

## LD20 Modifications and Minor Modifications, March 2019

This table shows changes to be made following the Regulation 19 'Publication' version of the Revised Local Plan. Page numbers refer to those within this illustrative document (LD5).

Modification number	Page number	Paragraph number	Change to be made	Link to representation(s) (if applicable)
M1	Policies Map	n/a	Policies Map Extension of East Village town centre boundary to include retail uses that are being developed within the plots N06.	PRN.045
M2	6	Para 1.5	Inclusion for replacement text once revised Plan has been adopted.  <u>The Legacy Corporation as Local Planning Authority is a limited lifespan authority. This Local Plan is the adopted development plan for the purpose of all planning decisions within the Legacy Corporation area until such time as planning powers are returned to the Four Boroughs, and beyond that until such time as it is superseded by revisions to the relevant borough local plans that reincorporate their part of the Legacy Corporation area within those plans".</u>	PRN.015
M3	90	Policy BN.2	<u>8. Protect essential waterway infrastructure</u>	PRN.034
M4	96	Policy BN.4	<u>7. Ensuring surrounding open spaces, including waterways and canals, receive adequate levels of daylight and sunlight.</u>	PRN.025
M5	114	Policy BN.14	<u>6. Account is taken of any potential impact on any Groundwater Source Protection Zone.</u>	PRN.031
M6	209/Policies Map	SA2.4	Extension of the site allocation boundary to include the whole land which was previously included as Zone 5 of the Chobham Farm development and already has extant permission.	PRN.033
M7	111	Policy BN.11	<u>M7: Where an air quality assessment shows that a proposed development may result in significant effects on habitats within</u>	

			European Sites a Project Level Habitats Regulations Assessment (HRA) should be undertaken and submitted with any planning application.												
M8	111	Para 6.42	<p>M8-....The requirements of the Habitats Directive (EC Directive 92/43/EEC on the Conservation of Habitats and Natural Fauna and Flora) are transposed into law in England and Wales by the Conservation of Habitats and Species Regulations 2017. Under Article 6 of EC Directive 92/43/EEC (the Habitats Directive), an assessment (Appropriate Assessment) is required where a plan or project may give rise to significant effects upon any European Sites. There are no European Sites are located within the LLDC area boundary. However, European Sites outside of the boundary may be affected by activities undertaken within the LLDC area if they are connected through an impact pathway, for example, hydrological links or impacts upon air quality. These sites are identified below.</p> <table border="1"> <thead> <tr> <th><u>Name of site</u></th> <th><u>Status</u></th> <th><u>Distance from LLDC boundary</u></th> </tr> </thead> <tbody> <tr> <td><u>Lee Valley Special Protection Area</u></td> <td><u>SPA</u></td> <td><u>3.4km north west</u></td> </tr> <tr> <td><u>Lee Valley Ramsar site</u></td> <td><u>Ramsar</u></td> <td><u>3.4km north west</u></td> </tr> <tr> <td><u>Epping Forest Special Area of Conservation</u></td> <td><u>SPA</u></td> <td><u>2.9km north east</u></td> </tr> </tbody> </table> <p>An Appropriate Assessment of this Plan has concluded that any application coming forward as a result of Local Plan designation should be subject to a detailed project level HRA where:</p> <ul style="list-style-type: none"> <li>• <u>The proposed development involves or requires the abstraction of water from the Lee Valley; and / or</u></li> <li>• <u>An air quality assessment shows that a proposed development would result in significant effects on habitats within European Sites.</u></li> </ul>	<u>Name of site</u>	<u>Status</u>	<u>Distance from LLDC boundary</u>	<u>Lee Valley Special Protection Area</u>	<u>SPA</u>	<u>3.4km north west</u>	<u>Lee Valley Ramsar site</u>	<u>Ramsar</u>	<u>3.4km north west</u>	<u>Epping Forest Special Area of Conservation</u>	<u>SPA</u>	<u>2.9km north east</u>
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M9	114	BN.14	<u>Where a proposed development involves or requires the abstraction of water from the Lee Valley a Project Level Habitats Regulations Assessment (HRA) should be undertaken and submitted with any planning application.</u>	
M10	114	Para 6.51	<u>....Paragraph 6.42 sets out the background to why a Project Level HRA may be required in the context of abstraction of water and air quality.</u>	

