building on success

Miscellaneous Matters

Partial Review of the Core Strategy

Adopted: 3rd December 2014

THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Contents

Chapter 1: Setting the Scene

Introduction

1.1 What is the Local Plan?

1.1.1 The Local Plan sets out the future development of the Borough over the next 20 years. It looks ahead to 2028 and identifies where the main developments will take place, and how places within the Borough will change - or be protected from change - over that period. It contains the Council's planning policies.

1.1.2 The Local Plan forms part of the Development Plan. It is a Development Plan Document. It has to go through an Examination in Public by an independent Government Inspector before it can be adopted by the Council Local Plan.

1.1.3 The London Plan, prepared by the Mayor of London, also forms part of the Development Plan.

1.1.4 The Council will keep the Local Plan up to date. Any reviews will be set out in the Local Development Scheme (LDS), updated annually, which the Secretary of State and the Greater London Authority (GLA) have a power of direction over. The current LDS can be viewed on the Council's website.

1.1.5 The role of the Development Plan is to guide decision making on planning applications. When planning applications are received, they are assessed against the Development Plan to see whether planning permission should be granted or not. Section 38(6) of the Planning and Compulsory Purchase Act 2008 requires that "where in making any determination under the planning acts, regard is to be had to the development

plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise*".* This allows a common sense approach to the implementation of the Plan. In limited situations we may have to refer applications to the Government as a 'departure' from the Development Plan.

1.1.6 The policies in the Local Plan follow the approach of the presumption in favour of sustainable development and show how it is expressed locally. The Council will ensure that planning applications that accord with policies in the Local Plan and the London Plan (and where relevant with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

1.1.7 The Local Plan is closely related to the Community Strategy, which is prepared by the Kensington and Chelsea Partnership. The Community Strategy sets out the strategic vision for the Borough and is linked into overarching regional strategies. It provides the vehicle for considering and deciding how to address cross-cutting issues such as the economic future of an area and social exclusion. The Local Plan takes this and explores what the implications are for the way the Borough will develop.

1.1.8 But the Local Plan has a role beyond that of managing future development proposals. It looks at the Borough as a whole, and all the many agencies that affect the way places change, and sets out shared visions for use by all agencies in deciding the future direction of places.

1.1.9 Thus, while the Local Plan forms part of the Development Plan and is therefore central in assessing planning applications, it also has a much wider application than 'just' planning. The technical phrase used is that the Local Plan should be the 'spatial expression of the Community Strategy', in other words, what is going to happen, when, and who will make it happen. It is the geographical expression of the Community Strategy, and as such is a corporate document guiding the future of the Borough, as influenced by a whole range of services offered by the Council and its partners.

1.2 Policy Framework

National Legislation and Guidance

1.2.1 The Local Plan is prepared within a hierarchical framework of planning policy for England. At the top of the hierarchy are the various Planning Acts, the National Planning Policy Framework (NPPF) issued by the Government in March2012. Legislation requires local authorities to be consistent with the NPPF in preparation of their plans. What this means is that as a general rule of thumb we should follow national policy but if there are good reasons why it is not appropriate for us, we can prepare our own policy, so long as we can justify our different approach. The Local Plan takes account of Government guidance as set out in the NPPF, particularly the requirement presumption in favour of sustainable development

1.2.2 In exercising our function of the preparation of development plan documents, we three statutory duties: to contribute to the achievement of Sustainable Development; always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings, and the duty to co- operate with other authorities.

1.2.3 In addition, development plan documents (taken as a whole) must include policies designed to secure that the development and use of land contribute to the mitigation of, and adaptation to, climate change.

The London Plan

1.2.4 Below national policy sits the London Plan. This is prepared by the Mayor of London. Legislation requires us to be in 'general conformity' with the London Plan. This means that we should be in line with the London Plan, unless there are very strong circumstances to require a different approach. The London Plan forms part of the Development Plan for the Borough and provides the Spatial Development Strategy for Greater London.

1.2.5 The Development Plan for the Borough comprises the Mayor's London Plan Spatial Development Strategy for Greater London published in July 2011 and the adopted Local Plan.

1.2.6 The London Plan establishes the strategic planning framework for the Royal Borough and sets housing target of 5,850 new homes by 2021 (585 net additional dwellings per annum). It also sets a target for affordable housing that 50 per cent of housing provision should be affordable It also designates the hierarchy of the Borough's town centres which includes international, district and local designations, and the Central Activities Zone (CAZ) which aims to strengthen the economic links between the Borough and the West End. The

London Plan highlights, amongst other specific strategic priorities, the need for a range of work spaces of different types, sizes and costs, and with regard to the built environment, the promotion of world class architecture and design.

1.2.7 In terms of integrating transport and development, the London Plan encourages patterns and forms of development that reduce the need to travel, especially by car, and seeks to improve public transport, walking and cycling capacity and accessibility.

Borough Policies and Strategies

1.2.11 The Local Strategic Partnership[1] prepares the Community Strategy. In preparing the Local Plan we have to ensure that the key spatial planning objectives for the Borough as set out in the Local Plan are in harmony with the Community Strategy priorities.

1.2.12 The Community Strategy is structured around eight themes; 'Environment and Transport', 'Culture, Arts and Leisure', 'Safer Communities', 'Health and Social Care', 'Homes and Housing', 'Community, Equality and Inclusivity', 'Achieving Potential' and 'Work and Business'. Under each theme, the Community Strategy sets the overall goal, a description of the position in the Royal Borough relevant to the theme and a set of specific aims and objectives. Each section also draws out the strategic policies (as of December 2008) which support the delivery of a particular aim. The Community Strategy notes that the LDF has continued to develop, and that, therefore, the relationship between the two documents will be updated in future versions.

1.2.13 The principal Community Strategy policies which are relevant to physical change in the Borough include: *protecting and enhancing the Borough's residential and historic character, services and amenities, parks and open spaces; continuously seeking to improve the Borough's streetscape ;maintaining the Borough's built environment and heritage and ensuring that new buildings enhance the townscape. However, there are many other aims that are also relevant including: the creation of safer communities, improving quality and access to local healthcare, promote energy efficiency and tackle the causes of climate change and the provision of quality housing across all tenures.*

1.2.14 Section 3, Chapter 44, sets out the relationship between the Local Plan and the Community Strategy in more detail.

1.2.15 *The Royal Borough 2028*[2] **-** a long term look at the future of the Borough has also informed the preparation of the Local Plan. The project developed views of 'probable', 'possible' and 'preferred' futures for the Borough over the next 20 years and the outcome of the work included a Vision for 2028, built on a substantial evidence base, as well as a set of scenarios. The time horizons for the Local Plan and The Royal Borough 2028 have been aligned so that the Local Plan can be sensitive to the changes that will occur over the next 20 years and the two documents can feed from each other. A key part of the Local Plan is to set out contingencies for the future and to this end the 2028 project helps identify possible scenarios including the preferred future that the Council wishes to see.

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[1] The Local Strategic Partnership brings together the public, private and community sectors to coordinate the contribution that each can make to a locality

[2] The Royal Borough 2028, A report for the Royal Borough of Kensington and Chelsea.

1.3 The Content of the Local Plan

What should be in a Local Plan?

1.3.1 A Local Plan sets out the key elements of the planning framework for the area. It outlines the long term vision for the area, and the broad locations for delivering housing and other strategic development needs such as employment, retail, leisure, community, essential public service, and transport development.

1.3.2 Local Plans should be aspirational but realistic. They should address the spatial implications of economic, social and environmental change.

1.3.3 The Local Plan sets out Strategic Objectives which show how the Spatial Vision and other Council spatial strategies, such as the Community Strategy, will be delivered. The Strategic Objectives explain how the key issues will be addressed within the lifespan of the Local Plan.

Structure of the Local Plan

1.3.4 The Local Plan for the Royal Borough is structured in three sections: the Spatial Strategy, the Delivery Strategy, and Supporting Information.

Spatial Strategy

1.3.5 This section sets out:
The issues facing the Borough, the 'Spatial Portrait'
(Chapter 2: Issues and Patterns);
The locally distinct Vision for the Borough, with supporting Strategic Objectives,
(Chapter 3: Building on Success);
Where development is planned in broad terms (Chapter 4: Spatial Strategy);
How it will affect 14 key Places in the Borough (Chapters 5-18). These 14 Places represent the locations in the Borough that will be undergoing considerable change, and all of our district, major and international town centres. The exception to these categories is th
e Westway, which is included as a key component of the regeneration of North Kensington.

Delivery Strategy

1.3.6 This section sets out:
Allocations and Designations (Section 2A). Strategic Site Allocations are included in this Plan. The inclusion of these sites demonstrates deliverability of the strategy set out in the first section of the Plan.

Policies and Actions (Section 2B). This contains the policies that will be used in determining planning applications (Development Management), and other Corporate and Partner Actions that will deliver the objectives of the Plan.

Infrastructure (Section 2C), This schedule will be regularly reviewed as part of the Infrastructure Delivery Plan and changes recorded in the Annual Monitoring Report. It is included here as an indicator of current known infrastructure

requirements. The up-to-date table will be available on the Council's website; Monitoring, Risks and Contingencies (Section 2D), which sets out how the plan will be monitored, and what action will be taken if things do not work out as envisaged.

Supporting Information

1.3.7 This contains the Housing Trajectory and related information, the schedule setting out which policies will be replaced from the UDP, and importantly, a glossary.

Reading the Local Plan

1.3.8 The Local Plan is a lengthy document. The regulations and Government guidance requires certain elements. However, we have chosen to include material beyond that required by Government.

1.3.9 We have chosen to allocate Strategic Sites in this document. There are no plans to revise the Local Plan to include other sites in the Borough. The vast majority of these additional sites are very small and allocation would therefore not be necessary. Development on such sites would be assessed on their own merits taking into account the relevant planning policies

1.3.10 We have also chosen to include development management policies that are used to determine planning applications.

1.3.11 In addition, our approach to ensuring the Plan is spatial - our 'Places' - has required a level of detail that may not be required in other boroughs.

1.3.12 However, we consider that the length of the document is appropriate given the fact that we wish to give some detail as to how the strategic policies will be implemented. The Local Plan is a spatial plan which is concerned with 'place shaping' and delivery. The Borough has a number of complex issues that requires effective policy mechanisms to ensure the Local Plan vision is implemented on a day to day basis.

Chapter 4: Delivering Success: Our Spatial Strategy

4.1 Introduction

4.1.1 'Spatial' is a relatively new word within planning. There is still confusion about what it means. At its most basic, it means what, when, where and how. Critical to this is the 'where', the '**geography**', because in working out the 'where' it is necessary to bear in mind how different policies interact. Thus spatial also involves the **integration** of initiatives and policies and the work of different partners. This integration is essential in order to 'shape places', and to make sure that policy decisions of different public agencies as well as private investment through development, add up to more than the sum of their parts. In turn, integration requires clarity on **delivery** - who is responsible for delivering what, when, and how. This results in a **locally distinctive** approach, tailor-made for the specific locality. A spatial plan, must, therefore, contain all these four elements.

4.1.2 In this document, **delivery** is set out in the second section, the **Delivery Strategy**. This contains Strategic Site Allocations (Section 2A), Policies and Actions (Section 2B), Infrastructure (Section 2C), and Monitoring, Contingencies and Risks (Section 2D).

4.1.3 It is this first section of the plan, the **Spatial Strategy**, that sets the scene for a **locally distinctive**, **geographic** and **integrated** approach. The spatial strategy comprises three parts: The Vision (in detail in the last chapter) which sets out the locally distinctive approach; the Broad Quanta of Development which sets out the geography of the Plan, what will happen where, and the Place Profiles which integrate the strategic objectives of the Plan in 14 places in the Borough.

4.2 Vision

4.2.1 The Vision is set out in Chapter 3. It is useful here to summarise its main thrust: it identifies that to remain **successful** the Borough must stimulate **regeneration** in the north of the Borough and enhance the **reputation** of the national and international destinations of the Borough. Both of these have a clear spatial dimension, as shown on the key diagram. A third element is the need to uphold the **residential quality of life** which applies across the whole Borough.

4.2.2 This sets a high level, locally distinct, approach, which is shown on the Key Diagram in Chapter 3.

4.3 Broad Quanta of Development

4.3.1 This section sets out **geographically** how much housing, retail, employment and infrastructure is expected in different parts of the Borough, and when it is likely to come forward

4.3.2 The London Plan sets out the amount of housing that each borough is expected to provide between 2011 and 2021. For Kensington and Chelsea the target is 585 units per year, based upon the ten year target of 5,850 net additional units. This ambitious target is based on evidence of the housing capacity in the Borough[3], which forms the basis of the London Plan target. Most of the identified capacity is from the designated strategic sites.

4.3.3 A revised SHLAA is currently being prepared and the housing capacity of the

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[3] GLA (2004), Housing Capacity Study, GLA

Borough will be reviewed accordingly. It is expected that the revised SHLAA will show a reduction in opportunities for new housing as work on most of the strategic sites will already be underway.

4.3.4 The agreed affordable housing target in the adopted London Plan is 2000 units for the Borough (200 units per year), to be provided over a ten year period. The target is derived by taking account of the overall annual housing target of 585 units, estimated affordable housing delivery on site allocations, and the typical affordable housing delivery rate as a proportion of overall housing together with the objective of increasing affordable housing in the borough to meet local needs[4]. The justification for the affordable housing target is set out in Section 3: Supporting Information. Housing growth will increase demand for some services and infrastructure. This is set out elsewhere in this plan.

4.3.5 Delivery will be closely monitored to manage the supply of land to deliver the housing requirements over the next five years of the housing trajectory. The Housing Trajectory 2013 (see Section 40.1) shows the annual requirement for dwellings judged against the target, and further information on the delivery from strategic sites is provided in section 40.2. Combined, these sites account for over 5,400 dwellings, in excess of 90% of the Borough overall ten year target. In common with other inner- London boroughs, there is therefore, a necessary reliance on a relatively small supply of housing from windfall sites. These have, historically, provided an important supply of housing for the Borough, and based on monitoring of past trends will allow annual targets to be exceeded. Contingency plans exist (see Chapter 39 Contingencies and Risks) so that, in the event that monitoring identifies possible risks to delivery, the Council has a strategy to address the risk.

4.3.6   In broad spatial terms, half of this housing will be located in the north of the Borough, and half in the Earl's Court Exhibition site area, on the western borough boundary. The housing in the north is expected to be spread evenly over the Plan period. The redevelopment of Wornington Green will take place up to about 2020, with the first phase being completed by 2015. Planning consent for this redevelopment was granted in March 2010. At Kensal, phase 1 is expected to commence in 2018. In the Earl's Court Exhibition site area, the vast majority is expected in the first half of the Plan period. All the Warwick Road sites have planning permission, and it is expected that these sites will be built out in the next10 years. The Council resolved, subject to s.106 agreement, to grant planning permission for the redevelopment of the Earl's Court Exhibition Centre site   in November 2012. The whole development will take many years, but it is expected that the part of the site within the Borough will be towards the beginning of the phasing programme, in 2014.

4.3.7   In terms of **business uses**, the Employment Land and Premises Study shows there is a forecast demand of just short of 70,000 sq.m (750,000 sq.ft) of net additional space in the Plan period. Of this, just over 45,000 sq.m (484,000 sq.ft) is in the pipeline in existing permissions. If office demand is phased evenly over the Plan period, this level of building will meet office demand until 2017. That leaves approximately 20-25,000 sq.m (269,000 sq.ft) of office floorspace to be provided for. Much of this is to be located at Kensal and on the Earl's Court Exhibition Centre site. Further work may reveal that there is a greater capacity for office uses in these locations. There is, however, no provision in the Plan (nor does the Council wish there to be) to require office provision to be provided strictly in line with a periodic phasing: it is not desirable to close off opportunities for the provision of business uses early in the Plan period simply because of a theoretical phasing approach.

4.3.8   The Retail Needs Assessment identifies a need for just over 25,000 sq.m (269,000 sq.ft) (gross) of comparison **retail floorspace** to 2015 for the south of the Borough. Very little of this is forecast to be required in the centre and north of the Borough. A proportion of this would be accommodated by making better use of existing premises and sites and filling vacant units. In terms of new sites, there are no large sites for retail development identified in the Plan that could be regarded as 'strategic'. It is thus not appropriate for them to be allocated in the Core Strategy. However, in Knightsbridge, South Kensington, Brompton Cross and the King's Road a number of smaller sites have been identified (not allocated) with the potential for ground floor retail in the *Place Profiles* (see below). In total, the combined site area amounts to about 21,000 sq.m (210,000 sq.ft). It is therefore envisaged that the identified demand can be accommodated within or immediately adjacent to existing centres. Floor area forecasts are not included in the Plan for the period beyond 2015, because of the uncertainty of such projections.

4.3.9   Turning to **infrastructure,** the Council is planning for a Crossrail Station at Kensal, which would transform accessibility in the north of the Borough, as well as unlock significant development potential on the Kensal Gas Works Sites. Crossrail is timetabled to open in 2017. A new academy to serve the communities of North Kensington will also be built in the north of the Borough, to open during 2014. **<u>Planning permission was granted in 2012.</u>** Thames Water is planning to undertake a major upgrade of the Counters Creek Sewer (which runs along the western Borough boundary), to resolve current flooding issues, although this will not start construction until 2015, and is likely to be a 3 year construction programme. However, much of the work is taking place in neighbouring boroughs. In the interim Thames Water are fitting 'flip valves' to vulnerable properties. In addition, work is planned to the Thames Tunnel to address London-wide infrastructure needs, with construction taking place between 2013 and 2020, although there is insufficient detail at present to know when the work will be undertaken in the Royal Borough. A new area of public open space is to be provided in the Earl's Court area as part of the Warwick Road developments which are likely to be built out in the next 5-10 years. The Council has also undertaken a radical redesign of Exhibition. It is also the ambition of the Council to return the Earl's Court one-way system to two-way working. However, further detailed work will identify the extent and timescales to which this can be achieved. A great deal of smaller infrastructure is required, and is set out elsewhere in Chapter 37.

