



St Pauls Primary School, Hammersmith

KEY WORD INDEX AND GLOSSARY

Key Word Index

Allotments

3.53(LOS14); 3.54/Fig.3.4.

Ancient Monuments

3.20/3/1-3.21/3/4(HC3); 3.29/Fig.3.2; 3.116/3/4; 4.61/2/2, 2/4 & 3/8.

Angling

3.71/2(RT8).

Archaeology

3.20/3/1-3.21/3/4(HC1, HC2); 3.29/Fig.3.2; 3.101/3/3 (SD3); 3.116/3/4; 4.61/2/2; 4.62/1/2; 4.75/1/6.

Architectural Competitions

3.119(SD28).

Arts/Culture/Entertainment Facilities

3.77/2/2-3/2(RT17).

Biodiversity/Ecology/Habitat/Nature Conservation/Wildlife

2.8/1/3-3/2; 2.12/1/2; 3.19/Fig.3.1; 3.39/3/3; 3.40/1/1; 3.42/2/4 & 3/3; 3.43/2/1; 3.45/3/1; 3.46/2/2; 3.48/1/1; 3.49/1/1(LOS6) & 3/4(LOS7); 3.50/2/1(LOS8); 3.52/3/2(LOS12); 3.56-3.65; 3.61/3/1(B5); 3.62/2/2-3/3(B6, B7); 3.64/1/3; 3.65/Fig.3.5; 3.69/3/4; 3.77/3/3- 3.78/2/2(RT18); 3.101/3/3 (SD3); 4.13/2/5; 4.25/1/8; 4.38/1/4 & 3/4; 4.72/1/4; 4.74/3/5; 4.89/1/4 & 1/5.

Boatyards/Chandlers/Repair Facilities/Non-Freight Use

3.16/2/3 & 2/4(RC15/M21); 3.22/1/1; 3.23/2/2; 3.95/1/4-3/5(M22/RC15, M23, M24, M25); 3.105/1/2; 4.14/1/3; 4.61/1/1; 4.88/1/3.

Bridges

3.26/1/3, 1/4 & 2/1; 3.29/Fig.3.2; 3.33/1/2; 3.35/3/2; 3.36/1/1 & 3/2(VL4); 3.39/2/2; 3.50/3/2 & 3/3(LOS9); 3.88/3/2; 3.89/1/2(M2); 3.89/2/2-3.90/1/3(M7); 3.91/2/2(M10); 3.97/Fig.3.7; 4.3; 4.15; 4.26; 4.39; 4.50; 4.63; 4.76; 4.90; 4.13/1/3; 4.23/3/3, 3/4 & 3/5; 4.62/3; 4.74/1/6 & 3/1; 4.88/1/6, 2/1 & 2/5; 4.89/2/2; 4.95/2/5 & 2/7.

Brownfield Sites

3.52/1/1-2/1.

Building Design and Appearance

3.113/2/1-3/3(SD22).

Building Height/Tall Buildings

1.5/3/3; 1.6/1/1; 2.12/1/4; 3.20/2/1; 3.24/2/2(HC10/VL7); 3.30/1/3; 3.37/3/1; 3.38/1/2; 3.39/1/2(VL7); 3.41/Fig.3.3; 3.104/1/2(SD5); 3.114/1/1-3.117/2(SD23, SD24, SD25).

Canals

3.14/3/2-3.15/1/1(RC12); 3.42/3/1.

Cemeteries

3.53(LOS13); 3.54/Fig.3.4.

Character Appraisals/Local Distinctiveness

1.6/2-3; 3.101/2/1, 2/2 & 3/2(SD2); 3.102/1/1(SD3); 3.117/3/4; 4.23/1/2.

Character Reaches

1.7/1/2; 1.8; 3.102/3/1; 3.103/1/3; 3.111/3/2(SD19); 3.113/3/3(SD3); 4.2-4.95.

Churches and Religious Buildings

3.35/1/3-3/1(VL3).

Climate Change

3.64 (B11).

Community Involvement

3.64/1/1 & 1/2 (B10).

Comprehensive Project Areas

3.43/3/3; 3.44/1/2(LOS1); 3.46/2/1; 3.54/Fig.3.4.