Minor modification number	Page number	Paragraph number	Change to be made	Link to representation(s) (if applicable)
MM1	Policies Map	n/a	Remove the boundary for the Central Activities Zone (CAZ) reserve	PRN.040
MM2	1	n/a	Section 4 Developing business growth, jobs, <u>higher education and training and lifelong learning</u>	
MM3	15	Para 3.2	Insert: <b>Visit-</b> <u>Create a diverse, unique, successful and financially sustainable visitor destination</u>	
MM4	21	n/a	Planning for and <u>bringing</u> forward new schools	
MM5	24	n/a	Policy 1.4 Improving the public realm in <u>Hackney</u> <del>hackney</del> Wick and Fish Island	
MM6	30	Policy B.1 (5a)	Proposals involving a change from B2 or B8 Use Class floorspace (including working yardspace) shall re-provide industrial floorspace capacity within the same use class category or, <u>where appropriate</u> , intensify capacity through increased job densities within other B Use Classes, according to location by applying the town centres first principle; or	PRN.011
MM7	31	Para 4.8	Strengthening the foundations of creative and cultural industries including through a <del>potential</del> <u>the</u> Creative Enterprise Zone together with new economic uses at Hackney Wick and Fish Island will provide a crucial environment for the stimulation of growth, while heavier	

			industries and transportation uses largely towards the south of the area and within the employment clusters provide for more established employment requirements.	
MM8	31	Para 4.9	The Draft New London Plan requires that the Legacy Corporation area 'retains capacity' of industrial land <u>which involves a no net loss of industrial capacity.</u>	PRN.011
MM9	32	Para 4.13	The Town Centre boundaries are shown on the Policies Map, <del>which also shows the Metropolitan Centre boundary as being the location for the potential Central Activities Zone (CAZ) reserve.</del>	PRN.040
MM10	32	Para 4.13	Proposals of <del>this scale</del> <u>over 2,500 sqm</u> should also consider the provision of space suitable for SME including affordable workspace or low-cost business space, see Policy B.4. Table 4 sets out further detail of the role of each Centre in relation to main town centre uses.	PRN.011
MM11	32	Para 4.14	The boundaries of each of the employment cluster designations are shown on the Policies Map. Table 3 makes clear what balance of uses and form of development will be suitable within each location as well as setting out the potential for intensification, consolidation and colocation. For the purposes of clarity, due to the limited amount of storage and distribution uses within the LLDC area it is not considered that substitution will be appropriate, <u>however such uses are of particular importance in support for the CAZ despite their relatively low job densities.</u> The existing industrial floorspace capacity balance and density will be maintained.	PRN.011
MM12	32	Para 4.14	The Draft New London Plan identifies three categories of industrial land: Strategic Industrial Locations (SIL), Locally Significant Industrial Sites (LSIS), and Non-Designated Industrial Sites. The industrial and associated specialisms of Here East (Hackney Wick) focus on technological and creative industries, therefore is also identified within Table 3 as a new local category of SIL (Strategic Technology Cluster). <u>At this location the priority will be retention of industrial capacity, including uses which support existing site functions.</u>	PRN.011
MM13	32	Para 4.14	... <u>Within or adjacent to SILs proposals should not compromise the integrity or effectiveness of the location in accommodating industrial</u>	PRN.008 PRN.011