> **Policy CP 1**
>
> **Core Policy: Quanta of Development**
> The Council will provide:
> 1. A minimum of 585 net additional dwellings a year based on the overall housing target of 5,850 net additional units; of which a minimum of 200 units a year will be affordable;
> 2. 60,000m^2 of office floorspace to 2028;
> 3. 26,150m^2 of comparison retail floorspace to 2015 in the south of the Borough;
> 4. Infrastructure as set out in the infrastructure plan, including through developer contributions. To deliver this the Council has, in this document:

a. allocated strategic sites with the capacity for a minimum of 5300 dwellings;

b. allocated in the strategic sites of Kensal and Earl's Court Exhibition Centre a minimum of 20,000m^2 business floorspace to meet identified unmet demand above the existing permissions;

c. identified in the south of the Borough sufficient small sites with the potential for retail development to demonstrate identified retail needs of the Borough can be met;

d. set out current infrastructure requirements, to be updated as part of the regular infrastructure plan review process.
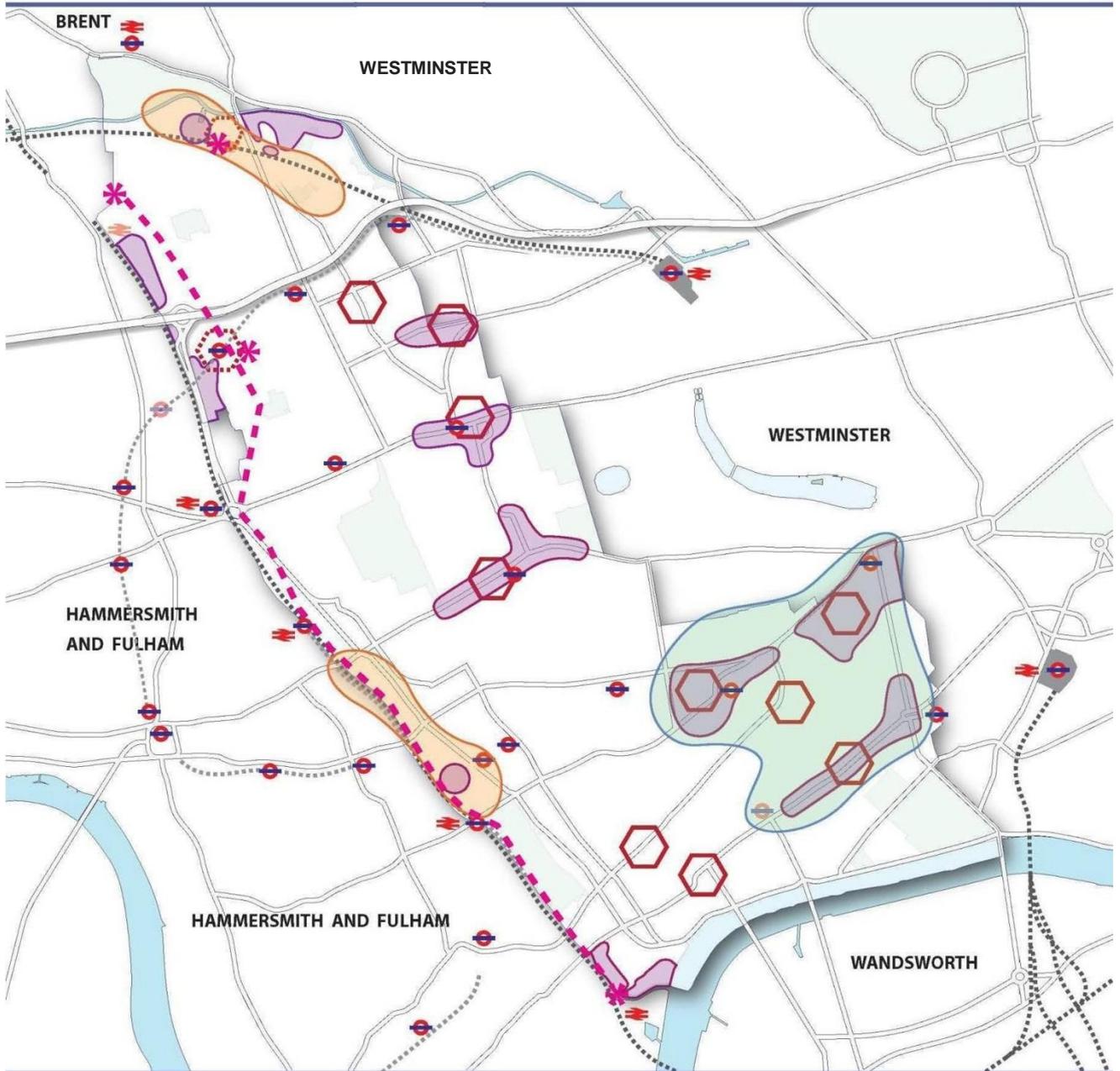
QUANTUM OF DEVELOPMENT

Broad Locations

D Broad locations of main existing and proposed employment uses

D Broad locations of significant new housing

D Location of town centres with scope for possible expansion

O Town Centres (excluding neighbourhood centres)

Possible new centre

Main strategic infrastructure investment

4.4 A Particular Focus on North Kensington

4.4.1   As the Vision identifies, our spatial strategy is built around three core components: the stimulation of **regeneration** of North Kensington, the enhancement of the **reputation** of our national and international destinations, and the upholding of our **residential** quality of life, so that we remain the best place to live in London.

4.4.2   But one of these is regarded as of such importance that the whole Plan is titled The Core Strategy for the Royal Borough of Kensington and Chelsea with a focus on North Kensington. This section sets out why North Kensington is of such importance.

4.4.3   The key diagram in Section 3.1 shows the area regarded as North Kensington. It falls within a Regeneration Area in the London Plan[4], and has been a persistent area of deprivation, in part since its original construction in the Victorian period. There are unique combinations of opportunities which provide real potential for change.

4.4.4   Looking at the history of the development of North Kensington, it can be seen that most of its development took place in a 20 year period at the end of the nineteenth century. The area was transformed into a close network of streets, predominantly for the less well off of London.
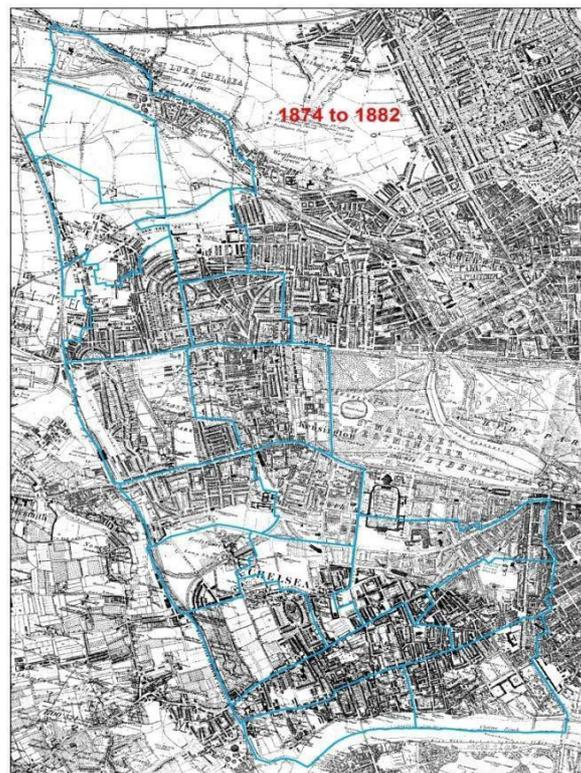
**OS Plan from
1874 and 1882**

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[4] The Regeneration Areas in the London Plan are based on indices of deprivation, and identify the 20% most deprived wards in London
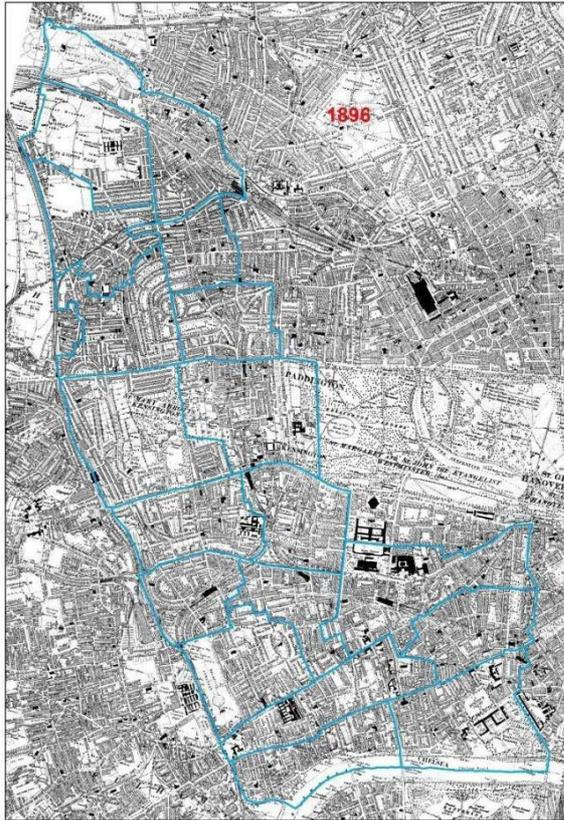
OS Plan dated 1896
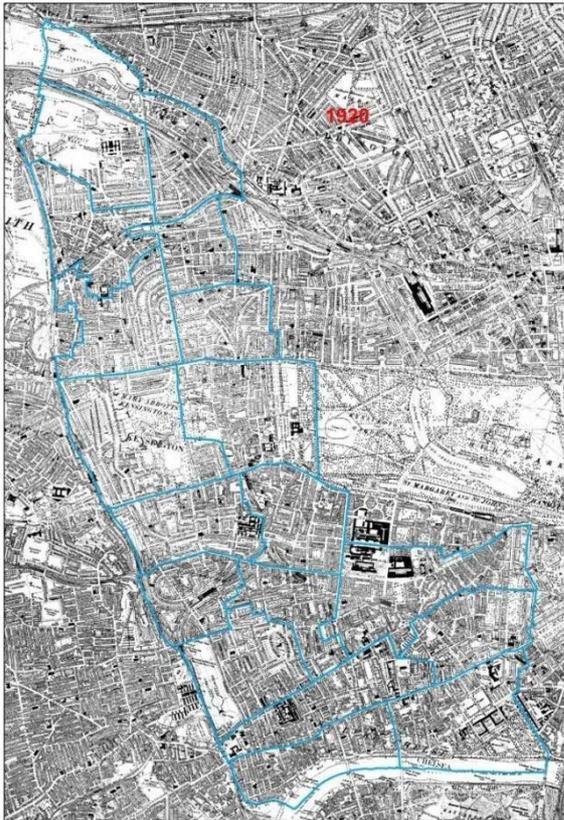
OS Plan dated 1920

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4.4.5 A hundred years later, in the period to 2028, there is again potential for significant change in North Kensington. By bringing together different opportunities such that they add up to more than the sum of their parts, there is the potential to address many of the indices that mark North Kensington out from the rest of the Borough.

4.4.6 There is a significant redevelopment opportunity at Kensal. The combined sites have an area of nearly 18 hectares (40 acres). To put this in perspective, it is the size of Paddington Basin, or half the size of King's Cross. A key part of the redevelopment would be the provision of bridges over the railway to allow the redevelopment to integrate with the wider St Charles area.

4.4.7 With the inclusion of a Crossrail station there is scope for a development of 2,500 houses and other mixed uses, to provide jobs in business and retail for local people. Kensal is an 'Opportunity Area' in the London Plan. The redevelopment at Kensal would have regeneration effects well beyond the site itself. The Crossrail station would act as a magnet for the north of the Borough, creating a pedestrian connection to Notting Hill Gate underground station, down the length of Portobello Road.

4.4.8 Many of the specific areas needing attention in North Kensington are the social housing estates built in the post-war period, often replacing Victorian terraced housing that was no longer regarded as offering quality housing. These estates were typical of their period. They used new forms of housing as social experiments - such as deck access and linked walkways - which have since been shown to have failed.

4.4.9 The investigated estate renewal, where the existing social rented housing is re-provided through funding from additional private housing on the estate. Viability is crucial.

4.4.10 Estate renewal is underway at Wornington Green, which is an estate owned by Kensington Housing Trust, just south of the Paddington mainline. A planning application for the redevelopment of the estate in a number of phases has been granted and Phase 1 is under construction. In addition to the provision of new social rented accommodation and market housing, the redevelopment will reconnect Portobello Road to Ladbroke Grove at the Barlby Road junction.

4.4.11 Whilst Wornington Green is the only estate allocated in this plan for renewal, there has been active consideration of the potential of estate renewal in Latimer.

4.4.12 There is the potential to reconnect the street pattern that has been completely destroyed by the post-war redevelopments. This will allow the Latimer Road Underground Station to be a better focal point. The area is currently without a local centre, and the masterplanning proposals will address this deficiency.

4.4.13 Housing estate renewal is, however, a complex and difficult thing to achieve without destroying the very communities it is intending to assist. North Kensington has a very strong sense of community, both as a whole, and within individual areas. Maintaining that sense of community and making sure people are able to influence plans as more concrete proposals emerge, is essential in making any regeneration of

North Kensington a success. That is not to say that estate renewal is a phenomenon that will only take place in the north of the Borough. The Council owns housing estates across the Borough, which may or may not be subject to renewal in due course. However, in North Kensington, estate renewal is seen as part of a wider package of regeneration measures to impact upon the area as a whole.

4.4.14 The Council has an ambitious secondary school building programme. The first two, Chelsea Academy and Holland Park are now open. The third is planned for the north of the Borough. The Kensington Sports Centre site is allocated for a new academy, along with a leisure centre, and planning permission was granted in 2012, with the school opening in 2014.

4.4.15 Existing secondary education in North Kensington serves the Catholic community. This new academy will mean that those pupils who currently have to travel out of the Borough to school will be able to go to school locally. This has a significant impact on educational achievement. Pupils who travel out of Borough have a noticeably lower GCSE score.

4.4.16 The Primary Care Trust is in the process of renewing St Charles Hospital to provide improved health facilities, including improving the dental service[5]. The Primary Care Trust have identified the existing provision in the Golborne/Trellick area as substandard, and the infrastructure plan has highlighted this as a priority area for action.

4.4.17 The Council has also initiated a worklessness programme to tackle the long standing low levels of economic activity.

4.4.18 Portobello Road market is home to one of London's most iconic markets. It provides for a rich mix of antique, clothing and fresh produce stalls. Golborne Road Market provides a more traditional local function by nature of its stalls but still has a London-wide appeal.

4.4.19 As can be seen, the range of active programmes goes well beyond that of traditional land-use planning, to provide an integrated programme of activities affecting the spatial area of North Kensington.

Policy CP 2

North Kensington

The Council will ensure opportunities for change in North Kensington deliver the widest possible regeneration benefits commensurate with the scale of the development.

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[5] 10 year Primary Care Strategy July 2009 - July 2018

4.5 Places

4.5.1 The *Place Profiles* provide the **integrating** function of the spatial strategy. They take the 'what', 'when', 'where' and 'how', and bring these together to show, through a vision, how that Place will develop over the lifetime of the Plan. There are 14 Places identified (see Plan). The Borough comprises many more places than these. The places mainly relate to the two spatial themes of the Vision for the Borough (CV1): the regeneration of North Kensington, and enhancing the reputation of those places in the Borough with a national or international reputation - by and large our town centres.

4.5.2 There are some exceptions to these two groups. We have also included other places where either significant change is planned, or which are town centres not otherwise picked up in the spatial categories of the Vision. We have also included the Westway because of its particular negative impacts, which need to be addressed as part of the programme of regeneration in North Kensington.

Chapter	Place	Spatial themes within the Borough Vision	Area of change or Town Centre?
5	Kensal	North Kensington	Area of Change
6	Golborne/Trellick	North Kensington	Area of Change
7	Portobello	North Kensington	Town Centre
8	Westway	North Kensington	Neither-the exception to
9	Latimer	North Kensington	Area of Change
10	Kensington High Street	Place with National or International Reputation	Town Centre
11	Earl"s Court	Place with National or International Reputation	Both an Area of Change and a Town Centre
12	Knightsbridge	Place with National or International Reputation	Town Centre
13	Brompton Cross	Place with National or International Reputation	Town Centre
14	South Kensington	Place with National or International Reputation	Town Centre
15	King's Road / Sloane Square	Place with National or International Reputation	Town Centre
16	Notting Hill Gate	Other	Town Centre
17	Fulham Road	Other	Town Centre
18	Lots Road / World"s End	Other	Area of Change

4.5.3 Within most of the places listed above as Areas of Change we have identified significant sites for redevelopment. These are called the Strategic Sites, and they are allocated in this Plan (Section 2A, Chapters 20-26) for specific uses. The table below shows which Places also have a Strategic Site Allocation.

