding for the immediate future. Planning authorities will therefore need to continue to work together to ensure that existing S106 contributions continue to be used to help deliver the infrastructure this guidance identifies in a timely and efficient way.

Community Infrastructure Levy (CIL) – Over time, CIL is likely to become the principal means of funding infrastructure through the development process. CIL can also be spent across local authority boundaries making it well suited to deliver strategic infrastructure, though restrictions on pooling apply. As set out in Section 2.C, the Mayor's Crossrail CIL⁵⁷ will apply to development in the OLSPG area, and in situations where the Mayor's S106 Crossrail contribution would also apply, the Mayor's CIL charge will be treated as a credit towards the overall S106 liability. As currently proposed, the LLDC will be able to develop a local CIL for the area it covers, as will individual boroughs where they will be the local planning authority. It will take some time for the LLDC to develop its own CIL and it would seem prudent to look to an interim mechanism with which to guide development.

Planning tariffs – Tariff contributions can be pooled, matched with other funding sources and used to help deliver infrastructure in a timely and efficient way, and the LTGDC has established an effective S106 tariff to help fund and bring forward infrastructure in the Lower Lea Valley and London Riverside. This was introduced in 2008 and reviewed in 2010, and by January 2012 the LTGDC had negotiated more than £50m for strategic infrastructure as well as £33m for other specific benefits, and had received more than £4m in contributions.⁵⁸

The LTGDC's planning functions in the OLSPG area are in the process of passing to the LLDC and boroughs, and outstanding contributions will be collected and assigned by the relevant local planning authority and in due course it is anticipated the LLDC will develop its own CIL charging schedule for the core of the OLSPG area. If the LTGDC's tariff of £10,000 per flat or house was applied in full to the 32,000 new homes the OLSPG promotes, it would result in receipts of £320m against the total infrastructure cost

of £636.2m set out above. It is recognised that a S106 tariff or CIL charge would not meet all these infrastructure costs and other possible sources of funding are considered below. It is also expected that other central and local government funding will be made available, but it is nevertheless recommended that the LLDC investigate the possibility and merit of carrying such a tariff forward within its area, pending any creation of a CIL of its own

TIF's (tax incremental financing) – A form of financing structure based on future uplifts in business rates to assist the delivery of specific projects. TIF's have not yet been applied in England, but could be explored within the OLSPG area.⁵⁹

Business rate supplements – The Mayor introduced a levy of £2 on non-domestic properties with a rateable value of over £55,000 in London from April 2010 to help pay for Crossrail.

New homes bonus – The New Homes Bonus, which commenced in 2011, creates an incentive for local authorities to deliver housing growth in their area. It is based on the additional council tax raised for new homes and properties brought back into use, with an additional amount for affordable homes, for the following six years to ensure that the economic benefits of growth are returned to the local area. DCLG has set aside almost £1 billion over the Spending Review period to fund the scheme, including nearly £200m in 2011-12 in year 1 and £250m for each of the following three years.

The OLSPG boroughs will be receiving new homes bonus receipts to match their council tax receipts in their parts of the OLSPG area. This would be an un-ring fenced grant and authorities would have the freedom to spend new homes bonus revenues according to local wishes – in line with the localism agenda.

Local Enterprise Partnerships and Growing Places Fund (LEP) – The London LEP was approved in February 2011 and is a pan-London area partnership between the Mayor of London and London Councils, with the support of leading business organisations. LEPs also have the power to bid for Enterprise Zone status to be granted to areas within their borders. LEPs are expected to fund their own running costs, with the remainder of their funding coming in the form of private sector investment and successful bids for the Regional Growth Fund in addition to the Growing Places Fund. This fund has been developed to enable the creation of LEP led local infrastructure funds with the aim to establish sustainable revolving funds so that funding can be reinvested to unlock further development, and leverage private investment.

The London LEP allocation for 2011–2012 is £39.4 million. This fund therefore has the potential to unlock development at sites within the OLSPG area where viability is marginal and to fund immediate infrastructure provision across multiple developments. The allocation of this funding will be decided by the LEP's lead funding authority (the GLA, in the case of the London LEP).

London Green Fund - The Mayor of London has created a £100 million London Green Fund to provide funding for investment in waste and energy efficiency projects. These will be revolving investment funds, where monies invested in one project are repaid and then reinvested in other projects. The scope of the LGF may be expanded in future to include support for medium and large scale decentralised energy systems. Benefits of this programme include the potential ability to engage the private sector, leveraging both further investment and competence in project implementation and management. The fund also provides a flexible approach too in funds by way of equity, debt or guarantee investment.