Conservation Areas

3.4/1/3 & 2/3(BD2); 3.23/1/2-3.25/1/1(HC8, HC11); 3.38/3/1; 3.39/1/1; 3.42/2/4; 3.50/2/3 & 3/3(LOS9); 3.51/1/1; 3.115/2/2; 3.116/3/4; 4.14/1/1; 4.38/2/2 & 3/3; 4.61/1/5.

Cross-Boundary/Cross-River Coordination/Conflict

2.17/1/3; 3.4/3/4(BD3); 3.22/2/1; 3.24/1/2(HC8); 3.34/3/2(VL2); 3.40/1/3(VL8); 3.46/1/2(LOS2); 3.71/3/1-3.72/1/1(RT9); 3.78/3-3.79/3/2(RT19); 3.84/1/1-2/1(RT23, RT24); 3.89/2/2-3.90/1/3; 3.104/2/2(SD6); 4.74/3/1; 5.3/2(DM1, DM2, DM3); 5.9(DM4-7); 5.12-5.13(DM8-16).

Cultural Associations

3.27/3 – 3.28/3(HC17); 3.101/3/3 (SD3); 4.38/1/1.

Cyclists/Pedestrians

3.26/1/5; 3.36/3/2(VL4); 3.43/2/1; 3.48/1.3; 3.51/1/1; 3.66/1/1; 3.72/1/2-3.73/1/2(RT10); 3.74/2/2-3.75/1/1(RT12); 3.75/1/2-3/2(RT13); 3.78/2/1; 3.88/3/3; 3.89/1/1(M1), 1/5(M5), 2/1(M6), 2/2 & 3/1; 3.90/1/1 & 1/3(M7); 3.90/2/1 & 3/2, 3.91/1/3(M9); 3.97/Fig.3.7; 3.106/1/3; 3.120/Fig.3.8; 4.3; 4.15; 4.23/3/4 & 3/5; 4.26; 4.39; 4.48/1/3; 4.50; 4.62/1/4; 4.63; 4.72/1/6; 4.73/1/4; 4.76; 4.89/2/3; 4.90; 4.95/1/5.

Delivery and Management

5.1-5.13(DM1-DM16).

Design Statements

3.24/1/4(HC9); 3.25/3/3; 3.38/1/3(VL6).

Development and Activity Hubs

3.52/1/5(LOS11); 3.102/1/2-3.105/3/1(SD4, SD5, SD6, SD7, SD8, SD9); 3.111/3/3(SD20); 3.120/Fig.3.8; 4.3; 4.15; 4.26; 4.38/2/7; 4.39; 4.50; 4.63; 4.72/2/7; 4.74/2/2; 4.76; 4.88/3/2; 4.90; 4.95/1/2.

Disabled Access

3.74/1/1-2/1(RT11); 3.88/3/3(M5); 3.89/1/5; 3.90/3/1 & 3.91/1/2; 3.91/2/4-3.92/2/3(M12, M13, M14).

Docks/Marinas/Lost Water Bodies

3.14/3/2 & 3/3; 3.16/2/4; 3.61/1/1; 3.70/2/2.

Education

5.13(DM12); 6.19.

Encroachment

3.5/2/1; 3.17/2 & /3(RC18); 3.58/2/2; 4.14/1/4.

Environment Agency (EA) Land Drainage Consent

3.5/1/1.

Environment Charitable Trust

3.49/1/1(LOS6).

Environmental Education

3.63/2/1 - 3/5 (B9).

Environmental Impact

3.38/1/3(VL6).

Events

3.66/1/1; 3.82/1/2-3/2(RT22).

Ferries

3.89/2/2; 3.93/1/2; 3.97/Fig.3.7; 4.38/1/7.

Festivals

3.80/3/3-3.82/1/1(RT21).

Fisheries

3.57/2/3-3/2(B2).