Chapter	Place	Strategic Site
5	Kensal	Kensal Gasworks (Chapter 20) (also referred to as Kensal Canalside in the London Plan Annex 1 – list of opportunity areas)
6	Golborne/Trellick	Wornington Green (Chapter 21) Land adjacent to Trellick Tower (Chapter 22)
7	Portobello	No strategic sites
8	Westway	No strategic sites
9	Latimer	Kensington Leisure Centre (Chapter 23)
10	Kensington High Street	Commonwealth Institute (Chapter 24)
11	Earl's Court	Warwick Road (Chapter 25) Earl's Court Exhibition Centre (Chapter 26)
12	Knightsbridge	No strategic sites
13	Brompton Cross	No strategic sites
14	South Kensington	No strategic sites
15	King's Road / Sloane Square	No strategic sites
16	Notting Hill Gate	No strategic sites
17	Fulham Road	No strategic sites
18	Lots Road / World's End	No strategic sites

5.4 Place shaping is at the centre of spatial planning. Place shaping requires that different plans and programmes from across the Council and its partners are integrated. It is not enough, therefore, to allocate specific development sites , nor to set out 'generic' policies to guide development across the Borough. Each Place as a whole needs to be considered, in terms of development management and in terms of the actions of other bodies, both public and private, that have a bearing on the future quality of the Place. A clear vision is therefore required of how different places are to evolve in the future, to give a clear framework for future actions, both of the Local Planning Authority, other parts of the Council, our partners, and private land owners and which might also inform the actions of private land owners and residents. This is the function of the *Place Profiles*.

4.5.5 Each Place profile starts with an introduction that sets out the basic issues, and a Vision to guide the future evolution of that place. Future actions by the Council and its partners are then set out under Priorities for Action. These are grouped under the strategic objectives of the Plan as a whole. Footnotes are used to show where the policies are in the Plan that will implement these actions.

4.5.6 The last section of each Place Profile is Development, Infrastructure and Monitoring. A policy to guide development management decisions is provided. However, as is stated above, it is the Vision and Priorities for Action that are seen as providing the framework to guide future decisions relating to the place. The Place Policy is included in order to ensure that the place shaping role of the development management function can be given due weight in relation to the application of the policies in the Plan, particularly with regard to the generic development management policies in Section 2B, Chapters 30-36.

4.5.7 An indication of the likely quantum of development is given in each Place. In many Places, potential development opportunities in addition to the strategic sites are identified, but these are small, and thus to allocate them would be inappropriate in a Core Strategy. They must not be confused with allocations. Strategic Site Allocations are included in this Plan in Section 2(B).

4.5.8 The specific infrastructure known at this stage is identified, future planning documents that are seen as necessary to the delivery of the Vision are also set out, and criteria on which the delivery of the Vision will be monitored are included at the very end of each Place Profile.

Policy CP 3

Places

The Council will protect, promote and enhance the local distinctiveness and economic success of the Places of the Borough, and improve their character and quality and the way they function..

Quality

4.5.9 The third part of the vision identifies how quality is fundamental to the success of the Borough. As well as its location, it is the exceptionally high quality of the townscape, and the finely grained mixed uses of the Borough, that underpins the Borough‟s attractiveness as a place to live.

Policy CP4

Quality

The Council will safeguard the existing high quality townscape and finely grained mix of uses to uphold the residential quality of life.

PLACES

Showing their numbers and general areas in the context of the Borough

- Places in the North Kensington Regeneration Area
- Places with a parttcular national or international reputation
- Other Places

Kensal
5

Golborne
and Trellick
6

Westway
8

Portobello/
Notting Hill
7

Latimer
9

Notting Hill Gate
16

Kensington High Street
11

South Kensington
12

Knightsbridge
14

Earl's Court
10

Brompton Cross
13

Fulham Road (West)
17

King's Road and
Sloane Square
15

Lots Road and World's End
18

27
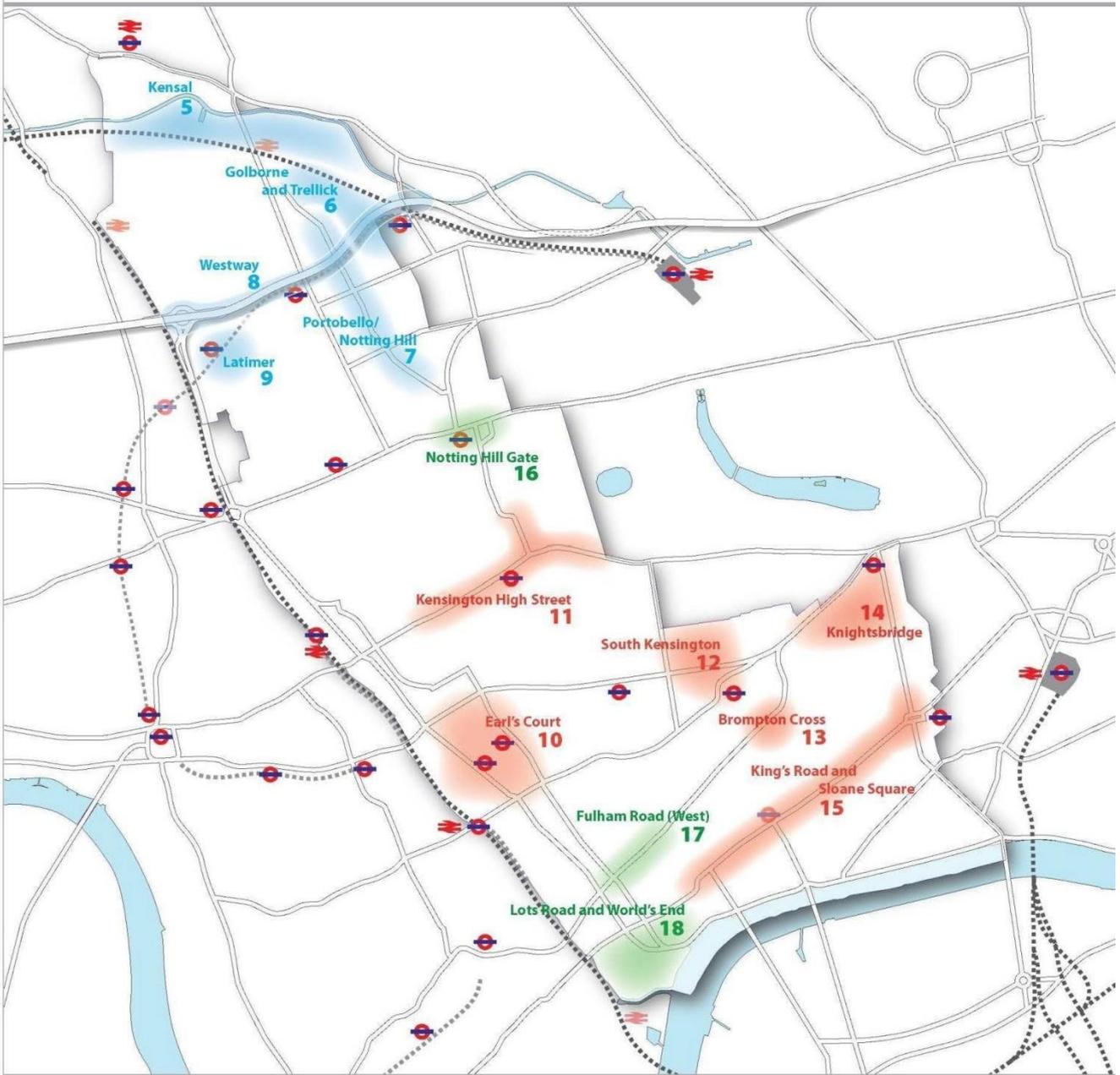
Chapter 19: Strategic Sites Allocations

19.1   Introduction

19.1.1 The Council has identified eight Strategic Sites, which are sites where great change is envisaged. Their development or redevelopment is considered central to the achievement of the Strategic Objectives and the Core Strategy overall Vision. Seven of these are allocated in this Core Strategy. One further site has been included where planning permission has already been granted, which is included for information. The eight Strategic Sites are listed below, with their location shown on the following page.

19.1.2 Each of the Strategic Sites is located within one of the 14 *Places.* Not all the *Places* contain Strategic Sites and some *Places c*ontain more than one Strategic Site and are identified by a red line on the proposals map (see table below).

Chapter	Place	Strategic Site
5	Kensal	Kensal Gasworks (also referred to as Kensal Canalside in the London Plan Annex 1- list of opportunity areas
6	Golborne/Trellick	Wornington GreenLand adjacent to Trellick Tower
7	Portobello	No strategic sites
8	Westway	No strategic sites
9	Latimer	Kensington Sports Centre
10	Kensington High Street	Commonwealth Institute
11	Earl's Court	Warwick Road Earl's Court Exhibition Centre
12	Knightsbridge	No strategic sites
13	Brompton Cross	No strategic sites
14	South Kensington	No strategic sites
15	Kings Road/ Sloane Square	No strategic sites
16	Notting Hill Gate	No strategic sites
17	Fulham Road	No strategic sites
18	Lots Road/ World's End	No strategic sites

19.1.3   Each Strategic Site sets out the allocation in terms of land use and development principles the land use allocation is the strategic part of the policy. The development principles guide how it will be achieved and the infrastructure and planning obligations form part of the delivery mechanism. The delivery agencies involved and the possible timescales for development are also identified.

Chapters 20, 21, 23, 25 and 26

Chapter 20

20.2.9 Further to this, the Sustainability Appraisal notes that there is a potential flood risk on site and was sequentially tested to examine the risk. The site subsequently passed the sequential test as required by former Planning Policy Statement 25 "Development and Flood Risk". Land contamination issues also exist on site, however work is ongoing to mitigate this on the Central site.

Chapter 21

21.2.10 The site passed the sequential test required in accordance with former Planning Policy Statement 25: Development and Flood Risk.

Chapter 23

23.2.6 The site lies at the heart of the Latimer area, which has been identified for a wider masterplan exercise and subsequent Area Action Plan. The site has also passed the sequential test prepared in accordance with former Planning Policy Statement 25: Development and Flood Risk. Development proposals will also need to take account of potential land contamination.

Chapter 25
25.2.4 There is potential for contaminated land which would need to be taken into account, along with the flood risk of the site. The site passed the sequential test as required by former Planning Policy Statement 25**:** "Development and Flood Risk".

Chapter 26

25.6.12 Flood risk of this site was considered as it is located in Flood Risk Zones 2 and 3. The site passed the sequential test as required by former Planning Policy Statement 25: "Development and Flood Risk".

Chapter 29: Policies and Actions

29.1 Introduction

29.1.1 This section of the plan sets out the policies and actions to deliver the seven Strategic Objectives. This covers both planning policies to guide development, and other actions the Council and its partners are undertaking. We have taken great care to ensure that these Strategic Objectives are not bland topic statements, but express what the issue is for the topic here in the Royal Borough. The title of each of these expresses strategic intent. So for example, the Council's Strategic Objective is to diversify our housing, to provide adaptable and high quality housing to cater for a variety of housing needs. It is not simply to maximise the supply of housing.

29.1.2 The seven Strategic Objectives are:

Keeping Life Local: *Social and Community Uses, Local Shopping Facilities and 'Walkable Neighbourhoods;'*
Fostering Vitality: *Town centres, Retail, Arts and Culture and Business;*
Better Travel Choices: *Public transport, Walking and Cycling, Parking;*
An Engaging Public Realm: *A Sense of Place, Attractive streets, Parks and Outdoor Spaces;*
Renewing the Legacy: *Conservation, Enhancement and Design Quality;* **Diversity of Housing:** *Affordable and Market Housing, Housing Mix, Estate Renewal;*
Respecting Environmental Limits: *Climate Change, Flooding, Waste, Biodiversity, Air Quality, Noise and Vibration.*

29.1.3 Each of the sections follows a similar format.
An introduction summarising the Strategic Objective;

A section 'what this means for the Borough', identifying issues that are locally distinctive;

Planning policies are set out with a summary of the relevant evidence being provided as reasoned justification for the policy that follows. The policies are set in boxes. Each of the planning policies   starts with a strategic policy which stands in its own right. Below this are the criteria of how the policy can be complied with, but the list is not exhaustive and addressing all the criteria may not necessarily indicate that a proposal is in conformity with the strategic policy.

Corporate and Partner actions follow. This section summarises other strategies and plans prepared by the Council and partners that will also play a part in delivering the strategic objective. Actions to be taken by the Council or by partners are also listed. Planning may have a direct role in the implementation of these actions, but this will not necessary be the case in all situations.

29.1.4   There is a requirement that the policies within a Core Strategy must be monitored by the local planning authority to determine their effectiveness. The monitoring framework is included within section 2d of the document.

Chapter 30: Keeping Life Local

Corporate and Partnership Strategies

Kensington and Chelsea Health and Wellbeing Strategy 2012 to 2015 This strategy is based on the emerging public health issues arising from the Kensington and Chelsea Joint Strategic Needs Assessment (JSNA). It sets out where the Kensington and Chelsea Health and Wellbeing Board and the NHS West London Commissioning Group will target their efforts and resources, and establishes a set of priorities that the Board will focus upon.

NHS West London Clinical Commissioning Group: Strategic Integrated Plan 2012/13 to 2014/15. This Plan sets out a vision of how health facilities will be provided across the West London area. This consists largely of Kensington and Chelsea but also parts of the north of Westminster. The strategy relates to primary care provision, through the Clinical Commissioning Group. The primary elements include through GP services, community health centres and community hospitals.

NHS West London Clinical Commissioning Group: Better Care, Closer to Home. Out of Hospital Strategy 2012 to 2015. This strategy sets out how the Commissioning Group intends to provide out of hospital medical care. This includes a devolution of many aspects of primary care traditionally provided within hospitals.

The Metropolitan Police Authority/ Metropolitan Police Service Estate Strategy 2010-2014 Published in 2010 this document highlights the high level strategy by which the Metropolitan Police intend to manage their estate across the capital.

Metropolitan Police Authority Planning for Future Police Estate Development
This report published in May 2005, sets out a London-wide planning policy to provide guidance to local authorities on the need to make provision through the planning system for police estate development.

Corporate or Partnership Actions for Keeping Life Local
The Town Centre Initiatives Manager will work in partnership with retailers, landlords, residents and other stakeholders to support and strengthen the viability of local shopping centres.

1. The Council's Economic Development Team will lobby to maintain and improve access to Post Offices in the Borough and work with the Directorate of Planning and Borough Development to seek alternative means of maintaining the current stock.

2. Planning and Borough Development will provide for the requirements of the Metropolitan Police Service in the delivery of its estate strategy through the determination of planning applications.

3. The Directorate of Planning and Borough Development in partnership with the GLA will continue to progress an SPD masterplan for Kensal Gasworks which delivers a mix of uses including social and community and local facilities.

4. The Directorate of Planning and Borough Development will work with the Director of

Public Health and NHS Property Services to ensure that the needs of the West London Clinical Commissioning Group are implemented where appropriate, and ensuring that residents have good access to GP, dentist, pharmacy and hospital services.

5. The Directorate of Planning and Borough Development will work with the private medical sector to ensure that the needs of the future and current population are catered for through the determination of planning applications.

6. The Directorate of Planning and Borough Development will work in partnership with Tri-borough Children Services and other education providers (including the private sector) to deliver an exemplary standard of learning across the Borough.

7. The Transport and Highways Department will work in partnership with Transport for London to encourage streetscape and traffic management improvements which remove physical barriers to social and community uses and local shopping centres, making them inclusive for all, and improve cycling and walking environments in the Borough.

8. The Directorate of Planning and Borough Development will help to secure affordable retail units as well as new and/or improved social and community facilities in new developments through the use of the Council's SPD on Planning Obligations throughout the life of this document.

9. Planning and Borough Development will work with the Director of Public Health, the West London Clinical Commissioning Board, NHS Property Services and the West London the Metropolitan Police Authority and other essential infrastructure providers to ensure that facilities are located where possible to fill the gaps identified using walkable neighbourhood indicators which will form part of the Annual Monitoring Report.

10. The Directorate of Planning and Borough Development will work with Environment, Leisure and Residents Services Department and the Sports Development Team to ensure opportunities for new sports facilities, particularly in areas of deficiency, will be fully examined.

11. The Directorate of Planning and Borough Development will work with Kensington and Chelsea Social Council to ensure there is effective consultation with hard to reach groups on the ongoing production of the Infrastructure Delivery Plan.

12. The Directorate of Planning and Borough Development will work with the Kensington and Chelsea Social Council to establish a register of social and community uses to assess where potential new facilities could be located.

13. The Directorate of Planning and Borough Development will work with stakeholders to set up and maintain a register of Assets of Community Value.

Chapter 31: Fostering Vitality

Policies CF1 to CF8 and their reasoned justification will be reviewed in due course as part of the Council's Enterprise Review

Paragraph 31.3.54 onwards:

Other forms of visitor accommodation

31.3.54   Visitors also use other types of temporary sleeping accommodation such as holiday lettings, lettings by companies for worker accommodation and time-share schemes. Under the Greater London Council (General Powers) Act 1973 as amended, the use of residential accommodation for temporary sleeping accommodation occupied by the same person for less than 90 consecutive nights, or for time-share schemes where the number of people each have the right to occupy a property for a set period each year, is a material change of use from permanent residential accommodation, requiring planning permission.

> **Policy CF 9**
>
> **Temporary Sleeping Accommodation**
> The Council will resist the provision of holiday lets and other temporary sleeping accommodation where it involves the loss of permanent residential accommodation.