Retention of business rates - The Government is considering the possibility of local authorities retaining business rates collected in their areas, which if carried forward, would fundamentally change the way in which non-domestic rates are distributed. The scheme would not however, change the way in which non-domestic rates are collected and therefore would have no direct impact on business costs as under the current system, business rates are levied locally on all non-domestic properties, but are pooled nationally. They are then re-distributed by central government to all local authorities as part of their formula grant settlement. Such an arrangement could provide a strong incentive for local authorities to promote business growth. Local authorities might also be able to choose to borrow against future growth in business rates, through tax increment financing (TIF) schemes to help fund infrastructure.

4.4 Governance and collaboration

Work to secure the regeneration legacy of the London 2012 Games for the Lower Lea Valley and east London is a multi-agency and collaborative process. This reflects the fact that regulatory powers and functions are distributed across a number of agencies and because key sites are owned by different parties who will bring forward their plans at different times.

The key partners involved in this process are:

The Mayor of London

The Mayor is London's elected representative and voice, and is responsible for setting an overall vision for the capital. The Mayor has a range of specific powers and duties as well as a general power to do anything that will promote economic, social development and environmental improvement in London. Before using many of these powers the Mayor must consult with Londoners and in all cases must promote equality of opportunity.

Any strategies the Mayor produces must contribute to sustainable development and the health of Londoners.

The Mayor is required to produce a spatial development strategy for London (The London Plan), and to keep it under review. Local Development Plan Documents have to be 'in general conformity' with the London Plan, which has to be taken into account when planning decisions are taken in any part of London. The Mayor also has powers to direct local planning authorities to refuse some categories of planning applications providing certain tests are met, and in some circumstances can take an application over from a local planning authority for determination.

The London Plan recognises that infrastructure and investment for the 2012 Olympic and Paralympic Games have created the most important strategic regeneration opportunities in London for the next 25 years, and includes a commitment that the GLA and its functional bodies will take account of convergence in the development and implementation of all strategies, plans and business plans⁶⁰. The Mayor played a central role in London being awarded 2012 Olympic and Paralympic Games and worked closely with the bodies involved in staging of the Games. The Mayor also has responsibility for capturing the Legacy benefits of the Games for London, is a national and international figurehead, and is part of the formal funding and decision-making structures which underpinned the bid and the Games.

Specifically, the Mayor:

- was co-chair of the Olympic Board, which supervised the work to prepare for the London 2012 Olympic and Paralympic Games and to secure the legacy and benefits of the Games for London and the UK
- is a signatory of the Host City Contract, which enshrines the commitments, made by London to the International Olympic Committee
- was a founder member and shareholder of the London Organising Committee of the Olympic and Paralympic Games (LOCOG) and the Olympic Park Legacy Company (OPLC)
- is one of the funders of the Olympic Delivery Authority (ODA), the public body that was responsible for developing and building the venues and infrastructure for the Games
- is responsible for coordinating the City Operations programme, which prepared London to host the Games
- is responsible for coordinating a wide range of work to capture the legacy and benefits of the Games for London, in fields as wide as sports participation, education, employment & skills and volunteering
- chairs the Olympic Park Regeneration Steering Group, which supervises the multi-agency work to secure a regeneration legacy from the Games for the east London host boroughs.

- has taken on the devolved powers and responsibilities of the HCA in London and established a Housing and Regeneration Directorate within the GLA to bring together the roles and responsibilities of the HCA, LDA and GLA to improve the ability to link funding and strategic infrastructure decisions.
- has established the London Legacy Development Corporation, (see below).

London Legacy Development Corporation (LLDC)

The London Legacy Development Corporation is a 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. It was created by the Mayor of London and came into being on 1st April 2012, and will continue the work of the Olympic Park Legacy Company (OPLC) as well as manage some of the assets and responsibilities of the London Thames Gateway Development Corporation (LTGDC). It will take over planning powers for its area from the LTGDC and the Olympic Delivery Authority on the 1 October 2012 and it is envisaged it will become a plan making authority for its area at the same time.

The LLDC's primary purpose is:

'to promote and deliver physical, social, economic and environmental regeneration in the Olympic Park and surrounding area, in particular by maximising the legacy of the 2012 Olympic and Paralympic Games, by securing high-quality sustainable development and investment, ensuring the long-term success of the facilities and assets within its direct control and supporting and promoting the aim of convergence'.⁶¹

The LLDC is committed to achieve its goals by:

- working in partnership with the Mayor of London and the Greater London Authority, central government, the Olympic host boroughs, residents in neighbouring local communities, local organisations, businesses and regeneration agencies and other partners in both the public and private sector, including national and international sporting, cultural and leisure organisations
- leveraging its public assets to attract and secure private investment for the development of the Park
- setting and maintaining standards for quality of design, construction and urban planning, to ensure a sustainable and enduring legacy for the park.

It is also possible that the LLDC will decide to introduce a CIL which could be used within and beyond its geographical boundary.