Flood Defences/Retired/Retreated

3.5/1/1; 3.5/3/1 & 3/2; 3.7/1/4, 2/2(RC2) & 3/1- 3.10/2/4(RC3, RC4, RC5); 3.9/3/2; 3.10/2/2 & 2/4(RC5); 3.17.3.2; 3.19/3.1; 3.43/2/1; 3.47/3/2; 3.52/3/1; 3.56/2/3; 3.60/1/5 & 3/3; 3.64/1/2 & 1/3; 3.66/3/1; 4.13/2/6; 4.14/1/9; 4.23/2/4 & 2/8; 4.25/2/3 & 2/4; 4.75/1/5.

Foreshore/Dredging/Riverbed

3.5/1/2; 3.17/3/3; 3.19/3.1; 3.21/1/1; 3.58(B3); 3.69/3/4; 3.101/3/3 (SD3); 4.3; 4.15; 4.25/1/7; 4.26; 4.39; 4.50; 4.63; 4.76; 4.90.

Freight by River/Waste Transfer

2.11/2/1-3/2; 3.86/3/1; 3.87/1/2 & 2/2; 3.94/1/4-3/1; 3.95/1/1 & 1/2(M19, M20); 3.96(M26); 3.106/3/1-3.108/1/4(SD11, SD12, SD13); 4.72/2/2 & 2/3; 4.74/1/5; 4.89/2/1; 5.12(DM9).

Functions of River

1.2/1/1.

Funding/Implementation

6.17.

Geographical Information System (GIS)

0.4/2/3.

Green Chains and Corridors

3.42/3/1; 3.43/1/2 & 2/1; 3.44/1/1; 3.45-3.46(LOS2, LOS3); 3.45/3/2; 3.51/3/1(LOS10); 3.53/1/3; 3.54/3.4; 3.55/3.4.1; 3.59/3/1; 3.60/1/3; 3.66/1/2; 3.101/3/3 (SD3); 4.48/3/1; 4.89/1/5.

Historic Parks and Gardens

3.26/3-3.27/2(HC16); 3.29/3.2; 3.42/2/3; 3.54/3.4; 3.76/2/3-3.77/2/1(RT16); 3.85/3.6; 3.115/1/2; 3.116/3/4; 4.61/2/3.

Industrial Heritage

3.21/3/5-3.23/1/1(HC4); 3.23/2/2; 3.36/3/3; 3.37/1/1 & 2/2(VL5); 4.23/1/3 & 2/4; 4.49/1/1; 4.62/1/2; 4.72/1/7.

Integration of Strategic Policies

2.18/1/1.

Islands

3.54/3.4; 3.59/1(B4).

Landmarks

3.34/3/2(VL2); 3.35/1/2 & 1/3; 3.37/1/1, 2/1(VL5) & 2/3; 3.38/1/2 & 1/3(VL6); 3.39/2/2; 3.41/3.3; 3.43/2/1; 3.104/1/2(SD5); 3.116/1/1, 1/2 & 3/4; 4.23/3/2; 4.38/3/7; 4.88/3/7; 4.95/2/6.

Landscape and Vegetation of River/Landscape Heritage

1.2/1/3; 1.5/2/1-1.7/1/2; 3.40/1/1; 3.42-3.55(LOS5, LOS6); 3.42/3/2; 3.43/2/1; 3.46/3/3(LOS4); 3.49/1/1(LOS6); 3.52/2/2-3/2; 3.53; 3.54/3.4; 3.100/1/1; 3.101/1/3(SD3); 4.23/3/2; 4.74/1/3, 1/7 & 2/5.

Lighting

3.39/2/1 & 3/3; 3.40/1/1 & 1/2(VL8); 3.42/3/4; 3.50/1/1-2/1(LOS8); 3.51/1/1; 3.52/2/2(LOS11); 3.83/1/2; 4.23/3/3; 4.24/2/3 & 2/4.

Listed Buildings

3.25/1/2-3.26/2/2(HC12, HC13/VL3, HC14, HC15/VL4); 3.38/3/1; 3.66/1/1; 3.77/1/3-2/1(RT16); 3.115/2/2; 3.116/3/4; 4.38/1/1.

London Plan/Blue Ribbon Network

2.5/3/3-2.8/1/2; 3.4/2/5-3/3(BD4); 3.98/2/1 & 3/2; 3.99/1/2; 3.114/1/2; 5.3/2/3(DM3).