Diplomatic and Allied Uses

31.3.56   There are a considerable number of properties in diplomatic use in the Borough. The Council appreciates that foreign governments usually wish to locate their diplomatic missions in the central parts of the City of Westminster and the Royal Borough. However, the Council wishes to minimise the impact of diplomatic missions on other activities in the Borough. It has therefore defined the area of the Borough in which diplomatic and allied uses should be located. This is shown on the Diplomatic and Allied Uses Proposals Map which shows the area which is suitable - south of Holland Park Avenue/Notting Hill Gate, and north or west of the Fulham Road, Sloane Avenue, King"s Road a nd Lower Sloane S treet. Certain areas have been excluded because the properties are generally of a smaller scale and in residential use, the amount of parking space is generally inadequate and the road network cannot accommodate the additional traffic generated by diplomatic uses.

> **Policy CF10**
>
> **Diplomatic and Allied Uses**
>
> The Council will ensure that the impact of diplomatic missions and other activities in the Borough are minimised. To do this the Council will require diplomatic uses to be located in the area indicated on the Diplomatic and Allied Uses Proposals Map.

Area suitable for Diplomatic and Allied uses <purple shaded areas are unsuitable>
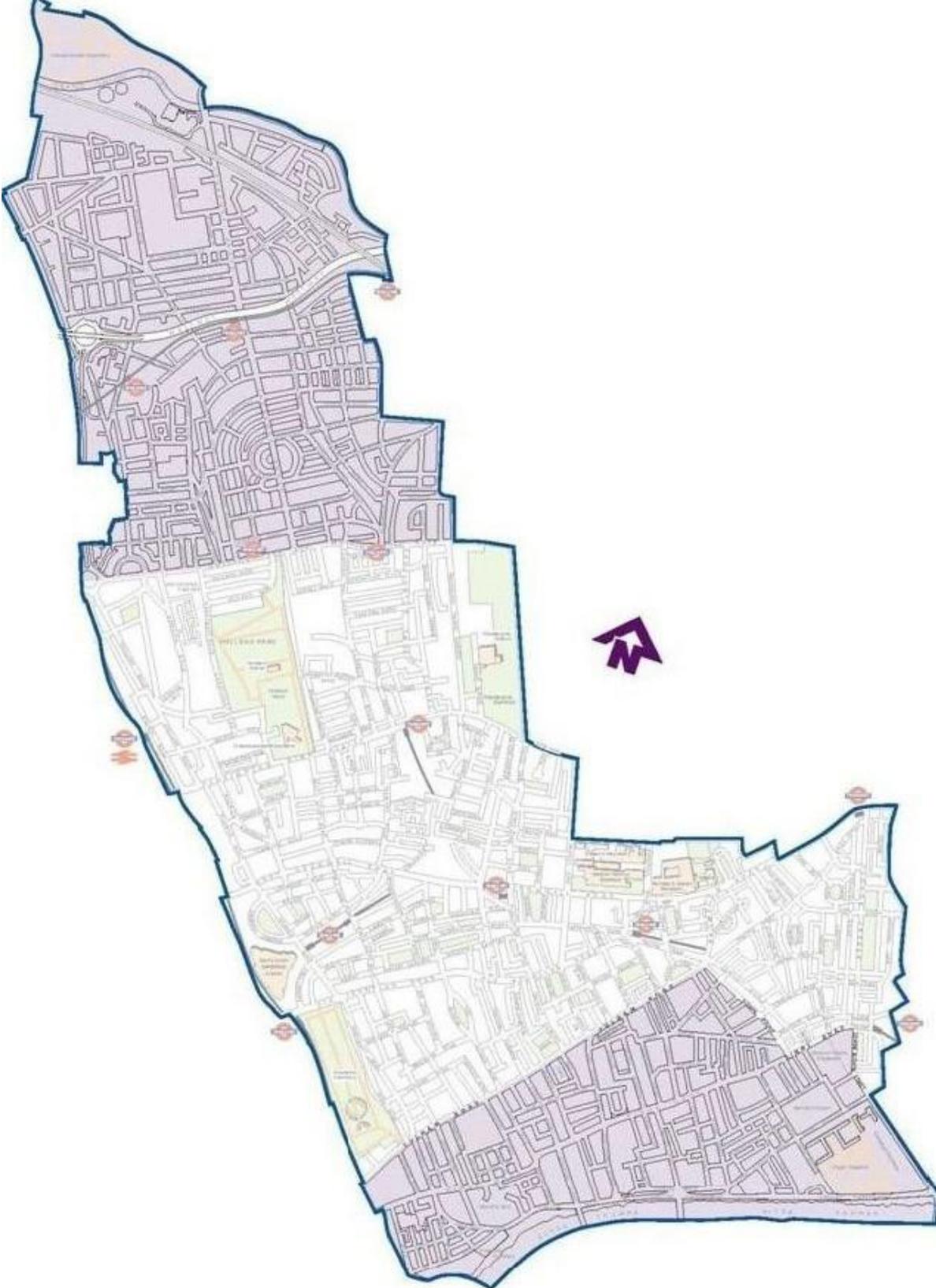
South Kensington Strategic Cultural Area

31.3.57   In recognition of its outstanding universal value as a visitor destination, the Council has designated the museums complex as a Strategic Cultural Area. We will work with the City of Westminster to widen the area designated to include the Royal Albert Hall and Albert Memorial. We will also work with the City of Westminster to investigate the merits of designating the wider area as a World Heritage Site. A vision for the area forms part of the South Kensington Place (Chapter 12) section of the Core Strategy.

31.3.58   The Council recognises that any development within the Strategic Cultural Area must be of the highest quality and reflect the historic and architectural interest of the area. This is considered in detail within An Engaging Public Realm (Chapter 33)and Renewing the Legacy (Chapter 34). The Council also recognises the changing commercial reality of the institutions that give the area is raison d'etre. These two demands do not have to conflict.

31.3.59   The boundary of the Strategic Cultural Area is shown on the Proposals Map.

Policy CF 11

The South Kensington Strategic Cultural Area

The Council will protect and enhance arts and cultural uses in the South Kensington Strategic Cultural Area.

31.4   **Corporate and Partner Actions**

31.4.1   Delivering the strategic objective of Fostering Vitality will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared that will play a part in delivering this objective. It then sets out specific actions that will be undertaken to further the objective.

Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

Response to Report from Retail Commission, A Balance of Trade (September 2007)

31.4.2   The Council set up a Retail Commission in 2006 to explore whether the Council could take a more proactive role in maintaining the special character and the diversity of the Borough's centres. The Commission published its findings in May 2007, with the Cabinet reporting on these in September 2007. In this report the Cabinet endorsed 54 of the recommendations made. Given the multidisciplinary nature of the 'solution' a number of different business groups were responsible for the implementation of these recommendations. These are principally the Directorates of Planning and Borough Development; Transport, Environment and Leisure Services; and of Property Services. The principal coordinator of the implementation of the recommendations is the Council's Town Centre Initiatives Manager, who currently sits within the Department of Planning and Borough Development. There is no

deadline to have implemented the recommendations, with the Council recognising that this will be an ongoing process.

The Royal Borough of Kensington and Chelsea Arts and Culture Policy 2009-20

31.4.3 Published in June 2009 by the Council's Arts Service, this document considers the role of the arts and cultural sector within the Royal Borough and makes 15 recommendations as to how the Council can support the sector within the borough. Whilst the implementation of these recommendations will require the cooperation of a number of Council departments, it is the Arts Service which are responsible for their implementation. No date has been set for the document's review.

The Royal Borough of Kensington and Chelsea Restart Scheme

31.4.4 Restart is a Council initiative, begun in 2008, which is aimed at Borough residents who are over 50 years of age and seeking to return to paid employment. It provides a period of employment (6-12 months) within the Council, supported with work- related training and qualifications, where appropriate. The aim is for individuals to gain permanent employment at the end of the scheme. The Council's personnel department is responsible for the implementation of the scheme.

Corporate and Partner Actions for Fostering Vitality

1.   The Town Centre Initiatives Manager will work in partnership with shop keepers, land owners, residents and other interested stakeholders to develop Town Centre Action Plans for a number of the Borough's centres. These Action Plans will not be Local Development Documents. Priority is for the completion of action plans for Kensington High Street and Portobello/Notting Hill followed by Knightsbridge and the King's Road.

These action plans have been drafted and will be continually updated to suit the changing needs of the centres.

2.   The Council will continue to lobby Government to give us the necessary powers to allow us to take a proactive approach in the support of independent shopkeepers. This will be an ongoing process.

3.   Planning officers will work with land owners and other stakeholders to deliver two new town centres in the north of the Borough, in the Kensal and Latimer areas.

4.   The Council's Planning and Borough Development team will work with South Kensington Estates to improve the island site between Thurloe Street and Thurloe Place. This will be an ongoing process.

5.   The Council's Economic Development and Regeneration team will work with the Portobello Business Centre to provide personalised training and support to residents who wish to start their own business. This will be an ongoing process.

6.   The Council's Economic Development and Regeneration team will work with NOVA New Opportunities to help people into work in Kensington and Chelsea. This will be an ongoing process.

7.   The Council's personnel department will implement the Council"s Restart Programme, which tries to get older people back into work, by offers job opportunities within the Council to unemployed people aged over 50.

8.   The Council's Directorate of Economic Development and Regeneration work with JobCentre Plus, the Learning and Skills Council and NHS Kensington and Chelsea to address the needs of unemployed and under-employed residents and promote effective links with employers within Kensington and Chelsea and in neighbouring boroughs.

9.   The Council's Economic Development and Regeneration work will create links between Connexions, the Education Business Partnership, and other agencies dealing with school pupils and leavers and local and sub-regional employers. This will be an ongoing process.

10. The Council's Market Development Manager will develop the Borough's markets. This in an ongoing process.

11.   The Directorate of Planning and Borough Development will explore opportunities for using Article 4 Directions to control permitted changes of use within each of the land use classes

Chapter 32: Better Travel Choices

Public transport, walking and cycling, parking

32.1 INTRODUCTION

32.1.1 The Borough has one of the lowest rates of car ownership nationally, but many of the streets are still dominated by parking and vehicular traffic. By making it easier to live without a car, the Borough can meet its vision of improving residents" quality of life, improving the local built environment, and taking action on our environmental challenges.

32.1.2 Better Travel Choices is an integral part of the vision Building on Success. It is central to upholding the residential quality of life of the borough.

> **CO 3**
>
> **Strategic Objective for Better Travel Choices**
>
> Our strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.

32.2 WHAT THIS MEANS FOR THE BOROUGH

32.2.1 The provision of new public transport services, and improvements to existing services, both inclusive to all, will make it easier for Borough residents to choose to use public transport over the private car. In some areas, such as Kensal, new rail infrastructure would transform access to the public transport network and facilitate significant regeneration.

32.2.2 In a Borough with such a high concentration of shops, businesses, and arts and cultural facilities, walking and cycling can often be the quickest and easiest way of getting to places, as well as providing significant health benefits. Through constantly improving the street environment, removing and bridging existing barriers, supporting the London Cycle Hire Scheme and by ensuring new development provides the appropriate facilities, the Council will ensure that the number of journeys made on foot and by bicycle increases. Where residents need to use a car, a dense network of on-street car club bays will mean they do not need to own their own vehicle. The communities surrounding the Earl"s Court One-Way System are currently blighted by traffic. This would be improved by returning the roads to two-way operation and by securing improvements to the pedestrian environment.

32.2.3 The Council will ensure that new developments include all the facilities that will enable residents, workers and visitors to make better travel choices. Travel Plans will be standard for all types of development and will ensure that walking and cycling is easy, that strong incentives are in place to encourage the use of public transport, and that organisations are committed to reducing the use of private cars.

32.2.4 An integral part of reducing the negative impacts of car use in the Borough is to ensure that car parking levels are minimised in new development. Over the lifetime of the plan maximum parking standards will be reduced and new residential development will

increasingly include no car parking at all except for essential need. The current adopted car and cycle parking standards will be set out in a Supplementary Planning Document.

32.3 PLANNING POLICIES

Improving alternatives to car use

32.3.1 If the Council‟s strategic objective is to be achieved, new development must be appropriately located and must include from day one all the facilities needed to encourage walking, cycling and public transport use, whilst not encouraging the use of private cars. In other words development must „build in‟the travel patterns that the strategic objective seeks. This will involve the use of Travel Plans that include innovative facilities and measures to make walking, cycling and   the use of public transport an attractive first choice.

32.3.2 Development that generates a high number of new trips must be located in areas that have good public transport accessibility and where public transport has the capacity to accommodate the new demand. The level of car parking provided must also be minimised and new public car parks resisted. Off street coach parking facilities help to support travel by coach and minimise the problems caused by inappropriate on – street coach parking. These facilities must be maintained. Failure to achieve the aims above will increase traffic congestion, resulting in unacceptable impacts on residential amenity, increased air pollution and greenhouse gas emissions and a more hostile street environment, which reduces the attractiveness of walking and cycling. Public Transport Accessibility Level (PTAL) four is recognised as a „good‟level of accessibility by Transport for London (TfL) and is the threshold at which higher densities of development are considered appropriate in the London Plan. Areas with a PTAL of four or higher are appropriate locations for high trip generating development.

BETTER TRAVEL CHOICES

PTAL (Public Transport Accessibility Level)

BRENT

WESTMINSTER

H&F

Ladbroke Grove

Holland
Park
Avenue

Kensington Church Street

Queen's Gate

WESTMINSTER

Kensington High Street

Cromwell Road

King's Road

Fulham Road

HAMMERSMITH AND FULHAM

WANDSWORTH

Access to Public Transport
PTAL

0	Little or no access
	la	Very poor
——	1b	Very poor
	2	Poor
	3	Moderate
	4	Good
	5	VeryGood
	6a	Excellent
	6b	Most Excellent

Source. TfL.2008

40
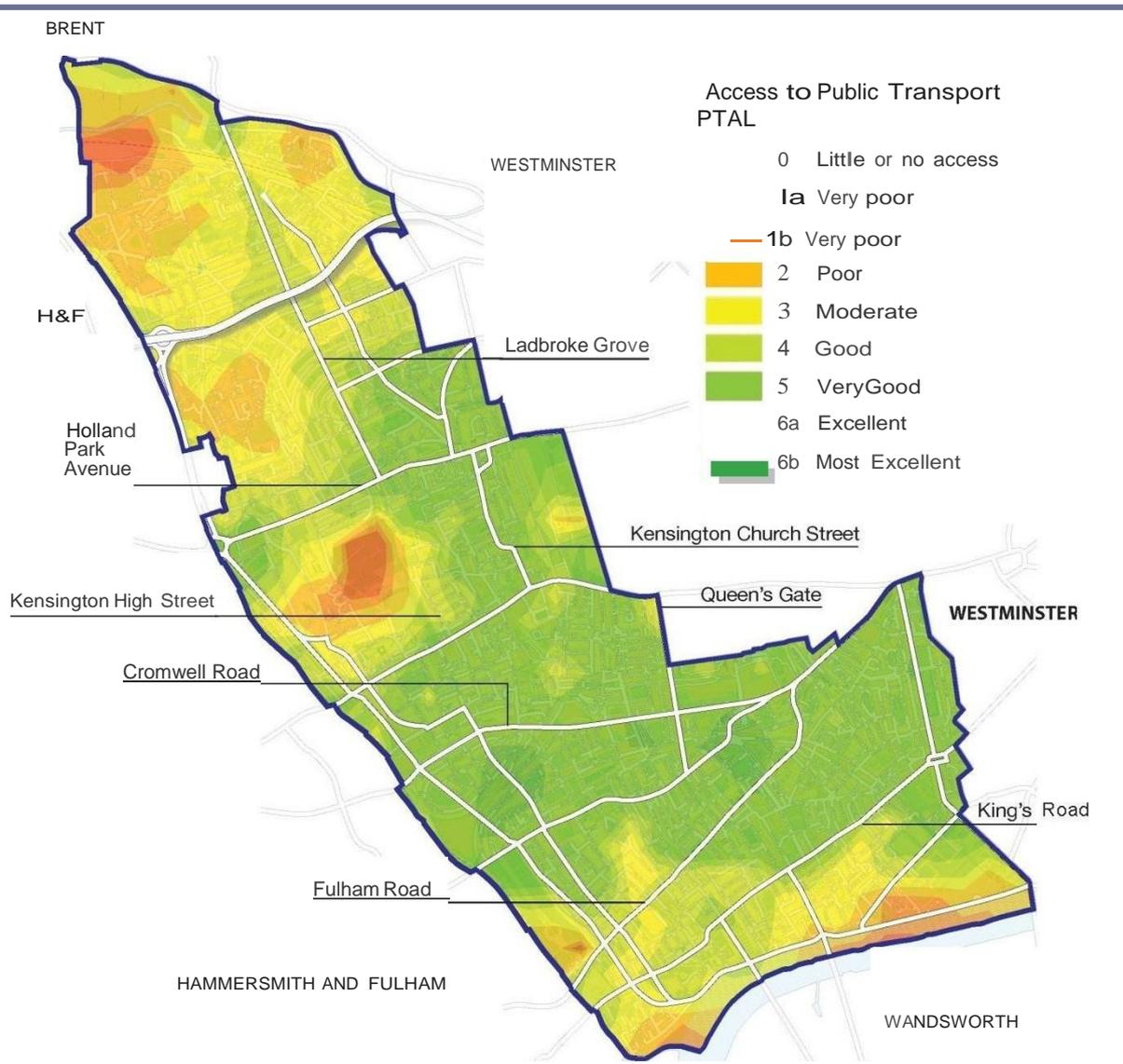
32.3.3 Occupancy levels of on-street residents and in many areas pay and display car parking is high in all areas across of the Borough despite only around half of households having access to a car, so. Consequently demand for on-street parking from development must be managed and reductions in on-street parking resisted. There is little scope, except in major redevelopment schemes, for new on- street parking to be created and where this is proposed off-street parking must be minimised to ensure there is no significant increase in parking demand or traffic congestion.