			<p>type activities and their ability to operate on a 24-hour basis. For all clusters, where <del>where</del> identified within Table 3, residential will be appropriate when the employment-generating potential and industrial floorspace capacity are maintained and amenity and servicing issues have been addressed.</p>	
MM14	32	Table 3	<p>(B.1a1) A range of complementary employment uses within B1 and B8 Use Classes, D1 and <u>higher</u>/further education uses, including creative and technology-based industries, light industrial, offices, research and development, media, broadcasting and production uses, culture/arts and smaller workshops. Also including supporting uses of conference facilities within D2 Use Classes, and small-scale retail and leisure.</p>	PRN.014
MM15	33	Footnote 6	<p>Homes and Communities Agency: Employment Densities Guide <del>2010</del> <u>2015</u> provides a good indication of average space per full-time equivalent employee.</p>	
MM16	37	Case Study 1	<p><b>Case Study 1: Hackney Wick and Fish Island Creative Enterprise Zone proposal</b></p> <p>In <u>December 2018</u> it was confirmed that the <u>joint proposal by the London Legacy Corporation, London Borough of Hackney and London Borough of Tower Hamlets submitted a joint proposal for was successful in receiving</u> Creative Enterprise Zone status. <del>At the time of writing the proposal has reached the final 10 it is yet not known whether it will be successful. However, an</del> <u>An</u> extensive amount of work has taken place to promote such a CEZ within the Hackney Wick and Fish Island area. Although not a planning initiative there are clear links between the two including a shared evidence base in the Combined Economy Study (2018).</p> <p>As a Creative Enterprise Zone, HWFI <del>would</del> <u>will</u> benefit from an overarching economic strategy which is also supported by policies within the Local Plan, such as the emphasis on support for businesses within flourishing sectors on the economy (SP.2); protection of the current supply of a range of traditional manufacturing and heavier</p>	

			<p>industries whilst encouraging the forms of appropriately located and designed workspace appropriate to new and existing creative, productive and cultural industries, enabling them to thrive within the area (B.1); and support for the provision of new affordable workspace and low cost business space secured at submarket rates in particular where existing space is present (B.4). Policies supporting the new Neighbourhood Centre at Hackney Wick also acknowledge the unique circumstances of the area and the close relationship with employment space and a model of dispersal of these uses across the centre (B.2).</p> <p>In addition, the area benefits from various socio-economic programmes and investment, including business development programmes, employment and skills programmes and community capacity building programmes. These initiatives and emerging projects fall within the categories of new creative clusters and networks; creative production space; business development; enterprise and skills; and community links and socially inclusive spaces. Together these will create a single form of governance, provide new spaces, supply chain support, showcasing a cultural strategy, partnerships with schools and other training organisations and engagement with outside community and community representatives.</p>	
MM17	44	Policy B.3	5. The uses will have no unacceptable adverse impacts <u>including</u> on the amenity or function of the existing permanent business or residential community.	PRN.034
MM18	55	Para 5.5	The draft New London Plan (2017) sets out <u>a strategic target of 50% affordable housing across London. The Legacy Corporation will apply the Mayor's</u> <del>an</del> affordable housing threshold of 35 per cent affordable homes <del>across London</del> , including 50 per cent on public sector land, and industrial land where there is a net loss in industrial floorspace capacity. It also sets out the requirement for an equivalent of 35 per cent affordable delivery on non-self-contained residential accommodation therefore monitoring will be based upon the proportion of affordable housing achieved over the monitoring year, rather than against an	PRN.011 PRN.040