Boroughs

The four Olympic host boroughs which cover the OLSPG area have a key role in delivering the scale of change and ambition this guidance envisages and in promoting the interests of the people they represent. The Mayor, government and the host boroughs have also drawn up a Strategic Regeneration Framework (SRF) that sets targets for improving opportunities and quality of life across east London.⁶²

The voluntary sector and local communities

Community and voluntary groups, local business organisations and other interest groups will have an increasingly important role to play in planning decisions and strategies to help shape the neighbourhoods of the OLSPG area. Examples of good practice in engaging with disabled people in the communities include the ODA's Access and Inclusion Forum and Built Environment Access Panel, and the Stratford City Consultative Access Group. The government envisages the role of the voluntary sector and local communities increasing under its localism proposals.

The private sector

The private sector will be critical in bringing forward many of the developments and changes this guidance is promoting. These will require the active co-operation of landowners, developers, infrastructure providers and business organisations.

Lee Valley Regional Park Authority (LVRPA)

The LVRPA was established in 1967 and has a statutory duty to create and manage the Lee Valley Regional Park which extends from the Thames in the south to Hertfordshire and Essex in the north, and to provide facilities for sport, leisure and nature conservation.

The LVRPA is funded by a levy on council charge payers in London, Hertfordshire and Essex, and generates income from its facilities and estate. It will play a key role in delivering a successful Legacy from the 2012 Games and will own and operate the legacy venues at Eton Manor for hockey, tennis and football, the Velodrome and VeloPark which will provide road circuit, cyclocross, BMX and mountain bike trail facilities. It will also own 20 per cent of the Queen Elizabeth Olympic Park and currently owns all of Three Mills Island. The LVRPA's overall ambition is set out in its recently adopted 2020 vision to create a 'World Class Visitor Destination'.

Transport for London (TfL)

Transport for London (TfL) has various roles and responsibilities across London, which in the OLSPG area include being highway authority for the Transport for London Road Network (TLRN), operating the London Underground, managing DLR and London Overground (which are operated by private franchisees) and managing and planning the bus network. TfL needs to ensure the transport network works effectively during the Olympic and Paralympic Games in 2012 and provide a lasting transport legacy from the Games.

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

Appendices

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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.⁶³ 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 2009.⁶⁴ 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.⁶⁵ 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 ⁶⁶:

- 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 policies: 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 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

AAP	Area action plan	LPA	Local Planning Authority
AMR	Annual Monitoring Report	LSIS	Locally Significant Industrial Site
AQMA	Air quality management area	LTGDC	London Thames Gateway Development Corporation
CAZ	Central activities zone	LVRP	Lee Valley Regional Park
CCHP	Combined cooling, heat and power plant	LVRPA	Lee Valley Regional Park Authority
CHP/P	Combined heat and power/plant	LWRB	London Waste and Recycling Board
CIL	Community Infrastructure Levy	MOL	Metropolitan open land
CLG	Communities and Local Government	MPA	Metropolitan Police Authority
DCLG	Department for Communities and Local Government	MUA	Multi Use Arena
DLR	Docklands Light Railway	NPPF	National Planning Policy Framework
DPD	Development plan document	OAPF	Opportunity area planning framework
GCSE	General Certificate of Secondary Education	ODA (PDT)	Olympic Delivery Authority Planning Decisions Team
GLA	Greater London Authority	ODA	Olympic Delivery Authority
HCA	Homes and Communities Agency	OLSPG	Olympic Legacy Supplementary Planning Guidance
HS1	High Speed 1	OPLC	Olympic Park Legacy Company
HS2	High Speed 2	PIL	Preferred industrial location
IAA	Integrated impact assessment	PTAL	Public transport accessibility level
IBP	Industrial business park	RBMP	River basin management plan
IBC/MPC	International Broadcasting Centre/Media Press Centre	SAC	Special area of conservation
IDS	Infrastructure delivery study	SCDL	Stratford City Development Limited
GLA	Greater London Authority	SFRMP	Strategic flood risk management plan
LBH	London Borough of Hackney	SIL	Strategic Industrial Location
LBN	London Borough of Newham	SPA	Special protection area
LBTH	London Borough of Tower Hamlets	SPG	Supplementary planning guidance
LBWF	London Borough of Waltham Forest	SRN	Strategic road network
LDF	Local development framework	SRF	Strategic regeneration framework
LFEPA	London Fire and Emergency Planning Authority	SRQ	Sustainable residential quality
LIP	Local implementation plan	SUDS	Sustainable urban drainage systems
LLDC	London Legacy Development Corporation	SWMP	Surface water management plan
LLV	Lower Lea Valley	TA	Transport assessment
LLV OAPF	Lower Lea Valley Opportunity Area Planning Framework	TfL	Transport for London
LOCOG	London Organising Committee of the Olympic and Paralympic Games	TIF	Tax incremental financing
LP	London Plan	TLRN	Transport for London road network
		ULV OAPF	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 website¹ 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?