32.3.4 The whole Borough is subject to one Controlled Parking Zone and therefore demand for parking from new development will not necessarily be focused in the area surrounding it. Permit-free agreements will be required for all new additional residential development. The Royal Borough operates a Purple Badge scheme for people with disabilities living or working in the borough. Purple Badge holders are exempt from the permit-free requirements.

32.3.5 Car parking standards for development are set out in other documents, and are expressed as maxima. These will be revised downwards during the lifetime of this strategy. Low or zero levels of car parking are encouraged in order to minimise the negative impacts of increased car use and traffic congestion. In some locations and for some scales of development car parking will need to be significantly below the maximum adopted standards in order to ensure the impacts of any additional car trips are acceptable.

32.3.6 The Borough"s road network is heavily constrained with limited possibility of capacity increases. Any significant increases in road traffic would have serious impacts on residential amenity. Some of the major road links into Central London from the west pass through the Borough, and these vital links will need to be maintained.

32.3.7 Transport has a huge impact on air quality in the Borough, with many areas experiencing levels of pollution above Government objective levels. Consequently the entire borough is designated an Air Quality Management Area.

32.3.8 Public transport accessibility is generally good in much of the Borough but there are areas in the north west, along parts of the western boundary, and in the south west of the Borough, that are less accessible, particularly in terms of access to the Underground network.

32.3.9 North-south links across the Borough are weak, and improvements to these would improve access for residents and encourage more use of public transport. The public transport network needs to be inclusive for all. In particular, most of the Underground and rail stations in the Borough do not have step-free access and remain inaccessible to passengers with reduced mobility, and to people with children especially those with prams and pushchairs.

32.3.9a During public transport journeys, passengers often change between services or from one type of transport to another. There are some places in the Borough where these movements are substantial. To encourage the use of public transport it is important that interchange is made as easy as possible,

as well as good facilities being provided to minimise the inconvenience of interchange at such locations. This can be done, for example, by:
> good pedestrian access;
> clarity of layout and signing within stations and between modes;
> minimising walking distances between modes;
> modifying traffic management arrangements around stations to provide convenient bus stops and taxi ranks;
> the provision of cycle parking facilities;
> protection from weather.

32.3.10 There are significant barriers to increasing walking and cycling in some parts of the Borough and significant improvements to the Borough"s streetscape are still needed. In particular the roads on the Transport for London Road Network present a hostile environment to pedestrians and cyclists, despite containing important and well used routes. That said the streetscape of much of the Borough is first class, which can make walking and cycling a pleasant experience. There are many footpaths and rights of way in the Borough that contribute towards creating an attractive and pleasant pedestrian environment. New development must not compromise these routes or rights of way, either for pedestrians or other street users, and opportunities to improve them should be taken wherever possible. There are a number of strategic sites along the western boundary of the Borough with significant development potential. Opportunities to provide cycle and pedestrian links should be taken at these sites and linked with existing routes to improve north- south accessibility.

32.3.11 The Borough is bounded to the south by the Thames, which is joined by Chelsea Creek. To the north the Grand Union Canal crosses the borough through Kensal. Greater use could be made of the Borough"s waterways, both on the water and adjacent to it.

32.3.12 Meeting Government road safety targets is an ongoing challenge. Although progress has been made, there are still around 800 casualties recorded on roads in the Borough every year.

32.3.13 The Earl"s Court One Way System has seriously negative impacts on the ease and attractiveness of pedestrian and cyclist movement, residential amenity, access to public transport services and the townscape of the areas through which it runs.

Policy CT 1
Improving alternatives to car use

The Council will ensure that there are better alternatives to car use by making it easier and more attractive to walk, cycle and use public transport and by managing traffic congestion and the supply of car parking.

To deliver this the Council will:
a. require high trip generating development to be located in areas of the Borough where public transport accessibility has a PTAL score of 4 or above and where there is sufficient public transport capacity, or that will achieve PTAL 4 and provide sufficient

capacity as a result of committed improvements to public transport;

b. require it to be demonstrated that development will not result in any material increase in traffic congestion or on-street parking pressure;

c. require that all new additional residential development be permit-free;

d. require car parking provided in new residential development to be at or below the adopted car parking standards;

e. require that parking in non-residential development is for essential need only;

f. require cycle parking, showering and changing facilities in new development;

g. require improvements to the walking and cycling environment, including securing pedestrian and cycle links through new developments;

h. require new development to incorporate measures to improve road safety, and in particular the safety of pedestrians, cyclists and motorcyclists, and resist development that compromises road safety;

i. require Transport Assessments and Travel Plans for larger scale development;

j. ensure that new developments provide or contribute toward improvements to public transport services, access to them and interchange between them, giving priority to north-south bus links and areas that currently have lower levels of accessibility;

k. work with partners to ensure that step-free access is delivered at all underground and rail stations by 2028, require new developments to contribute toward step-free access and ensure it is delivered at underground and rail stations in the Borough where there is a re- development opportunity;

l. resist new public car parks and the loss of off-street coach parking

m. require that where a development creates new on-street parking it is managed so that parking demand is con- trolled and the need for off-street parking is minimised;

n. require that new development adjacent to the River Thames or Grand Union Canal takes full advantage of, and improves the opportunities for, public trans- port and freight on the water, access to the water for recreation and walking and cycling alongside it;

o. work with TfL to improve the streets within the Earl's Court one-way system by:

    i. investigating the return of the streets to two- way operation, and by implementing the recommended improvements, should TfL and the Council deem them feasible.

    ii. by securing improvements to the pedestrian environment;

    iii. requiring developments to contribute to objectives i and ii.

p. ensure that development does not reduce access to, or the attractiveness of, existing footways and footpaths used by the public, or land over which the public have a right of way.

32.4 CORPORATE AND PARTNER ACTIONS
Introduction

32.4.1 Delivering the strategic objective of Better Travel Choices will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared that will play a part in delivering this objective. It then sets out specific actions that will be undertaken to further this objective.

Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

RBKC Transport and Streetscape Policies 2008
32.4.2 The document "Transport and Streetscape Policies" covers a range of principles that the Council is using to improve road safety, to reduce the environmental impact of cars and to improve the design of the Boroughs roads and pavements. These principles are incorporated with the Council"s Streetscape Guidance (2012)

RBKC Local Implementation Plan 2011-2014
32.4.4 The Greater London Authority Act 1999 requires London boroughs to prepare Local Implementation Plans (LIPs) containing their policies and proposals for the implementation of the Mayor of London"s Transport Strategy (MTS).

Mayor's Transport Strategy 2010
32.4.5 The Mayor"s Transport Strategy (MTS) was published in 2010 and sets out the Mayor"s proposals for managing and improving transport in London. It contains a package of measures and policies to improve transport, enhance the environment and foster London"s economic development. It deals with improving public transport, including bus, Underground and the overground railways.

Central London Sub-regional Transport Plan 2013
This document, produced by TfL with input from the seven central London boroughs, sits between the MTS and the LIP. It identifies the main transport challenges for the Central London sub-region, and summarises projects and investment by both TfL and the boroughs that contribute to tackling those challenges.

Corporate or Partnership Actions for Better Travel Choices

1. The Transport and Highways Department will work with Transport for London to identify the need for and deliver new public transport facilities. This will include improvements to the Borough's bus, rail and Underground services and improvements to ensure they are inclusive for all;

2. The Transport and Highways and Planning and Borough Development Departments will work with Transport for London, Crossrail (for delivery of Crossrail and the Chelsea-Hackney Line), the Department for Transport, HS2 Ltd and Network Rail to improve the Borough's rail infrastructure and services;

3. The Transport and Highways and Planning and Borough Development Departments will work with developers, TfL and others to reduce the impact of major barriers to pedestrian and cycle movement such as major roads, rail lines and the Borough's waterways;

4. The Transport and Highways Department will work closely with TfL which is the relevant Highway Authority for the Earl's Court One Way System, to investigate and implement improvements to the street environment in the area;

5. The Transport and Highways and Planning and Borough Development Departments will ensure that existing pedestrian rights of way are protected and will secure new rights of way when opportunities arise;

6. The Transport and Highways Department will secure funding from TfL through the Local Implementation Plan process for improvements to bus services, streetscape, walking and cycling facilities, smarter travel initiatives and other complementary transport measures that serve to improve the attractiveness of non-car modes;

7. The Transport and Highways, and the Directorate of Planning and Borough Development will work with landowners and developers to help deliver public transport improvements;

8. The Transport and Highways and the Directorate of Planning and Borough Development will work with adjacent boroughs to secure improvements to public transport, walking and cycling facilities, particularly where large developments present regeneration benefits to the Borough;

9. The Council supports the London Cycle Hire Scheme and the Transport and Highways and Planning and Borough Development Departments will work with TfL to expand the scheme as widely as possible;

10. The Transport and Highways and Planning and Borough Development Departments will ensure charging facilities are provided for electric vehicles in new development.

11. The Council will work with providers of door-to-door transport services such as Transport for London for Dial-a-Ride, Westway Community Transport and London Councils for the Taxicard scheme to improve transport options for those within the Borough who have reduced mobility.

12. The Council will support the Mayor of London in promoting a rail freight bypass for London to relieve pressure on the London Overground network.

Chapter 33: An Engaging Public Realm

Servicing

33.3.34 Servicing requirements add to the already high demands on our roads and can be particularly harmful to the appearance and safe functioning of the street.

33.3.35 The servicing of sites, including coach and other vehicle parking, refuse storage and off-street loading bays, are essential for a site to function as intended. Although the Borough is primarily residential in nature, there are several strategic traffic routes into and out of London which carry very high levels of traffic. Servicing in the Borough can give rise to traffic congestion, an impact on bus operations, conflict with pedestrians, and has the potential to create disturbance, particularly in or adjacent to residential areas. A Servicing Management Plan and/or Coach Management Plan will ensure the safe and effective movement of all service vehicles and minimise any potential negative impacts on residential amenity, road function and pedestrian safety.

33.3.36 The provision of servicing is a balancing act. On one hand, the Council needs to ensure the safe and efficient management of servicing vehicles so that the road network is not hindered, whilst on the other, the Council wishes to ensure that the physical servicing area is not detrimental to the character or appearance of an area, or detrimental to residential amenity. As the nature of the Borough is predominantly high density residential, the impacts of servicing can have a wider reaching impact and is therefore a matter of strategic importance.

Policy CR7: Servicing

The Council will require servicing facilities and coach parking to be well designed, built to accommodate the demands of new development and sensitively integrated into the development and the surrounding townscape. In particular servicing activities and coach pick-up and drop-off should not give rise to traffic congestion, conflict with pedestrians or be detrimental to residential amenity.

 To deliver this the Council will:
  a. require sufficient on-site servicing space and coach parking to accommodate the number and type of vehicles likely to be generated and to ensure that this can take place without manoeuvring on the highway;
  b. require a Servicing Management Plan for all sites with on-site servicing space that will control the hours of servicing, including detail on how vehicles will be managed, and controls on the types and sizes of vehicles to ensure they are appropriate to the local area and are environmentally acceptable;
  c. require coach drop-off and pick-up facilities and a Coach Management Plan at new hotel developments and at extensions to existing hotels;
  d. require, where developments cannot provide onsite servicing space or coach parking, that it is demonstrated that the proposal can function satisfactorily without giving rise to adverse effects on traffic congestion, pedestrian safety, residential amenity or impact on bus routes. A Servicing Management Plan and/or Coach Management Plan will be required in these instances;

e. require on-site servicing and coach parking spaces and entrances to be sensitive to the character and appearance of the building and wider townscape and streetscape.

33.4 Corporate and Partner Actions

Introduction

33.4.1 Delivering the strategic objective of An Engaging Public Realm will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared that will play a part in delivering this objective. It sets out specific actions that will be undertaken to further the objective. Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

The Royal Borough of Kensington and Chelsea Parks Strategy 2006-2015

33.4.2 The Council‟s Environment, Leisure and Residents Services Department (ELRS) has a 10-year Parks Strategy to improve and invest in its main parks. This Strategy includes an aspiration to increase the number of public open spaces managed by the Council. It also includes a rolling programme of consultation followed by a major programme of maintenance and park improvements over the lifetime of the Core Strategy

The Royal Borough of Kensington and Chelsea Streetscape Guide 2012

33.4.3 The Transport and Highways Department has produced the Streetscape Guide which sets out the concepts of „streetscape‟, policies and elements of streetscape design. The guide also includes detailed specifications for streetscape standards.

The Royal Borough of Kensington and Chelsea Tree Strategy 2015

33.4.4 The Tree Strategy seeks to give greater emphasis to the relationship between trees in the Royal Borough and the built and historic environment. With careful consideration of planting position, spacing, selection of species and management, the strategy seeks to develop a more rigorous and coherent contribution by trees to the Borough. The Council‟s Arboricultural Section are responsible for implementing the Tree Strategy.

The Royal Borough of Kensington and Chelsea Planning and Conservation Capital Programme 2013/14 to 2015/16

33.4.5 The Capital Programme includes a number of local enhancement schemes including the refurbishment of Chelsea Bridge, the annual Street Scene Improvement Programme and the annual programme for Highway Improvements. The latter includes traffic management schemes and environmental improvements.

The Royal Borough of Kensington and Chelsea Renewing the Legacy: 21 Projects for the 21st Century 2006

33.4.6 This document outlines a series of Council and partnered projects that will help keep Kensington and Chelsea one of the world"s best places to live. The projects range from public art to achieving high standard parks.

Sport England Strategy 2012-2017
33.4.7 The Sport England"s Strategy aims to address the fundamental challenges facing sport, and particularly community sport, in England. The Strategy states that Sport England will build on the legacy of the 2012 Olympics and draw in other partners such as local authorities who drive local provision and are key to delivering a world leading community sport infrastructure.

Corporate or Partnership Actions for An Engaging Public Realm

1. The Council will work in partnership with Transport for London and the Council"s Transport and Highways department to encourage streetscape improvements which remove barriers and improve access for local residents;
2. The Planning and Borough Development Directorate will work in partnership with the Council"s Transport and Highways Department to implement the Local Implementation Plan;
3. The Planning and Borough Development Directorate will work closely with the and Tri-Borough Children"s Services to help increase access to, play and adventure facilities across the Borough;
4. The Planning and Borough Development Directorate will work with the Council"s Environment, Leisure and Residents Services Department to ensure the Implementation of the Streets and Physical Activity Strategy;
5. The Planning and Borough Development Directorate will work in partnership with the Council"s Arboricultural Department to deliver the Tree Strategy;
6. The Planning and Borough Development Directorate will work in partnership with the Council"s Arboricultural Department to continue the programme of street tree maintenance and replacement planting in accordance with good Arboricultural practice;
7. The Planning and Borough Development Directorate will work in partnership with Sport England to help deliver their strategy, particularly in relation to providing community sport infrastructure;
8. The Planning and Borough Development Directorate will work in partnership with Natural England to help deliver improved Green Infrastructure;
9. The Planning and Borough Development Directorate will work in partnership with British Waterways and the Port of London Authority to help deliver improved „blue infrastructure";
10. The Planning and Borough Development Directorate will continue to work in partnership with the City of Westminster to achieve a shared vision for Knightsbridge and investigate the possibility of implementing public realm improvements in Montpelier Street.
11. The Planning and Borough Development Directorate will maintain existing street trees and will extend tree coverage across the Borough.

Chapter 34: Renewing the legacy

34.4 Corporate and Partner Actions
Introduction

34.4.1 Delivering the strategic objective of Renewing the Legacy will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared to play a part in delivering this objective. It then sets out specific actions that will be undertaken to further the objective.

Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

English Heritage: National Buildings at Risk Strategy 1998
34.4.2 The National Buildings at Risk Strategy arose from the success following the survey of all grades of listed buildings in London, when English Heritage first published the annual Register of Buildings at Risk in London in 1991. There is now a combined Heritage at Risk register that combines Grade I and II* listed buildings at risk and structural scheduled monuments which are at risk and vulnerable.

The Royal Borough of Kensington and Chelsea, Renewing the Legacy: 21 Projects for the 21st Century 2006
This document outlines a series of Council and partner-led projects that will help keep Kensington and Chelsea to be one of the world's best places to live.

Corporate or Partnership Actions for Renewing the Legacy
1. The Planning and Borough Development Directorate will continue to run the Architecture Appraisal Panel;
2. The Planning and Borough Development Directorate will work in partnership and consult with design and conservation bodies including English Heritage and the Design Council;
3. The Planning and Borough Development Directorate will review conservation areas and Article 4 directions as resources allow;
4. The Planning and Borough Development Directorate will continue to reduce the number of buildings and monuments at risk on 'English Heritages Risk Register and the Borough's own 'Buildings at Risk Register';
5. The Planning and Borough Development Directorate will continue to use Article 4 Directions and Section 215 powers;
6. The Planning and Borough Development Directorate will continue to produce additional and update existing design guides and Conservation Area Proposal Statements;
7. The Planning and Borough Development Directorate will work in partnership with the Council"s Property Services and Housing Department to deliver housing renewal;
8. The Planning and Borough Development Directorate will work in partnership with Police Architectural Liaison to ensure that 'Secured by Design' is embedded in all design;
9. The Council will encourage architectural competitions to help select architects for developments on major sites, leading to better quality design;

Chapter 36: Respecting Environmental Limits

Climate change, flooding, waste, biodiversity, air quality and noise and vibration

36.1 Introduction

36.1.1 *"The Council recognises the scientific consensus that climate change and global warming is happening; that human activity is contributing to it significantly; and that it has potentially damaging environmental, social and economic impacts"* (RBKC Climate Change Strategy 2008 – 2015).