			absolute figure. For the avoidance of doubt, in accordance with draft New London Plan policy H13 and the Affordable Housing and Viability SPG this applies to Build to Rent tenures as well as traditional, build for sale. Policies H.1 and H.2 provide further detail in relation to housing mix and affordable housing requirements. Delivery will be reported annually in the AMR.	
MM19	60	Policy H.2	...Financial contributions will only be acceptable <u>in exceptional circumstances</u> when on-site provision and all potential off-site options have been fully explored and discounted, and linked to a particular site or proposal.	PRN.011
MM20	61	Para 5.21	Policy H.2 will apply to all residential schemes <del>over</del> <u>of</u> 10 units or more or on sites of over 0.5 hectares, including future changes of use of residential floorspace. Proposals which provide affordable housing at the relevant threshold as set out within SP.2 without public subsidy, meet the 60/40 tenure mix requirement as above and all other Local Plan policy requirements can qualify for the Fast Track Route (FTR). All other proposals shall be assessed under the Viability Tested Route (VTR). This will mean that the scheme's viability will be tested at the application stage, and further viability testing will be secured via Section 106 Agreements using the formula and the process set out within the Mayor's Affordable Housing and Viability SPG to secure early, mid and late stage reviews (as appropriate). Viability re-appraisal will also be secured within FTR schemes for circumstances where an agreed level of progress has not been met within two years. For Build To Rent schemes to qualify for the FTR the tenure mix should consist entirely of Discounted Market Rent with 60 per cent being offered at a discount equivalent to London Affordable Rent, 30 per cent as London Living Rent and the remainder offered at equivalent rates to other intermediate housing offers. All other tenure mixes will be subject to the VTR. In accordance with the Draft New London Plan Estate regeneration schemes should go through the VTR. Policy H.2 will apply to all residential schemes <u>of 10 units or more</u> <del>over 10 units</del> .	PRN.011

MM21	61	Para 5.22	<u>The principle of mixed and inclusive communities is essential to the design, location and layout of affordable housing across development schemes. Schemes should be designed to aid social cohesion and inclusiveness on a development and individual block-scale. This will involve careful consideration of the management and location of affordable units, including how affordable units may be ‘pepper-potted’ or dispersed across the whole development and where feasible, shared entrances for different tenures. Where affordable housing is provided as dedicated blocks within a larger scheme the affordable housing units should be appropriately located across the site, avoiding parts of the site which may be more constrained or less accessible. Affordable accommodation should be indistinguishable externally from other tenures. Schemes should also ensure a consistency of landscape and public realm design and management across the development as a whole.</u>	PRN.007
MM22	62	Para 5.23	.....For the purposes of clarification, non-self-contained older person’s accommodation will be monitored on the basis of <u>1-3</u> bedspaces accounting for a single home.	PRN.011
MM23	63	Para 5.25	The Legacy Corporation does not have an indicative benchmark target within the London Plan; however, it will seek to provide accommodation to meet strategic and local requirements. To enable occupants of specialist accommodation to carry out day-to-day tasks, proposals should be located within easy access of public transport, social infrastructure and Centres, as defined within Table 4. <u>Taking these matters into consideration all site allocations are considered suitable for specialist older persons accommodation.</u>	PRN.011
MM24	63	Para 5.24	...specialist viability appraisal. <del>31</del>	
MM25	66	Para 5.30	...are considered most appropriate for PBSA due to the enhanced <u>walking, cycling and public transport accessibility...</u>	PRN.013
MM26	71	Para 5.40	Large-scale shared living is defined by the draft New London Plan as schemes containing 50 or more non-self-contained bedspaces as described above, <u>however for the purposes of this policy shared living proposals of any scale are defined by the above criteria.</u>	PRN.010