Does your access statement clearly demonstrate:

- A commitment to inclusive design.
- The philosophy and approach to inclusive design.
- Set out your strategy to achieve inclusive access.
- How local planning authority access policies have been taken into account.
- The key access issues of the particular scheme.
- The sources of advice and guidance used.
- Consultation outcomes.
- How the principles of inclusive design have been embedded into the scheme.
- How inclusion will be maintained and managed.

Does your access statement:

- Highlight specific provision for disabled people.
- Incorporate the recommendations of access officers and local access groups
- Aim for the highest standards not the minimum.
- Justify any deviation from accepted good practice .
- Explain the relationship between design and management.
- Highlight issues of ongoing management and maintenance.
- Make it clear what can be tied down in planning conditions and/or Section 106 agreements.
- Explain and justify the decisions taken so far and explain the principles that will be followed when the details are designed after permission is granted.
- Set out how inclusive access will be addressed in any masterplans and reserved matters applications.

Does your assessment of the proposals include how users:

- Gain access from the public transport network.
- Access and use any parking provision.
- Access and use the public realm including areas of private and public open space.
- Negotiate any changes in level.
- Can easily orientate themselves and find their way around the development.

Have you:

- Commissioned an independent access consultant.
- Established a project specific Consultative Access Group (CAG) to consider, review and comment upon access issues.
- Appointed an independent chair of CAG.

Plans, maps and illustrations which further explain the above specific points will be welcomed within the design and access statement. Given the interest from organisations of disabled people in the planning process you should bear in mind the need to ensure that your statement can be made available in alternative formats if requested.

Further advice is contained in the GLA's supplementary planning guidance Accessible London; Achieving an Inclusive Environment² and in the LDA's Inclusive Design Toolkit³.

Consultation

When preparing planning applications, every attempt should be made to engage and consult specifically with disabled people and their organisations. Many older and disabled people are often excluded from standard consultation exercises and their voice is not often heard effectively. Where there is a local access group they should be involved from the outset. It may be appropriate to set up a strategic access group for specific large scale projects.

Good examples of strategic consultative access groups include the ODA Built Environment Access Panel, Stratford City Consultative Access Group, Tottenham Football Club Access Forum and the Kings Cross Consultative Access Group. Where a design panel is to be established, the chair of the local access group, and/or strategic access group where one has been set up, should be invited onto the design panel. This will ensure consistency of advice and that the design panel membership includes an access champion, an inclusive design expert or a representative of the local disabled community.

The 2007 Olympic, Paralympic and legacy transformation planning permissions

The 2007 planning permissions that authorised the main 2012 Games venues and Parklands required the ODA to prepare an Inclusive Access Strategy that would set out arrangements to implement, monitor and review its commitments to inclusive access, and that this be prepared, in consultation with an Access and Inclusion Forum (AIF), and be submitted to the Local Planning Authority for approval.⁴

The ODA was also required by a Section 106 planning agreement to ensure that the principles of inclusive design informed and were integrated into its subsequent reserved matters applications. The planning agreement specifically required:⁵

- That best practice inclusive design standards (as opposed to minimum standards) informed and advised design; and that these

standards were agreed by the ODA's Built Environment Access Panel (BEAP) and the AIF.

- The Access and Inclusion Forum and ODA's Built Environment Access Panel met regularly (and at least quarterly) with terms of reference such that they could advise, comment and influence the ODA's implementation of inclusive access.
- That the ODA's designers and users worked together to deliver the best reasonably practicable solutions for achieving inclusive access.
- That individual access plans were prepared for each venue and were submitted with ODA reserved matters applications for each Games and legacy venue.
- That the ODA would work with wider stakeholders to gain additional expert advice (including the ODA's Accessible Transport Panel).
- That the production, implementation and effectiveness of this approach be monitored and reviewed at least annually until the end of the legacy transformation phase (circa 2014).
- That the ODA's Principal Access Officer would ensure that the issues of inclusive design informed the considerations and recommendations of the ODA's Design Review Panel.
- As a result, the ODA prepared two documents - an Inclusive Design Strategy,⁶ and a set of Inclusive Design Standards.⁷ These were formally approved in 2008 and are models of good practice, recognised by winning the Royal Town Planning Institute Equality and Diversity Planning Award in 2009.⁸

The OPLC began to develop a new inclusive design strategy based on the approach taken by the ODA. This approach should also be used to inform other development proposals and plans within the OLSPG area.

Inclusive design strategies

Inclusive design strategies are documents that set out how an applicant or planning authority intends to meet its inclusive design objectives by describing the approach it will adopt and the tools it will use to ensure inclusive design is integrated into design and decision-making processes. An Inclusive Design Strategy should be prepared by the OPLC for its legacy proposals and where other large scale redevelopment is proposed across different sites and phases. They should also be prepared by local planning authorities when preparing area frameworks or guidance.