Luxury Housing

4.48/1/5 & 3/6.

Metropolitan Open Land (MOL)

3.4/1/3 & 2/3(BD2); 3.40/1/1; 3.42-3.44(LOS1); 3.45/2/3(LOS2); 3.50/1/2, 1/3 & 2/1(LOS8); 3.62/3/3 - 3.63/1/3 (B8); 3.115/2/2; 4.24/2/4.

Moored Vessels/Moorings

2.11/3/2; 3.11/1/1; 3.15/1/2, 3/1, 3/2, 3/3 & 3/4(RC13); 3.16/1/1; 3.38/3/2; 3.70/2/2 & 3/2(RT6); 3.95/3/3(M24); 3.105/1/2; 4.13/1/4 & 3/6; 4.38/2/8; 4.72/2/6 & 3/2; 4.74/2/8; 4.88/1/3.

Motor cruising

3.66/1/1; 3.70/1/1-3/2(RT6).

Museums/Discovery Centres

3.63(B10); 3.79/3/3-3.80/3/2(RT20); 4.3; 4.15; 4.26; 4.39; 4.48/1/2; 4.50; 4.61/1/2; 4.63; 4.76; 4.90.

Objectives

0.2/2/1; 5.13(DM11); 6.20..

Open Space

3.42-3.55; 3.46-3.47(LOS1, LOS4); 3.54/Fig.3.4; 3.85/Fig.3.6; 3.101/3/3 (SD3); 3.115/1/2 & 2/2; 4.3; 4.15; 4.23/2/1; 4.24/1/3 & 1/4; 4.26; 4.39; 4.49/2/3; 4.50; 4.63; 4.72/1/5; 4.76; 4.88/3/1; 4.90.

Parks and Gardens/Public/Metropolitan and District/Local

3.46/1/3-3.47/2/4; 3.66/1/1.

Piers/Jetties/Pontoons

3.5/1/2; 3.11/1/1; 3.15/1/2(RC13)-3.16/2/4RC14, RC15/M21); 3.22/3/4(HC5); 3.61/1/1; 3.71/1/1; 3.83/1/2; 3.86/3/2; 3.87/1/1; 3.88/3/1; 3.89/1/2(M2); 3.92/3/2; 3.93/1/2, 2/2 & 2/4; 3.95/2/3(M22/RC15); 3.97/Fig.3.7; 3.120/Fig.3.8; 4.3;

4.13/1/5, 1/6 & 3/1; 4.15; 4.24/3/5; 4.26; 4.38/1/6; 4.38/2/6; 4.38/3/2; 4.39; 4.50; 4.61/1/3 & 1/4; 4.63; 4.72/2/6; 4.74/2/84.76; 4.88/1/5, 2/4 & 3/3; 4.90; 5.13(DM12).

Private Gardens and Grounds

3.52/2/2-3/2.

Projects/Strategic/Local

6.1-6.16.

Public Realm

3.50/2/2-3.52/2/1; 3.101/3/3 (SD3); 3.106/1/1; 3.111/3/2(SD19); 3.113/1/1(SD21); 4.13/2/7; 4.38/2/4; 4.48/2/2.

Recreation/Leisure/Tourism

3.42/2/2; 3.66-3.85; 3.75/3/2(RT14); 3.83-3.85(RT23, RT24); 3.89/1(M3, M4); 3.90/3/1.

River as historical resource/Heritage/Historic Waterfronts/Riverside Development

1.2/1/2; 1.3/1/2-1.5/1/3; 2.12/3/4; 3.24/2/2(HC10/VL7); 3.25/3/4 & 3.6; 3.29/ Fig.3.2; 3.37/2/3; 3.38/1/3(VL6), 1/4, 3/1, 3/2 & 3/3; 3.39/1/2(VL7) & 2/2; 3.41/ Fig.3.3; 3.48/1/1; 3.50/2/3 & 3/1; 3.66/1/1; 3.75/3/3-3.76/2/2(RT15); 3.85/ Fig.3.6; 3.99/2/2-3.100/3/1(SD1); 3.105/1/3(SD7, SD8, SD9); 3.111/3/2(SD19, SD20); 3.117/3/1-3.118/3/6(SD26, SD27); 3.119(SD28); 4.3; 4.13/3/2; 4.15; 4.23/1/1, 2/3 & 2/5; 4.24/3/1; 4.26; 4.38/1/8; 4.39; 4.48/3/2; 4.50; 4.63; 4.76; 4.90; 5.13(DM12).