MM27	92	Para 6.13	In support of the aims of the Thames River Basin Management Plan (TRBMP) and Water Framework Directive, all developments along the waterways will need to integrate Sustainable Drainage Systems (SuDS), including the use of oil and petrol interceptors, effective setbacks from watercourses, the naturalisation of the banks <u>and green edges to rivers (either in banks or within the concrete channels, when there are developments within the riparian zone)</u> , and other measures that will improve the management of surface water run-off <u>and biodiversity</u> .	
MM28	98	Para 6.24	<i>(Add to end of new paragraph)</i> <u>That benefit would need to be relevant to the development proposed and relate to specific requirements set out in relevant policies or site allocations within this Local Plan.</u>	PRN.011
MM29	114	Para 6.51	<u>The Legacy Corporation area includes a number of groundwater Source Protection Zones (SPZs) and development having an unacceptable effect on these may be considered unacceptable. It will be important for applicants to discuss ground contamination issues with the relevant borough Environmental Health team where this may be an issue and, where there is potential for an impact on a SPZ, to discuss this with the Environment Agency.</u>	PRN.031
MM30	126	Para 7.5	3. Improvements to public transport and improved access <u>and capacity</u> to stations in the area... Such schemes include an integrated congestion relief scheme (comprising new access and interchange) at the new entrance at Stratford station....  <u>...6. Improvements to Stratford station as part of an integrated congestion relief scheme access and station upgrade.</u>	PRN.013
MM31	128	Para 7.8	Transport for London (TfL) and Network Rail are working closely together to develop Crossrail 2. The proposed route map as confirmed in <del>2015</del> <u>the 2018 Mayor's Transport Strategy</u> would provide a link across London's southwest to northeast corridor <del>from the north east to the south west</del> . The concept of an eastern branch has previously been explored and focused on an alignment through Hackney, <u>Newham and beyond</u> <del>and Haringey and Network Rail branches</del> . An eastern branch	PRN.013

			could provide significant benefits to the Legacy Corporation area and continues to be a priority for the growth boroughs that it would include.	
MM32	130	Para 7.13	and <del>new platforms</del> network capacity improvements at Stratford station.	PRN.013
MM33	135	Figure 25	Amend to correct location of Jupp Road bridge enhancement and amend to show Principal Connection enhancement for whole of Stratford station.	PRN.013
MM34	135	Figure 25	Amend to correct IQL to Stratford Waterfront as off-road connection.	PRN.040
MM35	155	Policy S.7	To include reference to Tower Hamlets waste policies: <u>S.MW1: Managing our waste</u> and <u>D.MW2: New and enhanced waste facilities which are relevant.</u>	PRN.010/PRN.012
MM36	161	Policy S.10: Flood risk and Policy S.11 Sustainable drainage measures and flood protections	The following wording is moved from the end of Policy S.11 to the end of Policy S.10 for clarification: <u>'Where development is proposed on a site that includes an existing flood defence structure, development proposals should be designed to maintain the integrity of existing structure. Where the need for new or improved flood defences have been identified, relevant planning applications should demonstrate that allowance has been made for the relevant works to take place, including sufficient access for construction. Where a development proposal is dependent on the provision, improvement or repair of a river wall or other flood defence structure, these works should be included within the development applied for within the planning application.'</u>	PRN.031
MM37	162	Para 8.28	<u>Undercroft flood storage and attenuation tanks should be avoided and, wherever possible, level for level and volume for volume flood storage be achieved when designing flood risk mitigation measures for schemes.</u>	PRN.031
MM38	189	SA1.3 Hepscott Road	Correction to policy reference in site allocation text at bullet point 6 replacing <del>N.2</del> with <u>S.7.</u>	PRN.010
MM39	199	Para 11.1	The Chobham Farm development, providing new homes, open space and local retail use, is equally well underway, <del>phase one</del> <u>Zone one</u> is completed with <del>zone</del> <u>Zones two and four</u> being currently under construction, and the <del>central section</del> <u>Zone 3</u> yet to come forward.	PRN.033