A good example of this approach is the ODA's 2008 inclusive design strategy referred to below which described how it intended to meet its inclusive design objectives and commitments for the 2012 Games and which confirmed its aim to deliver facilities that were:

- Inclusive – so everyone can use them safely, easily and with dignity
- Responsive – taking into account what people say they need and want
- Flexible – so different people can use them in different ways
- Convenient – so everyone can use them without too much effort or separation
- Accommodating – for all people, regardless of their age, gender, disability, faith or circumstances
- Welcoming – with no disabling barriers that might exclude some people
- Realistic – offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all.

Inclusive design strategies can help achieve the vision of an inclusive environment by setting out the processes and procedures needed to implement the vision. It is recommended that applicants submitting site-wide inclusive design strategies demonstrate:

- The arrangements to implement, monitor and review their commitments to deliver inclusive access (any subsequent access statements submitted with individual planning applications should be in accordance with the approved site-wide inclusive design strategy),
- Their interpretation of best practice (as opposed to minimum) inclusive design standards (such as BS 8300: 2010,¹⁰ Lifetime Homes and wheelchair accessible housing, the Mayor's London Housing Design Guide, the London Plan Supplementary Planning Guidance and other relevant technical advice and access standards) in consultation with their Consultative Access Group, using the ODA's Inclusive Design Standards as a benchmark, and use these standards to inform and advise design.
- Their client review process, compliance procedure and monitoring mechanisms to ensure regular reporting of a project's compliance with the approved inclusive design standards (see ODA's Inclusive Design Strategy).
- How development designers and users will work together to deliver the best reasonably practicable solutions for achieving inclusive access within the development.

- Whether an access consultant will be commissioned to act as an independent adviser to the design team to ensure that access issues are properly considered and resolved at each stage of the development process.
- Whether and how a consultative access group will be set up to consider, review and comment upon access issues in relation to the developer's proposals with terms of reference such that they can advise, comment and influence the developer's implementation of inclusive access (along the lines of the Stratford City Consultative Access Group and the ODA's Built Environment Access Panel). The developer will be responsible for the reasonable costs of establishing the consultative access group, convening regular meetings, making available accommodation for meetings and other administrative expenses incurred in relation to the Consultative Access Group.
- Their commitment to inclusive design by preparing their Inclusive Design Strategy, in consultation with their Consultative Access Group.
- How the production, implementation and effectiveness of the approach specified in the inclusive design strategy will be monitored and reviewed (at least annually) in conjunction with the consultative access group until the completion of all planning submissions (good practice would be to continue this process through building regulations approval, construction, completion and post occupation).

The Olympic Delivery Authority's Built Environment Access Panel (BEAP)

The ODA Built Environment Access Panel, required by the outline planning permission for the redevelopment of the Olympic Park in 2007, was set up to 'assist the ODA in delivering an inclusive and accessible Olympic and Paralympic Games and legacy for disabled people, women and men of all cultures, faiths and ages' (see ODA Inclusive Design Strategy 2008).¹¹ The panel provided technical advice on the design and management of the Olympic and Paralympic Games venues and parkland, and advised the ODA (PDT) on planning proposals at the pre application stage and in response to formal consultations on planning applications. It also helped develop solutions to access and inclusion issues raised by the Access and Inclusion Forum (a forum of organisations of disabled people and local disabled people) and assisted the ODA develop their Inclusive Design Standards.

The ODA BEAP was taken forward by the OPLC and regular meetings took place where the BEAP's technical expertise was used to provide advice on the design and management of the legacy proposals to assist deliver an inclusive and accessible legacy.

Stratford City Consultative Access Group

The Stratford City Consultative Access Group, which was required by the outline planning permission for the redevelopment of Stratford City in 2005, considers, reviews and comments upon the accessibility of proposals as they come forward for planning approval, including at reserve matter stage. The group provides development partners and the local planning authority with the views and experience of a range of access and inclusive design specialists together with the first hand experience of local disabled people (who in turn represent the local community), and share their knowledge from the user's point of view. Its terms of reference including the requirement to appoint an independent chair, is membership, and meeting and operating procedures were set out in detail in the Section 106 Agreement.

The group has been very effective, giving consistent advice from the outline stage right through to detailed design, has challenged traditional thinking, helping to come up with innovative designs to resolve access issues and is a model of good practice. As such, it is a working model of practical social inclusion within the development sector.