River Impact Statements

3.18/1-2(RC18).

River-related Uses on Riverside Land/Mixed Use Development

3.52/2/1(LOS11); 3.104/3/2-3.105/3/1(SD7, SD8, SD9); 4.61/1/2; 5.13(DM12).

River Sports/Rowing/Sailing/Canoeing

3.46/2/2; 3.66/1/1 & /2-3(RT1); 3.67(RT2); 3.68/1/1-2/3(RT3); 3.68/2/4-3.69/1/2(RT4); 3.69/1/3-3/5(RT5); 3.85/Fig.3.6; 3.105/1/2; 4.3; 4.15; 4.25/1/4 & 1/5; 4.26; 4.38/2/5; 4.39; 4.50; 4.61/1/1; 4.63; 4.72/1/4, 2/8 & 3/1; 4.76; 4.90; 5.13(DM12).

River Transport/River Buses/Movement

3.16/2/1 & 2/2(RC14); 3.70/3/3- 3.71/1/3(RT7); 3.86-3.96(M1-M26); 3.88/3/1; 3.89/1/2(M2, M3, M4); 3.92/3/1- 3.94/1/3(M15, M16, M17, M18); 3.97/Fig.3.7; 3.105/1/2; 3.120/Fig.3.8; 4.3; 4.13/2/1 & 3/8; 4.15; 4.26; 4.38/3/2; 4.39; 4.50; 4.61/1/3; 4.63; 4.76; 4.90.

River Walls/Banks

3.5/1/1; 3.6/1/2 & 2/3(RC1); 3.7/3/1; 3.8; 3.9/1/3, 2/2(RC3) & 3/1(RC4); 3.19/ Fig.3.1; 3.38/3/2; 3.47/3/2; 3.51; 3.52/2/1 & 3/2(LOS12); 3.60/3/2- 3.61/1/2(RC3, RC4, RC5); 3/3; 3.68/1/2; 3.101/3/3(SD3); 4.14/1/5; 4.25/2/1; 4.38/3/10; 4.49/1/4 & 2/1; 4.72/1/3; 4.89/1/5; 6.6-6.7.

Riverside Walk/Connections to the River

3.51(LOS10); 3.72/3/4; 3.91/1/2 & 2/2(M10, M11); 3.92/2/1(M12); 3.101/3/3(SD3); 3.108/2/1-3.109/3(SD14, SD15); 3.110/1/1-3/3(SD16, SD17, SD18); 3.112/3/2, 3.113/1/1(SD21); 4.13/3/3; 4.23/3/1; 4.48/3/4 & 3/6; 4.49/2/1; 4.61/1/7; 4.62/1/6; 4.72/1/1, 1/6 & 2/5; 4.74/1/2, 2/1, 2/3 & 3/2; 4.88/2/2 & 2/5; 4.89/1/1 & 1/2; 4.95/2/2. 5.13(DM12).

RPG3B/9B

0.2/3/2; 1.2/1/1; 2.4/1/3-2.5/1; 2.6/1/1; 2.6/2/1; 2.13/3/2 & 3/3; 2.14/1/2; 3.3/1/1; 3.15/1/2; 3.17/2/1; 3.20/1/1; 3.23/2/2; 3.25/2/2 & 3/2; 3.26/1/3; 3.27/1/4; 3.28/1/3; 3.30/1/1; 3.31/1/1; 3.94/3/2; 3.98/1/2 & 3/1; 3.103/3/2; 3.106/3/1; 3.114/1/2.

Safety/Chains/Ladders/Life Buoys/Parapets

3.9/1/2; 3.10/3/2-3.13/3/3(RC6, RC7, RC8, RC9); 3.38/3/2; 3.66/2/2 & 3/2(RT1); 3.92/1/1(M12); 4.23/1/4.