MM40	207	Illustration map	Plot N16 to be shown as a development parcel.	PRN.045
MM41	209	SA2.4	<ul style="list-style-type: none"> <li><u>The amount and type of non-residential use should be determined by applying Policy B.1</u></li> </ul>	PRN.033
MM42	209	Relevant Planning History	12/00146/FUM – the <del>eastern</del> <u>western</u> part of the site...	PRN.033
MM43	209	SA2.4	<ul style="list-style-type: none"> <li>Minimise impacts on residential amenity from railway line to the west and adjoining community building to the north, <u>and on existing residential communities to the east.</u></li> </ul>	PRN.044
MM44	214	Para 12.3	<ul style="list-style-type: none"> <li><u>Enhancing access to and internal capacity at Stratford station</u></li> </ul>	PRN.013
MM45	216	Policy 3.1	<u>7. Ensure development contributes to the development of new connections to the eastern part of the centre (within the London Borough of Newham planning area) and the functionality of the Metropolitan Centre as a whole.</u>	PRN.044
MM46	216	Para 12.7	Any proposals for large-scale town centre uses should be focussed within the existing town centre boundary ( <u>including within London Borough of Newham’s planning area</u> ), or where identified as a potential location for expansion.	PRN.044
MM47	219	Policy 3.3	The Legacy Corporation will work with its partners to promote improved connectivity and public realm improvements shown as key connections, key connections to be enhanced and principal connection improvements within Figure 35, in particular a new pedestrian bridge from Jupp Road and facilitating a <del>western entrance to</del> <u>new entrances and interventions at Stratford Regional Station.</u>	PRN.013
MM48	219	Para 12.13	The excellent accessibility of the Sub Area is compromised in some locations by physical barriers of roads, railways and waterways, <u>and by the capacity constraints experienced at Stratford station</u>	PRN.013
MM49	219	Para 12.14	The Legacy Corporation will work in partnership with other relevant bodies including local communities to improve connections and station capacity and multi-modal interchange, particularly on key projects, such	PRN.013

			as the Jupp Road bridge and <del>improvements to the western new</del> <u>entrances and interventions</u> to Stratford Regional Station...	
MM50	219	Policy Number	Policy <del>3.2</del> <u>3.3</u> Improving connections around central Stratford	
MM51	220	Figure 36	Amend to correct location of Jupp Road bridge enhancement and amend to show Principal Connection enhancement for whole of Stratford station.	PRN.013
MM52	220	Figure 36	Amend to correct IQL to Stratford Waterfront as off-road connection.	PRN.040
MM53	221	Para 12.15	..... The allocation of sites to become a focus for retail, leisure and office development at Stratford and a destination for high-profile visitor, education, sporting and cultural attractions will be a further catalyst for change, enabling the economy to build on its current strengths, accelerating the performance and transformation of east London. <u>The development of other significant development plans across sites within the town centre may also support this role of the Metropolitan Centre.</u>	PRN.036
MM54	223	SA3.1	Key connections shall be enhanced: to the north to East Village; from Stratford town centre to the east; from <del>Montfichet</del> <u>Montfitchet</u> Road	PRN.013
MM55	225	Size	<del>8.3ha</del> <u>7.0ha</u>	
MM56	226	Size	<del>3.5ha</del> <u>3.7ha</u>	
MM57	227	SA3.4	<ul style="list-style-type: none"> <li>“• Maximise and reflect in any new development or public realm improvement the potential arising from pedestrian movement to and from a new <u>southwestern</u> entrance to Stratford Regional Station and improvements to the Jupp Road bridge</li> <li>•The identified <u>options</u> for the new <del>western</del> <u>entrances</u> at <del>to</del> Stratford Regional Station <u>and delivery of a western overbridge</u> should be incorporated into redevelopment proposals for this site</li> </ul>	PRN.013
MM58	229	Size	<del>4ha</del> <u>3.8ha</u>	
MM59	230	SA3.6	Provide affordable housing across the portfolio sites (site allocations SA3.2, SA3.5, SA3.6 and SA 4.3) based on an affordable housing threshold of 50 per cent, <u>and in accordance with Policy H.2 applying an affordable housing threshold of 35 per cent on public land or industrial land where there is a net loss of industrial floorspace capacity.</u>	PRN.035