References

1. <http://www.london.gov.uk/sites/default/files/uploads/access-guidance.pdf>.
2. Accessible London: achieving an inclusive environment Supplementary Planning Guidance to the London Plan. GLA. 2004.
3. Inclusive Design Toolkit. London Development Agency, 2007.
4. Olympic Paralympic and Legacy Planning Applications: Facilities and their legacy transformation planning application - Ref - 07/9001/ OUMODA - Condition OD.0.12.
5. Schedule 7 (Inclusive Access) of the Olympic Construction Games and Legacy Transformation Phases - Deed of Agreement.
6. <http://www.london2012.com/documents/oda-publications/inclusive-design-strategy.pdf>.
7. <http://www.london2012.com/documents/oda-publications/inclusive-design-standards.pdf>.
8. <http://www.rtpi.org.uk/cgi-bin/item.cgi?ap=1&id=3351>.
9. See Inclusive Design Toolkit. London Development Agency, 2007
10. The design of buildings and their approaches to meet the needs of disabled people – Code of Practice BS 8300: 2009 + A1 2010 BSI 2010.
11. Inclusive Design Strategy and Standards. ODA, 2008.

Appendix 6 - Supporting Documentation

Convergence Advice Note – GLA, July 2012.

Development Capacity Methodology Technical Report – GLA, July 2012.

Energy Study – GLA, December 2011.

Habitats Regulations Assessment Interim Screening Report - Land Use Consultants, August 2011.

Infrastructure Delivery Study - URS Infrastructure & Environment UK Limited and Savills Commercial Ltd, January 2012.

Integrated Impact Assessment – GLA, July 2012.

Integrated Impact Assessment Scoping Report – GLA, December 2011.

Strategic Transport Study - Transport for London with support from Steer Davies Gleave, Sinclair Knight Merz and the London Thames Gateway Development Corporation, August 2011.