Slipways/Hards/Drawdocks

3.14/1/1-2/5(RC10, RC11); 3.16/2/4(RC15/M21); 3.22/3/4(HC5); 3.23/2/2; 3.68/3/1; 3.70/3/1; 3.95/2/1, 2/3(M22/RC15), 3/2(M23); 4.13/3/1; 4.24/1/2; 4.61/1/5; 4.62/1/7.

Sports Facilities/Playing Fields (inc. Urbanised)

3.40/1/1; 3.42/3/4; 3.49-3.50(LOS7); 3.50/1/1-2/1(LOS8); 3.54/Fig.3.4; 3.62/3/3(B9); 3.85/Fig.3.6; 4.24/2/4 & 3/3; 4.48/2/3.

Steps and Stairs/Access to Foreshore

2.11/1/1; 3.10/3/2; 3.11/1/3, 2/1(RC6) & 3/1- 3.12/1/4(RC7); 3.13/2/1(RC8); 3.22/3/4(HC5); 3.38/3/2; 3.52/2/2(LOS11); 3.71/2/1; 3.95/3/2(M23); 3.116/1/3; 4.13/3/1; 4.23/1/4; 4.38/2/6 & 2/7; 4.48/3/7; 4.49/1/4; 4.61/2/5 & 3/4; 4.74/2/8; 5.13(DM12); 6.6-6.7.

Study Area Boundary/Extent

0.4/1/1; 1.8/Fig.1.1.

Supplementary Planning Guidance (SPG)

2.15/3/1-2.16/3/3; 3.39/2/1; 3.101/3/2(SD2); 3.111/3/2(SD19); 3.112/3/2(SD21); 3.113/3/2(SD22); 5.3/2/3(DM3).

Sustainable Development

3.64(B12); 3.105/3/2-3.106/2/4(SD10).

Thames Path National Trail

1.5/3/2; 2.10/3/4; 3.24/3/6(HC11); 3.33/1/2; 3.43/2/1; 3.45/1/3; 3.48/1/3; 3.51/2/2; 3.61/3/2; 3.62/1/2; 3.66/2/1; 3.72/1/2-3.73/1/2(RT10); 3.77/1/3 (RT16); 3.81/2/1; 3.82/1/1; 3.82/1/2; 3.83/1/2 & 3/2; 3.90/2/2, 3/1, 3.91/1/1(M8), 2/1 & 2/2(M10); 3.92/1/1; 3.97/Fig.3.7; 4.3; 4.14/1/7; 4.15; 4.23/2/4; 4.24/3/8; 4.25/1/1 & 1/2; 4.26; 4.39; 4.50; 4.63; 4.72/1/6; 4.74/3/4; 4.76; 4.90.

Thames Policy Area

3.3/1/1-3.4/1/2; 3.4/1/2(BD1) & 2/4(BD3); 3.42/2/4; 3.49/1/3 & 3/4(LOS7); 3.100/3/2(SD1); 3.106/2/3(SD10).

Tidal/Estuarine

1.2/2/2; 3.42/1/1; 3.56/1/1; 3.66/2/3; 4.72/2/1.

Topic Reports

0.4/2/1.

Tow Path

3.22/1/1, 2/2(HC4) & 3/4 (HC5); 3.23/2/2; 3.33/1/2; 3.39/3/2; 3.42/1/2; 3.45/1/3 & 2/3(LOS2); 3.47-3.49; 3.47/3/3; 3.48/1/2, 1/3, 2/1, 2/2 & 3/2(LOS6); 3.49/1/1(LOS6); 3.59/3/2; 3.60/1/1; 4.13/1/1, 2/2 & 2/3; 4.38/3/6; 6.6.