36.1.2 *"Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development."* (National Planning Policy Framework, March 2012).

36.1.3 Across the planet, we are using natural resources too quickly and at a rate beyond the capacity of our planet to replenish them at the same rate. It is important that we all play our part to reduce the impact of human activity on the global and local environment. Respecting Environmental Limits is therefore about ensuring that we live within our means and make decisions to help future generations meet their needs. This will contribute to achieving the environmental elements of sustainable development.

36.1.4 The social, economic and other environmental elements of sustainable development are considered elsewhere in the Core Strategy, including encouraging the use of public transport, sustainable economic growth, providing local employment opportunities, providing a diversity of housing, providing community facilities and opportunities within walkable neighbourhoods, protecting open space and encouraging greater opportunities for pedestrians and cyclists.

36.1.5 Most of our energy and fuel, including for the production and transportation of food, comes from non-renewable fossil fuels (coal, oil and gas) which emit carbon dioxide when burned. Carbon dioxide is one of the six principal greenhouse gases, which contributes to global warming resulting in *climate change.* This leads to less predictable weather conditions and more extreme weather events, which may reduce food production and increase the risk of *flooding.* Over two thirds of our **waste** is currently transported by barge down the River Thames to the Belvedere Energy Waste plant**.** The remaining waste is either composted and recycled. The loss of *biodiversity* we are currently experiencing on a global scale, is considered by many, to be the greatest since the mass extinction of the dinosaurs[6].

36.1.6 In addition to the global concerns mentioned above, there are several important local concerns including the fact that air pollution can have a serious impact on health. Vehicles, including those passing through the Borough, the heating and cooling of buildings, especially the use of old inefficient boilers, comfort cooling and the use of engines and

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[6] Global Biodiversity Outlook 2 Report, United Nations, 2006

turbines for heating/electricity generation are all significant emitters of gases (some of which are also greenhouse gases) and increase **air pollution.** The ambient **noise** levels in many parts of the Borough are high, which are exacerbated by noise from plant and equipment attached to buildings, road traffic, construction, noisy neighbours and pubs/clubs. **Vibration** is also an issue in parts of the Borough, mostly caused by surface and underground trains, but also by plant and equipment which has not been properly attenuated.

36.1.7 Respecting Environmental Limits is an integral part of the Royal Borough's vision of *Building on Success.* Tackling these issues is central in upholding our residents' quality of life.

CO 7

Strategic Objective for Respecting Environmental Limits

Our strategic objective to **respect environmental limits** is to contribute to the mitigation of, and adaption to, climate change; significantly reduce carbon dioxide emissions; maintain low and further reduce car use; carefully manage flood risk and waste; protect and attract biodiversity; improve air quality; and reduce and control noise within the Borough

36.2 What this means for the Borough

36.2.1 We have one of the most cherished historic townscapes in London. If we do not adapt to and limit climate change the historic assets will be irreparably damaged, and the cultural, social and economic benefits will be lost[7]. We have a statutory duty to contribute to the mitigation of, and adaptation to, climate change[8]. Therefore, we need to carefully manage development to ensure that the natural and historic environments do not conflict but complement one another.

36.2.2 The Borough is designated as an Area Quality Management as levels of nitrogen dioxide and particulate matter exceed national Government standards. The Council will therefore take action to carefully control emissions, including emissions from alternative fuel sources.

36.3 Planning Policies

Climate Change

36.3.1 The United Kingdom emitted 532,373,000 tonnes of carbon dioxide in 2005, compared to approximately 558,000,000 tonnes in 1990. This constitutes an approximate 4.5% saving from 1990. The Royal Borough emitted approximately
1,422,000 tonnes of carbon dioxide in 2010[9] The Climate Change Act 2008 requires a

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[7] Climate Change and the Historic Environment, English Heritage. January 2008

[8] Planning Act 2008.

[9] Department of Energy and Climate Change. Local and Regional Carbon Dioxide Emissions Estimates for 2005-2010 for the UK.

reduction in CO_2 emissions of at least 26% by 2020 and 60% by 2050, against a 1990 baseline. The government has recently increased this target to 80% by 2050, which will require far more aggressive measures to reduce CO emissions.

36.3.2 Global average temperatures have risen by nearly 0.8 $°C$ since the late 19th century and risen by about 0.2 $°C$ per decade over the past 25 years. This warming is, in part, from the greenhouse effect, i.e the result of the interaction of certain atmospheric gases with solar and terrestrial radiation[10].

36.3.3 In 2005, the Royal Borough emitted an estimated 8.06 tonnes of CO_2 per capita, which is above the London average of 6.45 tonnes but below the national average of 8.84 tonnes[11].

36.3.4 The Climate Change Strategy 2008 to 2015 states that 57% of the Royal Borough"s carbon dioxide emissions are from commercial uses (including shops, offices and hotels), compared to 45% nationally; 28% from domestic sources, compared to 27% nationally; and 15% from road transport, compared to 28% nationally.

36.3.5 Although a higher proportion of the Borough's emissions arise from industrial and commercial uses, DEFRA's projections show that a significant proportion of CO ings can be made within the domestic sector[12].

36.3.6 Environmental policy suggests that greenhouse gas emissions can be greatly reduced by significantly reducing the amount of heat and energy we use in our buildings, through energy efficient design, materials and construction, such as maximising natural heating and ventilation. Supplying the heat and energy we require locally, through decentralised district heat and energy networks and renewable sources, also minimises greenhouse gas emissions, minimises heat and energy lost during its transportation and contributes to securing heat and energy supply for the future.

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[10] RBKC Climate Change Strategy, 2008 - 2015.

[11] Department for the Environment and Rural Affairs (DEFRA) / AEA Technology Plc Environmental Statistics 2005/06.

[12] Analysis to support climate change indicators for local authorities, April 2008. Prepared by AEA Technology PLC for the Department for Environment, Food and Rural Affairs.

RESPECTING ENVIRONMENTAL LIMITS

Climate Change, Flooding, Waste, Biodiversity, Air Quality.

Legend:

- ■ Sites of Metropolitan Importance
- ■ Sites of Borough Importance (Grade I)
- **D** Sites of Borough Importance (Grade II)
- **D** Sites of Local Importance
- **CJ** Blue Ribbon Network
- O O O Green Corridors
- ▢ Garden Squares and other green spaces
- — Existing waste management sites
- *J* New on-site waste management facilities
- **O** IndiCatiVe flood risk zones•
- Areas of significantly higher air pollution**
- ✳ New sites with potential f/ HP or similar

BRENT

WESTMINSTER

H & F

HAMMERSMITH AND FULHAM

WESTMINSTER

WANDSWORTH

RJ..t Sto the Strategic Flood Risk Asment for specific Fl ood Risk Zones.

- The info ation for Flood Risk Zones is provided by the Environment Agency. The Environment Agency webste should be consulted as the areas are subject to change.

** The entire borough is designated as an Air Quality Management Area.

36.3.7 Using well established tools such as the Code for Sustainable Homes and BREEAM, a meaningful contribution to carbon reduction can be made. These tools also provide a means of achieving increasing carbon savings by raising the standards expected over time, and the type of developments to which the standards apply.

36.3.8 Achieving Code for Sustainable Homes Level 4 will cost approximately 7% more than delivering to current Building Regulations standards[13]. Refurbishment of existing dwellings to using BREEAM methodology is considered reasonable[14]. The Government also intends for all new homes to be zero carbon by 2016.

36.3.9 The Borough currently consumes an average of 159 litres of water per person per day, which is greater than the average for England and Wales (149 litres per person per day) but less than the London average (162 litres per person per day)[15].

36.3.9a BREEAM Domestic Refurbishment (BDR) is the appropriate assessment method for refurbishment, conversion and basement schemes where the whole property requires retrofitting. In order to meet the policy objectives relating to carbon reduction, water and waste minimum standards have been set for these criteria. The standards will assist in reducing the carbon footprint, enable water to be saved and ensure that construction and demolition waste is diverted from landfill.

36.3.10 The Royal Borough contains over 4,000 listed buildings and over 70% of the Borough has conservation area status. Re-using historic buildings may significantly reduce energy consumption as existing buildings represent the „embodied" energy used to produce them; whereas demolishing a brick building wastes the embodied energy and uses up more energy in demolition and rebuilding. The embodied energy in the bricks of a typical Victorian terraced house would drive a car more than ten times around the world[16].

36.3.11 English Heritage acknowledge the importance of making reasonable alterations to the existing building stock to mitigate climate change and state that often the energy efficiency of the historic buildings can be increased in ways sympathetic to their historic character[17].

36.3.11a Whilst listed buildings generally represent a greater challenge in terms of retrofitting for carbon reduction, it is possible in most cases, by careful selection of credits to avoid causing harm to the special architectural character or historic interest of the building. However, this may not be possible in all cases and where it is not possible to demonstrate that harm to the building will not result then the Council is likely to resist the principle of a basement extension.

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[13] Cost Analysis of The Code for Sustainable Homes, CLG, July 2008. Example used for a flat in the best case scenario.

[14] Residential Evidence Base Report for Planning Policy CE1, 21 October 2009. Evidence Base report for Basements and Climate Change Policy, March 2013.

[15] Environment Agency, RBKC Fact Sheet, prepared as part of the Environment Agency's State of the Environment - London.

[16] Heritage Lottery Fund. Written Evidence for Heritage White Paper, 19 January 2006. (http://www.publications.parliament.uk/pa/cm200506/cmselect/cmcumeds/912/912we59.htm)

[17] Climate Change and the Historic Environment, English Heritage. January 2008 and draft Planning Policy Statement 15.

36.3.13 The ecological footprint in the Borough is 6.39 global hectares per capita, which is the 2nd highest in London (The London average is 5.48 and national average is 5.30). The primary contributors in the Borough are food (28%) and housing (21%)[18]. This, together with the greenhouse gases emitted during the transportation of food and manufacture of packaging, makes food production close to its consumption an important consideration for the Borough. There is opportunity, even in small developments, to use private garden space, green / living roofs and sheds to facilitate small scale on-site food production, and larger developments present different opportunities.

36.3.14 The evidence on climate change shows that we need a policy to ensure that development mitigates against, and adapts to, climate change without unacceptable impacts on air quality. The Council also intends to take a leading role in identifying new and existing opportunities for decentralised heat and energy networks through heat and energy masterplanning.

Policy CE 1

Climate Change

The Council recognises the Government's targets to reduce national carbon dioxide emissions by 26% against 1990 levels by 2020 in order to meet a 60% reduction by 2050 and will require development to make a significant contribution towards this target.

To deliver this the Council will:

a. require an assessment to demonstrate that all new buildings and extensions of 800m² or more residential development or 1,000m² or more non- residential achieve the following Code for Sustainable Homes /

BREEAM standards:

   i.   Residential Development should meet Code for Sustainable Homes Level 4.
   ii.   Non Residential Development should meet BREEAM very good with 60% of the unweighted credits available in the energy, water and materials sections.

b. require an assessment to demonstrate that conversions and refurbishments of 800m² or more residential development or 1,000m² or more non- residential achieve the following relevant BREEAM standards:

   i.   Residential Development: BREEAM excellent for Domestic Refurbishment including the following minimum standards:

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[18] Environment Agency: RBKC Environmental summary factsheet, quoting REAP (Resources and Energy Analysis Programme) 2004.

(a) the minimum standards of excellent for Energy;
(b) 80% or more of the un-weighted credits in the waste category

ii.   Non Residential Development should achieve BREEAM very good rating.

c. require that carbon dioxide and other greenhouse gas emissions are reduced to meet the Code for Sustainable Homes and BREEAM standards in accordance with the following hierarchy:

i.   energy efficient building design, construction and materials, including the use of passive design, natural heating and natural ventilation;

ii.   decentralised heating, cooling and energy supply, through Combined Cooling Heat and Power (CCHP) or similar, whilst ensuring that heat and energy production does not result in unacceptable levels of air pollution;

iii. on-site renewable and low-carbon energy sources;

d. require the provision of a Combined Cooling, Heat and Power plant, or similar, which is of a suitable size to service the planned development and contribute as part of a district heat and energy network for:

i.   strategic site allocations at Kensal, Wornington Green, Kensington Leisure Centre and Earl's Court; and

ii. significant redevelopment and regeneration proposals at Notting Hill Gate and Latimer as set out in the places section of this document;

e. require all CCHP plant or similar to connect to, or be able to connect to, other existing or planned CCHP plant or similar to form a district heat and energy network;

f. require development to connect into any existing district heat and energy network, where the necessary service or utility infrastructure is accessible to that development;

g. require development to incorporate measures that will contribute to on-site sustainable food production commensurate with the scale of development;

h. require, in due course, development to further reduce carbon dioxide emissions and mitigate or adapt to climate change, especially from the existing building stock, through financial contributions, planning conditions and extending or raising the Code for Sustainable Homes and BREEAM standards for other types of development.

Biodiversity

36.3.27 Biodiversity does not only enhance the beauty of our landscapes and wildlife, inspiring and enriching our lives, but provides us with many of the things that sustain our lives. Biodiversity provides ecosystem services (e.g. food, timber and fuel, materials and fresh water). Biodiversity helps to regulate our climate, control floods, absorb CO and purify water. It also contributes to a sense of place, providing a cultural heritage and opportunities for recreation, tranquillity and a healthy environment[19].

36.3.28 The biodiversity resource in the Borough is remarkably rich, with 24 Sites of Nature Conservation Importance (SNCIs) which include two open waterways (Grand Union Canal and The River Thames including Chelsea Creek) forming the Blue Ribbon Network and several linked sites forming Green Corridors.

36.3.29 Sixty two protected and priority species have been recorded within the Borough"s SNCIs, with a further 16 protected and priority species recorded within 200m (219 yards) of the designated sites.

36.3.30 Bird species in the borough are generally stable, although there has been a decrease in Starlings and Song Thrush, and a marked decrease in Dunnock. However, numbers of Chaffinches, Greenfinches and Goldfinches have increased[20].

36.3.31 The Grand Union Canal is strategically important as a green corridor spanning the city and contains characteristic aquatic flora, fauna and breeding water birds. The River Thames, including Chelsea Creek, is also strategically important, but as a natural landscape feature and contains brackish and freshwater flora, wildfowl, waders, fish and invertebrates[21]. Green corridors link SNCIs to create a continuous biodiversity network, allowing animals and plants to move between sites and be found further into dense urban areas. These also form part of the boroughwide green infrastructure

36.3.32 The Council"s Local Biodiversity Action Plan (LBAP) was revised in February 2010. Among other things, BAPs set out the measures to protect and enhance the Borough"s biodiversity resource by improving the quality of the local environment through practical management, habitat creation and protection of important wildlife sites. The implementation of the LBAP is an important vehicle to improving the biodiversity of the Borough.

Policy CE 4

Biodiversity
The Council will protect the biodiversity in, and adjacent to, the Borough"s Sites of Nature Conservation Importance and require opportunities to be taken to enhance and attract biodiversity.

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[19] London Plan Policy 5.17
[20] Giddens. G, R.B.K.C Borough Breeding Bird Survey 2006 Report
[21] Revision of Sites of Nature Conservation Importance, June 2009

To deliver this the Council will:

a.   protect Sites of Nature Conservation Importance and/ or require the provision of significantly improved habitats to attract biodiversity in accordance with the national, regional and local policy and biodiversity targets and ecosystem targets Plans;

b.   protect the biodiversity value of Green Corridors and the Blue Ribbon Network and   require that development proposals create opportunities to extend or link Green Corridors and the Blue Ribbon Network;

c.   require a site specific Ecological Impact Assessment for all major developments in or adjacent to Sites of Nature Conservation Importance, Green Corridors, open space, and the Blue Ribbon Network and their features important for biodiversity;

d.   require development proposals to create opportunities, where possible, for attracting biodiversity and habitat creation, having regard to the national, regional and local biodiversity and ecosystem targets.

Air Quality

36.3.33 The entire Borough is designated as an Air Quality Management Area (AQMA) due to elevated levels of nitrogen dioxide (NO2) and particulate matter (PM10 and PM2.5)[22]. Planning developments can have an impact on air quality, through building design, construction, energy, heating and cooling systems and vehicle movements associated with the construction and operational phase.

36.3.34 In 2008, the Borough emitted an estimated 86 tonnes of NOx per km^2 per annum, compared to an inner London borough average of 51.5 tonnes per sq.km per annum. The Borough emits an estimated 4 tonnes of PM10 (particulate matter) per sq.km per year, compared to an inner London borough average of 2.4 tonnes per sq.km per year[23].

36.3.35 The largest source of NO2 is domestic and commercial gas burning while the largest source of PM10 is road traffic exhaust emissions.

36.3.36 The worst air quality is found along the main vehicle routes, with poor air quality found in the areas between these routes. Typical annual average concentrations of nitrogen dioxide at many roadside locations are twice the Government"s air quality objective level of 40 micrograms per cubic meter. Daily exceedences of the 24 hour fine particle (PM10) objective continue to occur at some roadside locations.