The documents are available for download from the GLA's website

www.london.gov.uk

Appendix 7 - Comparison of planning framework boundaries

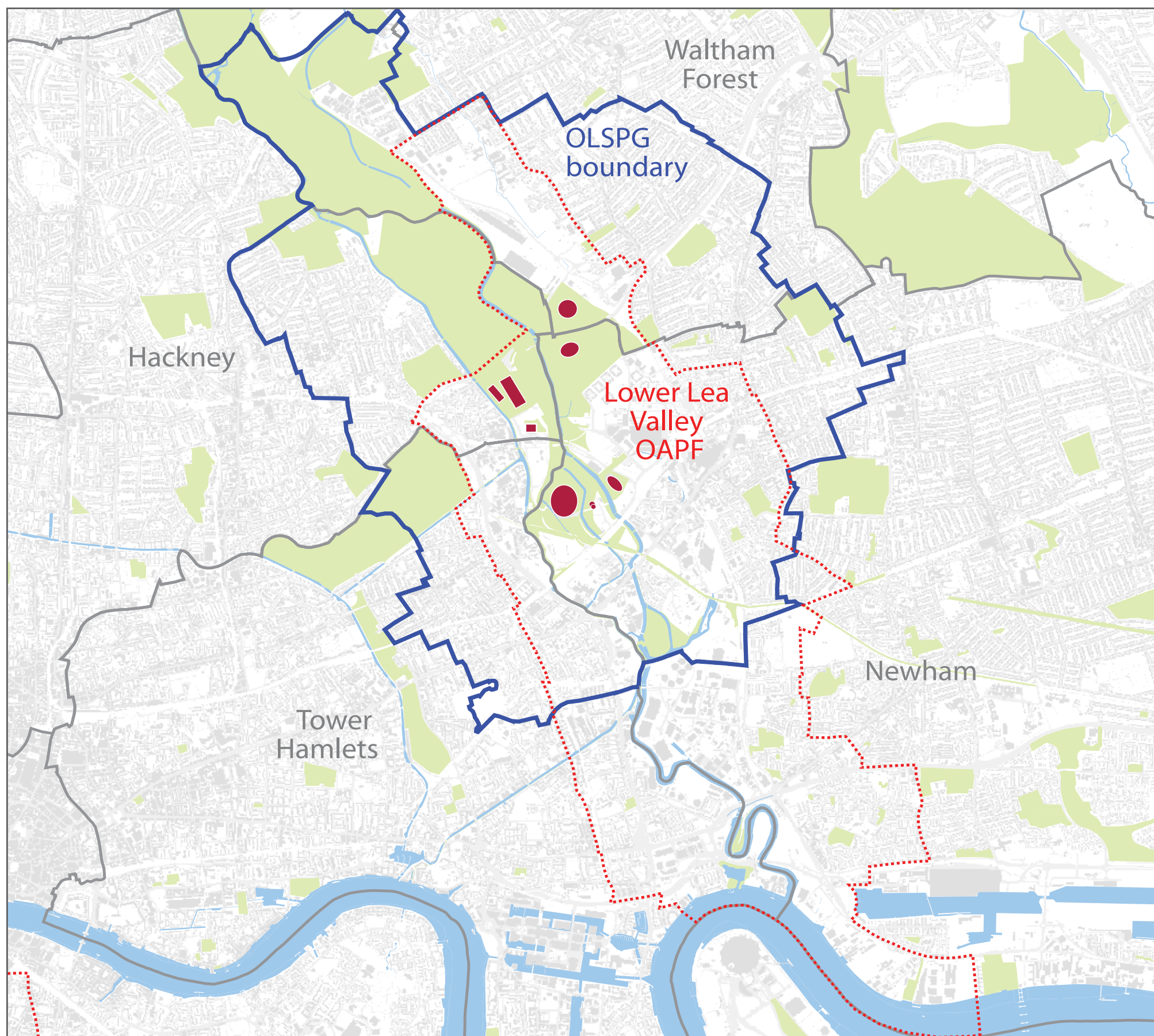


Figure 7.1 Lower Lea Valley Opportunity Area Planning Framework boundary

Appendix 8 - Notes

1. The London Plan identifies Stratford as a major centre with the potential to be a metropolitan centre. Designation as a metropolitan centre will require Stratford City and the new Westfield Shopping Centre to be fully integrated with the existing town centre.
2. The Lower Lea Valley Opportunity Area Planning Framework was agreed by the Mayor of London in 2007 and set out his views on how the Lower Lea Valley as whole should change through the intensification of existing activities, the upgrading of facilities and buildings, and the managed release of industrial land to provide a broader range of land uses. This guidance replaces the LLV OAPF where the two areas overlap as depicted in Figure 7.1 in Appendix 7 of this guidance.
3. See: <http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/>
4. <http://www.london.gov.uk/publication/early-minor-alterations-london-plan>
5. See London Plan policy 2.4A.
6. The map is drawn from data collected by Communities and Local Government looking at levels of Employment, Health and Disability, Education Skills and Training, Barriers to Housing and Other Services, Crime and Living Environment.
7. Candidate File – Volume 1, Theme 1, p 17.
8. Olympic and Paralympic Legacy Strategic Regeneration Framework Stage 1, Host Boroughs, October 2009.
9. London Plan policy 2.13 describes Opportunity Areas as London’s major reservoir of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility.
10. The Lower Lea Valley Opportunity Area Planning Framework was approved by the Mayor of London in January 2007 and is replaced by the OLSPG in the areas where the two documents overlap.
11. London Plan, paragraph 1.26.
12. OLSPG Draft IIA., page 104. Other ethnic groups strongly represented in the four boroughs include Indians, Black Africans and Chinese
13. OLSPG Draft IIA, page 104.
14. OLSPG Draft IAA, page 32.
15. East London Strategic Housing Market Assessment, 2010.
16. Newham Core Strategy 2012, especially paragraph 6.116.
17. See http://www.hdawards.org/archive/2010/shortlisted_schemes/completed2.php.
18. NPPF, Annex 2, Glossary.
19. LBTH Draft Area Action Plan, Jan 2012 and Council response to the Consultation Draft OLSPG.
20. LBWF, Northern Olympic Fringe Preferred Options Area Action Plan, page 101.
21. Mayor of London. A Sporting Future for London. GLA, April 2009.
22. See <http://www.publications.parliament.uk/pa/cm201011/cmselect/cmcomloc/writev/regeneration/m38.htm>.
23. OLSPG Draft IIA, page 104.
24. See Glossary – Tech City.
25. See Strategic Transport Study – Transport for London with support from Steer Davies Gleave, Sinclair Knight Merz and the London Thames Gateway Development Corporation, August 2011.
26. Specifically, the TfL Road Network (TLRN).
27. OLSPG Draft IIA, page 104.
28. OLSPG Draft IIA, Page 103.
29. Specifically, the Lee Valley SPA and Ramsar site which extends north-west from the OLSPG area, and Epping Forest SAC which extends from Waltham Forest into Essex.
30. See Habitats Regulations Assessment Interim Screening Report – Land Use Consultants, August 2011, page 37.
31. <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>
32. <http://legacy.london.gov.uk/mayor/planning/crossrail/docs/final-crossrail-SPG-jul10.pdf> NB. Separate arrangements apply in Central London and the Isle of Dogs as set in the Crossrail SPG.
33. <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.
34. See London Plan policy 7.1 in particular.
35. See policy 5.2 of the London Plan.
36. See London Plan policy 7.19.
37. OLSPG Energy Study – GLA, December 2011.
38. See Draft ULV OAPF., Mayor of London, 2011.
39. See <http://static.london.gov.uk/mayor/strategies/sds/docs/regional-flood-risk09.pdf>.
40. The Lee Tunnel will run for 4 miles beneath the London Borough of Newham from Abbey Mills to Beckton. See: <http://www.thameswater.co.uk/cps/rde/xchg/corp/hs.xsl/10113.htm>. The Thames Tideway project seeks to increase the capacity of London’s mainly Victorian sewage infrastructure. See: <http://www.thameswater.co.uk/cps/rde/xchg/corp/hs.xsl/2833.htm>.