Trees/Woodland/Green Edge

3.41/Fig.3.3; 3.43/1/1 & 2/1; 3.46/3/1 & 3/3(LOS4); 3.47/3/3; 3.49/1/1(LOS6) & 3/3; 3.51/2/1; 3.52/2/1(LOS11), 2/2 & 3/1 & 2; 3.54/Fig.3.4; 3.59/2/3-3.60/3/1(B4); 3.68/1/2; 4.13/3/4; 4.14/1/6 & 1/8; 4.24/2/2; 4.25/2/2; 4.48/1/4; 4.61/2/9; 4.74/3/3; 4.75/1/2; 4.88/1/4 & 1/7.

Tributaries/Outfalls/Lost Rivers

1.3/1/1; 3/11/1/1; 3.14/3/2-3.15/1/1(RC12); 3.16/3 (RC16)-3.17/1(RC17); 3.19/ Fig.3.1; 3.42/3/1; 3.54/Fig.3.4; 3.56/3/1-3.57/2/2(B1); 4.3; 4.15; 4.25/1/9; 4.26; 4.39; 4.48/2/5 & 2/6; 4.50; 4.63; 4.76; 4.88/3/1; 4.89/1/5; 4.90; 6.6-6.7.

Unitary Development Plans (UDPs)

2.13/2/1-2.15/2/5; 3.30/3/2(VL1); 3.62/3/3(B9); 3.98/2/1; 3.101/3/2(SD2); 3.103/ 3/2 & 3/3; 3.104/1/2(SD5), 3/2 & 3/3; 3.106/2/3(SD10); 3.106/3/1; 3.107/2/2; 4.23/2/7; 5.3/2/3(DM3); 5.13(DM13).

Vehicular Traffic/Public Transport

3.23/3/3(HC7); 3.35/3/2; 3.50/3/1, 3/2 & 3/3(LOS9); 3.83/3/3; 3.87/3/2-3.89/2/1; 4.23/2/6; 4.24/1/1 & 3/4; 4.61/1/5; 4.74/1/4; 4.95/2/4.

Views/Prospects/Panoramas

3.30-3.40(VL1-VL8); 3.30/2/3 & 3/2(VL1); 3.31/3/1; 3.32/1/1 & 2/1; 3.33/1/1, 1/ 2 & 2/1; 3.34/1/1 & 3/3(VL2); 3.41/Fig.3.3; 3.42/3/2; 3.47/3/3; 3.50/2/1(LOS8);

3.100/1/1; 3.101/3/3(SD3); 3.104/2/1(SD5); 3.115/1/1, 2/1 & 3/2; 3.116/2/1, 3/3 & 3/4; 4.13/1/2; 4.24/2/2, 3/2 & 3/5; 4.38/1/3, 2/1 & 3/9; 4.48/3/3; 4.61/1/6, 2/ 7, 2/8 & 3/2.

Visitor Information

3.78/3/1-3.79/3/2.

Wasteland

3.61/1/5 -3/1(B5).

Water Pollution

3.5/1/1; 3.56/2/3 & 2/5; 3.56/1-3.57/2/2; 4.38/3/1.

Wharves/Safeguarded Wharves

1.6/1/3; 3.4/3/2; 3.14/2/5, 3/2 & 3/3; 3.15/1/1(RC12); 3.16/2/4(RC15/M21); 3.19/ Fig.3/1; 3.22/1/1, 1/2, 2/1 & 3/4(HC5); 3.23/2/2; 3.47/1/1; 3.70/3/1; 3.87/1/ 2; 3.94/3/2-3.95/1/3(M19, M20, M21); 3.99/1/4; 3.106/3/1-3.108/1/4(SD11, SD12, SD13); 3.120/ Fig.3.8; 4.3; 4.15; 4.26; 4.39; 4.48/2/1; 4.50; 4.63; 4.76; 4.90; 4.61/2/1; 4.72/2/3; 4.74/1/5; 4.95/1/6; 5.12-5.13 (DM9)

Glossary

Accessibility

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

Biodiversity

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

Biodiversity Action Plan

A plan that sets objectives and actions for the conservation of biodiversity, with measurable targets. The London Biodiversity Action Plan is being produced by the London Biodiversity Partnership, which includes the Greater London Authority.

Blue Ribbon Network

An emerging policy area designation for the river Thames and other waterway corridors to be developed as part of the Mayor's London Plan (Spatial Development Strategy).