MM60	240	Policy 4.3: Station Improvements	In considering proposals to improve Bromley-by-Bow Station, to further enhance the existing improvements that have been made, the Legacy Corporation will support proposals that improve accessibility <u>and capacity</u> to and within the station and enhance its visual presence within the area.	PRN.013
MM61	240	Para 13.8	Improvements are proposed at Bromley-by-Bow station to improve accessibility <u>and capacity</u> , create step-free access...	PRN.013
MM62	261	Table 15: Local Plan Key Performance Indicators	<del>12 Reducing Car Usage — Number of car club spaces approved — 4,5</del>  (re-number remaining)	
MM63	269	Appendix 3- Heritage Assets	(Appendix 3 as shown on page 221 of the Revised Local Plan Schedule of Changes has incorrectly omitted the following heritage assets (shown correctly on page 269 of the Illustrative version)).  67 Warehouse at 133 -135 Stratford High Street, Non-Designated 68 The Sugar House, Sugar House Lane, Non-Designated 69 Dane Building, 7 Sugar House Lane, Non-Designated 70 Sugar House Lane Chimney 1, Non-Designated 71 Sugar House Lane Chimney 2, Non-Designated 72 Sugar House Lane Chimney 3, Non-Designated	
MM64	273	Appendix 5- Glossary	<b>Affordable housing-</b> housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions: (NPPF).  <u>London Affordable Rent (LAR) is rent and Social Rent homes are for households on low incomes with where the rent levels are based on social rent levels the formulas in the Social Housing Regulator’s Rent Standard Guidance. The rent levels for Social Rent homes use a capped formula and London Affordable Rent homes are capped at benchmark levels published by the GLA. The NPPF defines affordable rent as up to 80 per cent of market rent, however, to ensure rents in London are</u>	PRN.051

			<p><u>genuinely affordable, the Mayor expects rents charged for homes let for London Affordable Rent to be set at benchmarks substantially below this level, based on traditional social rents. Rents for both are significantly less than 80 per cent of market rents, which is the maximum for Affordable Rent permitted in the NPPF. More detail is contained within the Mayor's Homes for Londoners Affordable Homes Programme 2016-21 funding guidance. These homes will be allocated in accordance with need (based on the borough's allocations policy).</u></p> <p><u>London Living Rent (LLR) offers Londoners on average incomes a lower rent, enabling them to save for a deposit. The Mayor is introducing LLR as an intermediate affordable housing product with low rents that vary by ward across London. Where funded by the Greater London Authority, LLR will be a Rent to Buy product, with sub-market rents on time-limited tenancies, which will help households on average income levels to save for a deposit. As London Living Rent can be a step to homeownership, it can be considered as an affordable homeownership product<sup>49</sup>.</u></p> <p><u>London Shared Ownership is an intermediate ownership product which allows London households who would struggle to buy on the open market, to purchase a share in a new home and pay a low rent on the remaining, unsold, share.</u></p>	
MM65	275	Appendix 5- Glossary	<p><b>District Centre-</b> Provide convenience goods and services for local communities and accessible by public transport, walking and cycling. Typically, they contain <del>10,000</del> <u>5,000</u>–50,000 sqm of retail, leisure and service floorspace. Some District centres have developed specialist shopping functions.</p>	PRN.038
MM66	277	Appendix 5- Glossary	<p><b>Higher Education-</b> education beyond the secondary level, especially education at the college or university level</p>	PRN.015
MM67	277	Appendix 5- Glossary	<p><b>International Centre-</b> London's globally-renowned retail and leisure destinations, providing a broad range of high-order comparison and specialist shopping, integrated into environments of the highest</p>	

			<u>architectural quality and interspersed with internationally-recognised leisure, culture, heritage and tourism destinations. These centres have excellent levels of public transport accessibility.</u>	
MM68	281	Appendix 5- Glossary	<b><u>Travel Plan</u></b> - Travel plans are long term management strategies which should support sustainable and active travel at both new and existing developments.	