41. See <http://www.thameswater.co.uk/cps/rde/xchg/corp/hs.xsl/10133.htm> and <http://www.environment-agency.gov.uk/homeandleisure/floods/118067.aspx>.
42. <http://www.london.gov.uk/who-runs-london/mayor/publications/environment/london-water-strategy>
43. See <http://www.environment-agency.gov.uk/research/planning/125035.aspx>.
44. See London Plan policy 5.17H.
45. See the planning permissions for Site Preparation (07/90011/FUMODA) and Facilities and Legacy Transformation (07/90010/OUMODA) which were approved by the ODA in 2007
46. OPLC Legacy Communities Scheme planning application, Design and Access Statement, September 2011, Page 106.
47. Page 37 - LBN adopted Core Strategy, Jan 2012.
48. <http://ltgdc.topleftdesign.com/ltgdc/wp-content/uploads/2011/04/ndThreeMillsLandUseandDesignBriefDecember2010ConsultationDraft.pdf>
49. See http://www.towerhamlets.gov.uk/lgsl/851-900/855_planning_consultation/consulting_on_the_ldf.aspx
50. See London Plan policy 6.15 and <http://legacy.london.gov.uk/mayor/strategies/sds/docs/spg-transport-land-final.pdf>.
51. See <http://www.london.gov.uk/publication/all-london-green-grid-spg>.
52. LBWF comments on the Consultation Draft OLSPG.
53. Prepared by URS in October 2009.
54. Further information on local flood risk can be found in LBWF's NOF AAP – see <http://www.walthamforest.gov.uk/Pages/Services/Planning-local-plans.aspx?l1=100002&l2=200074>.
55. London Plan paragraph 2.18.
56. London Plan paragraph 2.19.
57. <http://www.londonlegacy.co.uk/about-us/what-we-aim-to-achieve/>
58. Barking and Dagenham became the sixth Host Borough in April 2011.
59. See OLSPG Infrastructure Delivery Study - URS Infrastructure & Environment UK Limited and Savills Commercial Ltd, January 2012.
60. <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>
61. OLSPG Infrastructure Delivery Study, page 118.
62. OLSPG Infrastructure Delivery Study, page 98.
63. Olympic and Paralympic Legacy Strategic Regeneration Framework Stage 1, Host Boroughs Unit, October 2009.
64. <http://www.publications.parliament.uk/pa/cm200910/cmselect/cmcumeds/416/416we28.htm>
65. <http://www.publications.parliament.uk/pa/cm200910/cmselect/cmcumeds/416/416we28.htm>
66. <http://www.walthamforest.gov.uk/strategic-regeneration-summary-report.pdf>

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Hindi

यदि आप इस दस्तावेज की प्रति अपनी
भाषा में चाहते हैं, तो कृपया निम्नलिखित
नंबर पर फोन करें अथवा नीचे दिये गये
पते पर संपर्क करें

Vietnamese

Nếu bạn muốn có văn bản tài liệu
này bằng ngôn ngữ của mình, hãy
liên hệ theo số điện thoại hoặc địa
chỉ dưới đây.

Bengali

আপনি যদি আপনার ভাষায় এই দলিলের প্রতিলিপি
(কপি) চান, তা হলে নীচের ফোন নম্বরে
বা ঠিকানায় অনুগ্রহ করে যোগাযোগ করুন।

Greek

Αν θέλετε να αποκτήσετε αντίγραφο του παρόντος
εγγράφου στη δική σας γλώσσα, παρακαλείστε να
επικοινωνήσετε τηλεφωνικά στον αριθμό αυτό ή ταχυ-
δρομικά στην παρακάτω διεύθυνση.

Urdu

اگر آپ اس دستاویز کی نقل اپنی زبان میں
چاہتے ہیں، تو براہ کرم نیچے دئے گئے نمبر
پر فون کریں یا دیئے گئے پتے پر رابطہ کریں

Turkish

Bu belgenin kendi dilinizde
hazırlanmış bir nüshasını
edinmek için, lütfen aşağıdaki
telefon numarasını arayınız
veya adrese başvurunuz.

Arabic

إذا أردت نسخة من هذه الوثيقة بلغتك، يرجى
الاتصال برقم الهاتف أو مراسلة العنوان
أدناه

Punjabi

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦੀ ਕਾਪੀ ਤੁਹਾਡੀ ਆਪਣੀ ਭਾਸ਼ਾ
ਵਿਚ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਹੇਠ ਲਿਖੇ ਨੰਬਰ 'ਤੇ ਫੋਨ ਕਰੋ ਜਾਂ ਹੇਠ
ਲਿਖੇ ਪਤੇ 'ਤੇ ਰਾਬਤਾ ਕਰੋ:

Gujarati

જો તમને આ દસ્તાવેજની નકલ તમારી ભાષામાં
જોઈતી હોય તો, કૃપા કરી આપેલ નંબર ઉપર
ફોન કરો અથવા નીચેના સરનામે સંપર્ક સાધો.