Brownfield

Any land or premises which has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. The land may also be vacant, derelict or contaminated but excludes parks, recreation grounds, allotments and land where the remains of previous use have blended into the landscape, or have been overtaken by nature conservation value or amenity use.

CSO

Combined sewer overflow.

Demesne

A historical term, deriving from the Latin and French for "of a lord", meaning feudal manorial land, private grounds with a mansion, or an extensive landed property. It can also be used to mean land used by the owner, rather than leased to others.

Drawdock

Water inlet with side walls and hard ramp from foreshore up to ground level, for launching and recovery of boats and for loading and unloading.

Green Chains

Linked but separate open space and the footpaths that link them.

Green corridor

Relatively continuous areas of open space leading through the built environment, which may link sites to each other and to the Green Belt. They often consist of railway embankments and cuttings, roadside verges, canals, parks, playing fields and rivers. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Habitat

The environment required to sustain animals, plants and other species. It includes air, water and soil, as well as other living things. In the London habitat survey, the habitat categories are mainly types of vegetation.

Hard

Stretch of sloping beach used for access to and from the river.

Hydrology/Hydrological

Science of the properties, laws etc of water, especially of its movement on, under and above land.

Hydrosere

Plants colonizing fresh water: the sequence of plant communities that colonize the site when shallow open water becomes gradually silted up and transformed into forest or bog.

London Bus Initiative (LBI)

A package of measures on bus services, including bus priority and service improvements, which seek to improve total journey quality, and is delivered by a partnership of agencies. London Bus Priority Network (LBPN) A 860km bus network covering the main bus routes in which bus priority and other traffic management measures are introduced to improve reliability and reduce overall long journey times.

London Cycle Network (LCN)

An initiative aimed at improving cycle access to key destinations and increasing cycle safety, including a network of designated cycle routes (currently 2900 km in length).

Metropolitan Open Land

Strategic open land within the urban area that contributes to the structure of London. It carries the same presumption against development as Green Belt.

Mixed Use Development

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

Multi-Modal Transport

Multi-modal transport strategies are designed to achieve a better balance between the different modes or types of travel - providing a viable choice of options and encouraging a shift from dependence on the private car to alternatives such as public transport, cycling, walking and river travel. They play an increasingly important role in national, regional and local transport planning.

Retired/Retreated Flood Defences

Where the flood defence level perimeter line is taken back from the top of the river bank, to increase/create flood containment capacity within the river channel extended for the purpose.

Section 106 Agreements

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.

Site of Special Scientific Interest

Sites of special ecological or geological interest, designated by English Nature and notified under the Wildlife and Countryside Act 1981 (as amended).

Sites of Importance for Nature Conservation (SINCs)

A series of sites identified originally by the Greater London Council, and then the London Ecology Unit, London boroughs and Greater London Authority, chosen to represent the best wildlife habitats and emphasising the value of human access. Sites are classified into Sites of Metropolitan, Borough and Local Importance for Nature Conservation. Procedures for identification of this series were approved by the Mayor.

Slipway

Hard ramp from foreshore to ground level for launching and recovery of boats.

Spatial Development Strategy

The Strategy being prepared by the Mayor to replace existing strategic planning guidance for London (RPG3). The Mayor calls it the London Plan.

SuDS

Sustainable Urban Drainage Systems.

Sustainable Development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is often summed up by the phrases ‘think globally act locally’ and ‘don’t cheat on your children’.

Sustainable Residential Quality

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

Transport Development Areas

Well designed, higher density, mixed-use areas situated around good public transport access points in urban areas. Within a TDA, boroughs grant permission for higher density development compared with existing development plan policy, provided that the developer contributes towards providing public transport and meeting other local transport objectives

Urban Renaissance

Rediscovery of the opportunities offered by cities to sensibly accommodate changing population, work and leisure patterns through the creation of practical, safe and efficient urban areas which offer a vibrant and desirable quality of life, a vision of towns, cities and suburbs which offer a high quality of life and opportunity for all, as set out in *Towards an Urban Renaissance, The Report of the Urban Task Force, June 1999*

Waymarking

Signs marking specific routes and ways to specific destinations.