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[22] Local Air Quality Management Progress Report, April 2008
[23] Calculated using national figures from the London Atmospheric Emissions Inventory 2006 GLA (released April 2009)

36.3.37 Some measures introduced may have an adverse impact on air quality. Biomass, derived from biological materials such as plants and timber, is a renewable source of fuel for producing heat and power that delivers significant reductions of CO2. However, the use of biomass and biomass/gas fired CCHP and CHP increases NOx (and particle emissions in the case of biomass). CHP technologies often emit higher levels of NOx than biomass boilers. Diesel generators, which can be used routinely or to feed electricity to the grid also emit high levels of NOx and particulates. This is undesirable in an Air Quality Management Area and Smoke Control Area and the technology does not yet exist to achieve acceptable emission levels.

36.3.38 The evidence on air quality shows that we need to ensure that development proposals address the potential impact on air quality in isolation and the combined cumulative impact with neighbouring developments. Any air quality assessment and low emission strategy must set out the potential impact of the development on local air quality. Given the ongoing exceedences of air pollutants throughout the Borough, opportunities need to be taken to improve air quality in accordance with the Council"s Local Air Quality Action Plan.

Policy CE 5
Air Quality

The Council will carefully control the impact of development on air quality, including the consideration of pollution from vehicles, construction the heating and cooling of buildings. The Council will require development to be carried out in a way that minimises the impact on air quality and mitigate**s** exceedences of air pollutants.

To deliver this the Council will:
a.   require an air quality assessment for all major development;

b.   require developments to be "air quality neutral" and resist development proposals which would materially increase exceedences levels of local air pollutants and have an unacceptable impact on amenity or health unless the
development mitigates this impact through physical measures or and financial contributions to implement proposals in the Council"s Local Air Quality Management Plan;

c.   require that the Code for Sustainable Homes and BREEAM assessments obtains all credits available for reducing pollution and emissions, and improving air quality;

d.   resist biomass combustion and combined heat and power technologies/ CCHP which may lead to an increase of emissions and seek to use greater energy efficiency and non combustion renewable technologies to make carbon savings unless its use will not have a detrimental impact on air quality.

e.   Control emissions of particles and NOx during demolition and construction and carry out a risk assessment to identify potential impacts and corresponding mitigation measures, including on site monitoring, if required by the Council.

Noise and Vibration

36.3.39 The dominant sources of noise in the Borough is generated by road and rail traffic, building and construction activity (including DIY), noisy neighbours, pubs and clubs, pavement cafés/outdoor seating and building services plant and equipment. Aircraft and helicopter noise is also a concern in parts of the Borough.

36.3.40 Vibration in the Borough, apart from temporary construction activity, is usually generated as a result of surface trains, including night freight trains, and underground trains.

36.3.41 Noise sensitive development includes residential dwellings, schools and hospital uses.

36.3.42 The Environmental Noise (England) Regulations 2006, the London Plan and the National Planning Policy Framework requires the consideration of protecting tranquil/quiet areas. At present, there are no such areas identified in the Borough, however the Council will work with the Department for Environment, Food and Rural Affairs to identify these in due course.

36.3.43 Issues of noise and nuisance are considered on a site by site basis having regard to the proposal, site context and surrounding uses. Owing to the specialist nature of enforcing noise standards, the advice of the Council"s Environmental Health Department will be sought on all applications where noise and vibration is likely to be an issue.

36.3.44 The evidence on noise and vibration shows that we need a policy to ensure that new development takes account of existing sources of noise and vibration and proposed noise and vibration generating development does not impact on existing amenity.

Policy CE 6

Noise and Vibration
The Council will carefully control the impact of noise and vibration generating sources which affect amenity both during the construction and operational phases of development. The Council will require new noise and vibration sensitive developments to mitigate and protect occupiers against existing sources of noise and vibration.

To deliver this the Council will:
a. require that noise and vibration sensitive development is located in the most appropriate location and, wherever located, is protected against existing sources of noise and vibration, through careful design, layout and use of materials to ensure adequate insulation from sound and vibration;

b. resist developments which fail to meet adopted local noise and vibration standards;

c. resist all applications for noise and vibration generating development and plant that would have an unacceptable noise and vibration impact on surrounding

amenity;

d. require that development protects, respects and enhances the special significance of the Borough"s tranquil areas.

Development of potentially contaminated land

36.3.45   The Borough has been predominantly residential in nature over 100 years and fortunately has inherited comparatively few areas of contaminated land. However, there are areas of the borough where small scale industry such as factories, garages, manufacturing works and wharves were once present. This former industry and its industrial practices form part of the industrial legacy of an area and may have some archaeological significance. However, it has also left a legacy of contamination.

36.3.46   Land contamination on an existing site is dealt with by the Environmental Protection Act 1990.   However, when considering a new development or the re-development of a site, land contamination is a material planning consideration.

36.3.47   Developers will need to employ a competent person[24] to identify any potential risks that may be present to site workers, groundwater, surface water, future occupiers of the site, the wider environment and adjacent properties. They will need to consider the history of the site (and surrounding properties), and develop a site conceptual model which will then be used to aid the design of a site investigation.

36.3.48 This site investigation, which must be carried out in accordance with the relevant British Standard and Environment Agency guidance will identify whether any soil or groundwater contamination is present, and/or any ground gas. The developer's competent person will then be expected to produce a strategy that sets out the steps that will be taken to address any risks identified. Further sampling will be required to show the absence of contamination, including any soils that are to be re-used or brought onto site. Once this has been implemented, the Council will expect to receive a report that confirms the site is suitable for use. The competent person will also be expected to specify any ongoing programme of monitoring that may be required after the development has been completed.

36.3.49 The agreed measures to deal with contamination must be carried out in association with the development and the Council will impose conditions and, where appropriate, seek planning obligations to secure this.

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[24] NPPF definition: A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

Policy CE 7
Contaminated Land

The Council will consider the potential risks of contaminated land and will ensure that it is adequately mitigated before development proceeds.

To deliver this the Council will:

(a)   require the reports and investigations shown in criteria (b) to (e) to be carried out by a competent person;

(b)   require a desk top study and preliminary risk assessment;

(c)   require a site investigation and detailed risk assessment in line with current best practice guidance;

(d)   require a remediation strategy that sets out how any identified risks from the reports above are going to be addressed;

(e)   require a validation report once remediation has taken place.

36.4 CORPORATE AND PARTNER ACTIONS

Introduction

36.4.1 Delivering the strategic objective of Respecting Environmental Limits will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared and that will play a part in delivering this objective. It then sets out specific actions that will be undertaken to further the objective.

Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective Climate Change Strategy 2008 – 2015

36.4.2 The Councils Environment, Leisure and Residents Services Department has produced a seven year strategy which aims to make a difference on three levels: in the operation of the Councils own estate, in delivering services, and in stimulating behavioural change amongst businesses, residents and partner organisations in the community. This strategy does not come with a detailed long term action plan but it sets the direction of travel that the Council believes it should follow to achieve measurable change. It focuses on how the Council can mitigate global warming by reducing the emission of greenhouse gases (including carbon dioxide (CO_2), water vapour, methane (CH_4) and nitrous oxides (NO_2) and how the Council can help our residents to mitigate climate change and adapt to its impacts on our community.

Carbon Management Programme

36.4.4 This Council is part of the Carbon Trust"s Local Authority Carbon Management Programme. Through the programme the Council is committed to setting targets for carbon reduction and monitoring carbon emissions.

Western Riverside Waste Authority Joint Municipal Waste Management Strategy 2006 – 2011

36.4.5 This strategy was produced by the Western Riverside Waste Authority and its constituent councils (the London Boroughs of Hammersmith and Fulham, Lambeth, Wandsworth and the Royal Borough of Kensington and Chelsea). It covers the period 2006 to 2011 and establishes integrated waste management systems, which ensure that the Best Practicable Environmental Option is pursued for each particular waste stream. Although it covers the period 2006 to 2011, it is not intended to be a static document and it is expected to continually evolve through the process of feedback and review.

Biodiversity Action Plan 2010/11 to 2014/15

36.4.6 The Royal Borough"s Local Biodiversity Action Plan is a strategy and set of objectives that has been produced in consultation with conservation experts, local organisations and individuals, and linked to the Mayor"s Biodiversity Strategy for London. The key aims and objectives of the Biodiversity Action Plan are to

a. audit and monitor the ecological status of habitats and species,
b. raise awareness of the importance of biodiversity and protect and enhance the Borough"s biodiversity resource.

The National Air Quality Strategy 2007

36.4.7 Some years ago the National Air Quality Strategy was prepared by the Department for the Environment and Rural Affairs and sets out air quality objectives and policy options to improve air quality in the UK. The strategy provides a long-term vision for improving air quality in the UK and offers options for further consideration to reduce the risk to health and the environment from air pollution. In certain respects the Government may need to revisit the strategy in view of the continued failure to meet some EU air quality objectives in inner urban areas such as central London.

Air Quality Action Plan

36.4.8 The Royal Borough"s Air Quality Action Plan (2009 – 2014) sets out how to meet local air pollution goals and objectives, through a range of measures aimed at reducing emissions from existing buildings, new developments and from transport including environmental advice for businesses; improved energy efficiency in buildings; promote cleaner and more economical road vehicles; and promote the use of less polluting modes of transport. A new Action Plan is to be published in 2014 including existing initiatives which have proved successful and can be developed further. It will also set out new measures to meet the challenge of air quality hotspots and unacceptable levels of pollution.

Local Air Quality Management: Annual Review and Assessment Report

36.4.9 The Royal Borough"s Local Air Quality Management report provides information on the review and assessment of air quality in the borough. This review includes monitoring data collected during the previous year on the key pollutants identified in the national Air Quality Strategy, which are chiefly nitrogen dioxide (NO_2), particulate matter (PM_{10}), carbon monoxide, benzene, 1,3-butadiene, lead and sulphur dioxide.

The Mayor of London's Ambient Noise Strategy

36.4.10 The Ambient Noise Strategy sets out a comprehensive agenda and policy aims to secure support for minimising noise and improving soundscape quality across the capital. The important issues considered securing noise reducing surfaces on Transport for London"s roads; securing a night aircraft ban across London; and reducing noise through better planning and design of new housing and for road traffic noise and fostering better and quieter driving styles.

Corporate or Partnership Actions for Respecting Environmental Limits

1. The Council as a whole, and the Directorate of Environment, Leisure and Residents Services in particular, will implement the Council's Climate Change Strategy;
2. The Council as a whole, and the Environment, Leisure and Residents Services Department in particular, will implement the Carbon Management Plan
3. The Directorate of Planning and Borough Development and the Directorate of Environment, Leisure and Residents Services Department will work with the Greater London Authority, London Development Agency and London Councils to take a leading role in identifying new and existing opportunities for decentralised heat and energy networks through heat and energy masterplanning;
4. The Directorate of Planning and Borough Development along with the Directorate of Environment, Leisure and Residents Services Department will explore the potential for partnerships for delivering decentralised energy networks through Energy Service Companies (ESCo) and/or Multiple Utility Service Companies (MUSCo);
5. The Directorate of Planning and Borough Development will work with Thames Water to ensure that the timely implementation of the Thames Tideway Tunnel has a minimal impact on the Borough;
6. The Directorate of Planning and Borough Development together with the Environment, Leisure and Residents Services Department will actively support Thames Water in the delivery of short-term mitigation against sewer flooding and will continue to support the planning and development of a long-term solution to reduce the risk of sewer flooding in the Borough;
7. The Directorate of Planning and Borough Development will lead the Council's Lead Local Flood Authority duties to reduce and manage the risk of flooding thorough the Borough
8. The Directorate of Planning and Borough Development along with the Directorate of Environment, Leisure and Residents Services Department will actively work the Environment Agency and Thames Water to identify areas with critical drainage problems;
9. The Directorate of Planning and Borough Development and the Directorate of Environment, Leisure and Residents Services Department will work with emergency planners, drainage and highways authorities, Thames Water and the Environment Agency to prepare and implement a Surface Water Management Plan; a Local Flood Risk Management Strategy and a Flood Risk Management Plan.
10. The Directorate of Environment, Leisure and Residents Services Department will work in partnership with constituent authorities within the Western Riverside Waste Authority to implement the agreed Joint Municipal Waste Management Strategy;
11. The Directorate of Planning and Borough Development will work with neighbouring

boroughs and the GLA to prepare a Waste Development Plan Document by the end of the plan period ;

12. Environment, Leisure and Residents Services, and the Council as a whole, will strive to manage waste as effectively as possible, aiming for 24.09% domestic recycling and a reduction in recyclate contamination to 15.57%".

13. The Directorate of Environment, Leisure and Residents Services Department will regularly review the sites of Strategic Nature Conservation Importance (SINC) as part of the implementation of the national, regional and local Biodiversity Action Plans;

14. The Directorate of Environment, Leisure and Residents Services Department will work with the GLA and the Port of London Authority (PLA) to enhance the function of the Blue Ribbon Network, and particularly the use of the Thames for transport.

15. The Directorate of Transport and Technical Services will implement the Air Quality Action Plan objectives during the life of the Core Strategy;

16. The Directorate of Environment, Leisure and Residents Services Department will work with partners to encourage greater use and provision for lower emission vehicles;

17. The Directorate of Transport and Technical Services will implement the Mayor"s Ambient Noise Strategy and work with the GLA in their responsibility for preparing London Agglomeration Noise Action Plans and other strategic initiatives on regional noise mitigation;

18. The Directorate Transport and Technical Services will explore the feasibility of preparing a Local Ambient Noise Strategy, incorporating resident surveys to identify priority noise issues in the Borough;

19. The Directorate of Transport and Technical Services will provide comments on various consultation documents, including Heathrow Avian Noise.

Chapter 41: Policy Replacement Schedule

41.0.1 The purpose of this table is to show how the former UDP Policies and the Core Strategy Policies relate to each other. This schedule sets out previous UDP Policies and identifies if there is a relevant policy in the Core Strategy. The specific criteria within each policy have also been identified where appropriate. Most UDP Policies have now been superseded except those in the Housing and Offices and Employment Chapters which will be superseded in due course.

41.0.2 The Core Strategy Policies are not the same as the UDP Policies that they replace; rather they cover the same topic or issue.

	Policy Description	Current Status of UDP policy: Expired (not saved by SoS) or Saved policy	Is existing policy to be superseded by the Core Strategy?	Core Strategy Policy
	Strategic Policies			
ST1	Protect and enhance the Borough's residential character	Saved Policy	Yes	Policy CV1
ST2	Increase residential provision	Expired Policy		
ST3	Seek continued economic growth	Expired Policy		
ST4	Seek a safe, efficient and green transport system	Expired Policy		
ST5	Locate tourist related development close to public transport	Saved Policy	Yes	Policy CT1 Policy CF8
ST6	Encourage sizeable activities to locate in Central RBKC	Expired Policy		
ST7	Promote sustainable development by reducing the need to travel	Saved Policy	Yes	Policies CF5, CF7 and CT1
ST8	Promote sustainable development by enhancing environmental quality	Expired Policy		

ST9	Ensure development preserves and enhances the residential character of the Royal Borough	Saved Policy	Yes	Policy CV1
ST 10	Protect Listed Buildings and preserve Conservation Areas	Saved policy	Yes	Policies CL3 and CL4
ST 11	Promote high environmental and architectural design standards	Saved policy	Yes	High environmental standards are required through policies CE1, CE2, CE3, CE4, CE5 and CE6 High architectural standards are required through policy CL2
ST 12	Protect London's skyline and Strategic views	Expired Policy		
ST 13	Protect the River Thames and its setting	Expired policy		
ST 14	Ensure people with special mobility needs have equality of access	Expired policy		
ST 15	Protect Ancient Monuments and Sites of Archaeological Interest	Expired policy		
ST 16	Ensure contribution of RBKC to Greater London dwelling stock	Expired policy		
ST 17	Seek to maximise residential capacity in the Borough	Expired policy		
ST 18	Encourage an adequate and continuous supply of land for new housing	Expired policy		
ST 19	Seek an increase in amount and range of sizes of dwellings	Expired policy		
ST 20	Support diverse economy whilst protecting from inappropriate development	Expired policy		
ST 21	Encourage large developments to locate close to public transport	Expired policy		

ST 22	Retain a range of business premises whilst prioritising small businesses	Saved policy	Yes	Policy CF5, which also includes very small offices.
ST 23	Support the reduction of road traffic movement in the metropolitan area	Expired policy		
ST 24	Support measures to reduce air and noise pollution from motor vehicles	Expired policy		
ST 25	Promote walking and improve the pedestrian environment	Saved policy	Yes	Policies CT1,CK2 and CK3
ST 26	Promote cycling and provide comprehensively for cyclists	Saved policy	Yes	Policies CT1, CK2 and CK3
ST 27	Support and encourage the improvement of the public transport network	Expired policy		
ST 28	Encourage the use of rail for passenger and freight movement	Expired policy		
ST 29	Support the development of new rail links around London	Saved policy	Yes	Policy CT2
ST 30	Support local bus services and measures to improve service quality	Expired policy		
ST 31	Support the use of the River Thames for passenger and freight movement	Expired policy		
ST 32	Achieve targets set for reduction in road accidents through safety schemes	Expired policy		
ST 33	Support maintenance of a Strategic London Road Network	Expired policy		
ST 34	Implement programmes of comprehensive traffic management	Expired policy		
ST 35	Support control of night-time and weekend lorry movement	Saved policy	Yes	To be moved to a Highways and Transportation document

ST 36	Monitor demand in the controlled parking zone	Saved policy	Yes	To be moved to a Highways and Transportation document
ST 37	Oppose any increased capacity at Heathrow Airport	Saved policy	Yes	To be moved to a Highways and Transportation document
ST 38	Enhance the vitality and viability of Principal and Local Shopping Centres	Saved policy	Yes	Policies CF1, CF2 and CF3
ST 39	Ensure large new retail development is concentrated in Principal Centres	Saved policy	Yes	Policy CF1 (including the sequential test as set out in the NPPF) and policy
ST 40	Promote retail development in Local Shopping Centres	Saved policy	Yes	Policies CK2, CF3 and CF1
ST 41	Improve the attractiveness and competitiveness of the shopping centres	Saved policy	Yes	Policies CF1, CF2 and CF3
ST 42	Ensure continued enhancement of Principal Shopping Centres	Expired policy		-
ST 43	Ensure that the needs of residents and workers are met by retail	Saved policy	Yes	Policies CK2 and CK3
ST 44	Protect and encourage accessible social and community facilities	Saved policy	Yes	Policy CK1
ST 45	Restrict new hotel development to acceptable locations	Saved policy	Yes	Policy CF8
ST 46	Ensure continued contribution of sports, leisure and recreation provision	Saved policy	Yes	Policies CK1 and CF3
ST 47	Maintain and increase the provision and quality of open space	Saved policy	Yes	Policy CR5

ST 48	Encourage provision of continuous Thames path, improve access to river	Saved policy	Yes		Policy CR5
ST 49	Consider nature conservation and protection in all proposals	Expired policy			
ST 50	Have regard to air quality and land contamination	Expired policy			
ST 51	Seek land for provision of public utilities	Expired policy			
ST 52	Support the 'Proximity Principal'	Expired policy			

CONSERVATION AND DESIGN					
CD1	Protect and enhance views and vistas along the riverside	Saved policy	Yes		Policy CL11
CD2	Object to developments that affect views of the Chelsea riverside	Saved policy	Yes		Policy CL11
CD3	Resist development that results in the loss of Cremorne Wharf	Expired policy			
CD4	Resist permanently moored vessels on the river	Saved policy	Yes		Policy CR5
CD5	Protect and enhance Saved residential moorings at Battersea Reach	Saved policy	Yes		Policy CR5
CD6	Require a riverside development to preserve and enhance the waterfront	Saved policy	Yes		Waterside views are covered by Policy CL1 clause (d)
CD7	Ensure provision of a riverside walk within appropriate developments	Saved policy	Yes		Policy CR5 (h) requires opportunities to improve public access to riversides
CD8	Protect important views and vistas around the Royal Hospital	Saved policy	Yes		Policy CL11

CD9	Protect the open spaces around the Royal Hospital from development	Saved policy	Yes	Policy CR5
CD10	Protect views around the South Kensington Museums Area	Saved policy	Yes	Policy CL11 See South Kensington in the Spatial Strategy
CD11	Preserve and enhance character of South Kensington Museums Area	Saved policy	Yes	Policy CL11 See South Kensington in the Spatial Strategy
CD12	Resist development on metropolitan open land	Saved policy	Yes	Policy CR5 (a) and (b)
CD13	Restrict building height around Kensington Gardens and Hyde Park	Saved policy	Yes	Policy CL11 See the Building Heights SPD
CD14	Ensure new buildings do not impose themselves on Kensington Palace	Saved policy	Yes	Policy CL11 See the Building Heights SPD
CD15	Resist proposals encroaching or affecting the setting of Holland Park	Saved policy	Yes	Policy CL11 See the Commonwealth Institute SPD
CD16	Promote public access to Kensal Green and Brompton Cemeteries	Saved policy	Yes	Policy CR5 See Kensal and Earl"s Court in the Spatial Strategy
CD17	Protect the long-distance view from King Henry's Mound to St. Pauls	Saved policy	Yes	Policy CR5
CD18	Resist development that would adversely affect the setting of the canal	Saved policy	Yes	The protection of views forms part of Policy CL1 (d)
CD19	Encourage use of the canal for freight and recreational	Expired policy		

CD20	Encourage canal side development relating to water- based activities	Expired policy		
CD21	Encourage improved access to the canal side	Saved policy	Yes	Policies CR5 (h) and CL1 (d)
CD22	Permit residential moorings on the Grand Union Canal STC	Expired policy		
CD23	Protect, enhance and resist loss of public and private open space	Saved policy	Yes	Policy CR5
CD24	Resist development in, on, over or under garden squares	Saved policy	Yes	Policy CR5 (d)
CD25	Protect Parks and Gardens of Specific Historic Interest	Saved policy	Yes	Policy CR5 (b)
CD26	Encourage improvement of land/buildings which are in poor condition	Saved policy	Yes	Policy CL5 Note the use of S215 Notices
CD27	Ensure that all development is to a high standard of design	Saved policy	Yes	Policies CL2 and CL1
CD28	Require development to be integrated into its surroundings	Saved policy	Yes	Policy CL1b and CR2
CD29	Encourage energy efficiency of buildings	Expired policy		
CD30	Require infill development to maintain character of its surroundings	Expired policy		
CD31	Resist development of backland sites STC	Saved policy	Yes	Policy CL1
CD32	Resist subterranean developments STC	Saved policy	Yes	Policy CL2 (g)
CD33	Resist development which reduces daylight in adjoining buildings	Saved policy	Yes	Policy CL5
CD34	Require developments to ensure good light conditions	Saved policy	Yes	Policy CL5
CD35	Ensure sufficient visual privacy of residents and the working population	Saved policy	Yes	Policy CL5
CD36	Resist developments with a harmful increase in the sense of enclosure	Saved policy	Yes	Policy CL5

CD37	Resist developments significantly higher than neighbouring buildings	Expired policy		
CD38	Ensure proposals for open space are designed to high standards	Saved policy	Yes	Policy CR5 (g)

CD39	Require developers to account for safety and security	Saved policy	Yes	Policy CL2 (a) (vii)
CD40	Resist proposals where the noise generated would cause material disturbance to neighbours	Saved policy	Yes	Policy CE6
CD41	Ensure developments include adequate protection from external noise	Saved policy	Yes	Policy CE6
CD42	Require all non-domestic developments are accessible to people with special mobility needs	Saved policy	Yes	Policy CL2 in particular clause (a) part (vi). Also see the Access Design Guide SPD
CD43	Have regard to standards set out in Planning Standards Chapter	Expired policy		
CD44	Resist additional storeys and roof level alterations	Saved policy	Yes	Policy CL8
CD45	Permit additional storeys and roof level alterations	Saved policy	Yes	Policy CL8
CD46	Resist the introduction of roof level terraces	Saved policy	Yes	Policy CL8 (Roof alterations) Policy CL5 (Living conditions)
CD47	To resist proposals for extensions	Saved policy	Yes	Policy CL9 (Extensions and modifications) Policy CL5 (Living conditions)
CD48	To resist proposals for conservatories	Saved policy	Yes	Policy CL9
CD49	To resist side extensions to buildings	Saved policy	Yes	Policy CL9
CD50	Permit alterations only where external appearance would not be harmed	Saved policy	Yes	Policy CL6
CD51	Resist unsympathetic small-scale developments	Saved policy	Yes	Policy CL6
CD52	Resist the installation of plant and equipment	Saved policy	Yes	Policies CE6, CL6 and CL5
CD53	Permit satellite dishes and antennas	Saved policy	Yes	Policy CL6
CD54	Resist off-street car parking in forecourts and gardens	Saved policy	Yes	Policy CR4

CD55	Ensure character of mews properties is preserved and enhanced	Saved policy	Yes	Policy CL1
CD56	Resist loss of and inappropriate alterations/extensions to artists' studios	Saved policy	Yes	Policy CL1
CD57	Preserve and enhance appearance of Conservation Areas (CAs)	Saved policy	Yes	Policy CL3
CD58	Encourage improvement of the environment of CAs	Saved policy	Yes	Policy CL3
CD59	Seek implementation of specific proposals agreed in CAPS	Saved policy	Yes	
CD60	Resist partial or full demolition of buildings in CAs	Saved policy	Yes	Policy CL3
CD61	Ensure developments in CAs preserve and enhance character	Saved policy	Yes	Policy CL3
CD62	Ensure all development in CAs is to a high standard	Saved policy	Yes	Policy CL2 and CL3
CD63	Consider the effect of proposals on views in CAPS	Saved policy	Yes	Policy CL11
CD64	Require full planning applications in CAs	Saved policy	Yes	Policy CL3 (a)
CD65	Resist demolition of listed buildings in whole or in part	Saved policy	Yes	Policy CL4 (a)
CD66	Resist proposals to alter listed buildings	Saved policy	Yes	Policy CL4 (b)
CD67	Encourage use of listed buildings for their original purpose	Saved policy	Yes	Policy CL4 (e)
CD68	Resist change of use of listed buildings that would harm its character	Saved policy	Yes	Policy CL4, in particular, clause (e)
CD69	Resist development that would adversely affect a listed buildings setting	Saved policy	Yes	Policy CL4
CD70	Encourage retention of shop fronts of quality	Saved policy	Yes	Policy CL2. See the Shopfront Design Guide SPD
CD71	Seek all new shop fronts respect the buildings original structure	Saved policy	Yes	Policy CL2. See the Shopfront Design Guide SPD
CD72	Require suitable shop signage on combined shopping units	Saved policy	Yes	See the Shopfront Design Guide SPD Policy CL10

CD73	Resist open shop fronts	Saved policy	Yes	Policy CL10 See the Shopfront Design Guide SPD
CD74	Resist shop fronts resulting in removal of separate access to residential	Saved policy	Yes	Policy CL10 See the Shopfront Design Guide SPD
CD75	Require where appropriate that mobility needs are met by shop fronts	Saved policy		
CD76	Resist advertisements	Saved policy	Yes	Policy CR4
CD77	Permit awnings and blinds that are in character with the building	Saved policy	Yes	Policy CL10
CD78	Permit flagpoles unless their siting would harm the areas character	Saved policy	Yes	Policy CL6
CD79	Resist the erection of permanent hoardings	Saved policy	Yes	Policy CR4
CD80	Resist developments that would result in damage or loss of trees	Saved policy	Yes	Policy CR6
CD81	Encourage the planting of trees in new developments	Saved policy	Yes	Policy CR6
CD82	Resist tree loss unless they are dead/dying or a public danger	Saved policy	Yes	Policy CR6
CD83	Require an appropriate replacement for any tree that is felled	Saved policy	Yes	Policy CR6
CD84	Ensure adequate protection of trees during the course of construction	Saved policy	Yes	Policy CR6
CD85	Encourage protection of Sites of Archaeological Interest (SAI)	Saved policy	Yes	Policy CL4 (h)
CD86	Requirement of various actions if application is situated on an SAI	Saved policy	Yes	Policy CL4 (h)
CD87	Encourage co-operations between various parties with regard to SAIs	Saved policy	Yes	
CD88	Preserve and enhance all scheduled ancient monuments and SAIs	Saved policy	Yes	Policy CL4
CD89	Retain religious buildings of architectural or townscape merit	Saved policy	Yes	Policy CL1
CD90	Prepare planning briefs and guidelines for important development sites	Expired policy		

CD91	Identify sites that would benefit from environmental improvement schemes	Expired policy		
CD92	Negotiate planning obligations to achieve conservation and development	Saved policy	Yes	Policy C1
CD93	Discourage excess street furniture	Saved	Yes	Policy CR4
CD94	Encourage good quality street furniture	Saved policy	Yes	Policy CR4
CD95	Seek the preservation of historic street furniture	Saved policy	Yes	Policy CR4

HOUSING				
H1	Resist the loss of permanent residential accommodation	Saved policy	Yes	Policy CH3
H2	Seek the development of land for residential use	Saved policy	Yes	Policies CH1 and CH3
H3	Encourage the use of property, wherever appropriate, for residential	Expired policy		
H4	Resist encroachment into residential areas of commercial activities	Saved policy	No	
H5	Encourage local services that support the residential character of the area	Expired policy		
H6	Permit conversions from self-contained units into smaller s/c units	Saved policy	Yes	Policy CH2 (g)
H7	Seek provision of outdoor space in all new development	Saved policy	Yes	Policy CH2 (h)
H8	Require appropriate social and community facilities in major developments	Saved policy	No	This is dealt with in relation to each of the Strategic Sites in Section 2A of the Core Strategy. Policies CH2 (o) and CK1
H9	Resist residential development designed to a very low density	Saved policy	Yes	Policy CL1 (c) and to some extent CH2 (a)
H10	Require that housing designed for families is designed to a lower density	Saved policy	Yes	Policy CL1 (c) and to some extent CH2 part (a)
H11	Resist housing designed to higher densities	Expired policy		

H12	Resist higher densities unless necessary for townscape reasons	Expired policy		
H13	Continue to encourage improvement/preservation of existing housing	Expired policy		
H14	Ensure the enhancement of the residential environment	Expired policy		
H15	Require majority of housing to be located on Major Development Sites	Saved policy	Yes	
H16	Encourage use of publicly owned land for housing provision	Expired policy		
H17	Resist loss of small self-contained flats	Saved policy	No	
H18	Seek inclusion of smaller units and larger units in residential schemes	Saved policy	Yes	Policy CH2 (a)
H19	Seek an appropriate mix of dwellings within a scheme	Saved policy	Yes	Policy CH2 (a),(f) and (g)
H20	Normally to resist conversion of HMOs into s/c flats	Saved policy	Yes	
H21	Welcome affordable housing and housing for special needs	Expired policy		
H22	Negotiate provision of affordable housing for sites of over 15 dwellings	Expired policy		
H23	Provide affordable housing for Schedule of Major Developments Sites	Expired policy		

H24	Provide housing for people with special accommodation needs	Expired policy		
H25	Resist loss of residential hostels except in Earl's Court Ward	Saved policy	Yes	Policy CH2 (e) does not specifically refer to Earl"s Court
H26	Permit proposals for hostels by recognised hostel providers STC	Saved policy	Yes	Policy CH2 (e) for residential hostels and CF8 for tourist hostels
H27	Welcome provision of sheltered housing	Saved policy	Yes	Policy CH2 (c) refers to extra care housing
H28	Seek that ground floor dwellings are built to mobility standard	Expired policy		
H29	Resist loss of the Westway Travellers' Site	Saved policy	Yes	Policy CH2 (s)

	OFFICES AND INDUSTRY			
E1	Resist large-scale business development unless certain criteria met	Saved policy	Yes	Policy CF5 considers the11 appropriate location of new business development
E2	Permit small-scale business development	Expired policy		
E3	Resist loss of business units of less than 100 m2	Saved policy	Yes	Policy CF5 protects very small offices across the Borough
E4	Require housing to be developed on Major Development Sites	Saved policy	Yes	See Section 2A Allocations and Designations for this information.
E5	Negotiate planning gains from large scale business developments	Saved policy	Yes	Policy C1 provides a strategic overview. See the Planning Obligations (S106) SPD for more information
E6	Ensure developments provide a visually interesting street frontage	Expired policy		
E7	Ensure adequate provision for storage, recycling and disposal of waste	Expired policy		
E8	Resist loss of general industrial uses	Saved policy	No	Policy CF5 (f), (g) and (h) relate to light industrial uses
E9	Resist applications for the development of premises for special industries	Expired policy		
E10	Encourage business proposals to provide a range of unit sizes	Saved policy	Yes	Policy CF5 (e)
E11	Encourage provision of start-up units	Saved policy	No	
E12	Encourage refurbishment of office and industrial buildings	Saved policy	No	
E13	Encourage premises for locally based service industries and offices	Saved policy	No	
E14	Resist loss of commercial uses within primarily commercial mews	Saved policy	Yes	Policy CF5 (c)

E15	Seek provision of light industrial premises in North Kensington	Saved policy	No	
E16	Restrict change of use between B1-B8 uses in North Kensington	Saved policy	Yes	Policy CF5 provides a strategic overview
E17	Resist loss of light industrial uses in North Kensington	Saved policy	Yes	Policy CF5 provides a strategic overview
E18	Consider sympathetically proposals for expansion in North Kensington	Expired policy		
E19	Adhere to conditions that limit premises in North Kensington to industrial	Saved policy	No	
E20	Resist the loss of business use in Employment Zones	Saved policy	Yes	Policy CF5 (a)
E21	Resist loss of other employment generating uses in Employment Zones	Saved policy	Yes	Policy CF5 (a) and (j)
E22	Adhere to conditions that limit premises in Employment Zones to industrial	Saved policy	No	
E23	Resist change of use of light industrial premises in Employment Zones	Saved policy	Yes	PolicyCF5
E24	Consider sympathetically proposals for expansion or relocation in Employment Zones	Expired policy		
E25	Encourage provision of small, flexible business units in Employment Zones	Saved policy	Yes	Policy CF5 (e)
E26	Encourage improvement of existing offices and light industrial units in Employment Zones	Saved policy	No	
E27	Require business uses in proposals for sites in Employment Zones	Saved policy	Yes	Policy CF5 protects the Employment Zones for light industrial use and small and medium business uses.
E28	Resist establishment of diplomatic uses in specified areas	Saved policy	Yes	Policy CF10

E29	Permit establishment of diplomatic uses in specified areas STC			Policy CF10
E30	Consider favourably applications for diplomatic uses in listed buildings	Expired policy		

TRANSPORTATION				
TR1	Ensure high trip-generating development is located close to transport	Saved policy	Yes	Policy CT1(a)
TR2	Maintain, improve and provide safe pedestrian crossing facilities	Expired policy		
TR3	Maintain and improve footways	Saved policy	Yes	Policy CT1 (f)
TR4	Protect footpaths and encourage provision of new routes	Saved policy	Yes	Policy CT1 (o)
TR5	Improve and introduce cycle facilities, expanding the Local Cycle Network	Expired policy		
TR6	Review and alter major junctions that act as a barrier to cycle movement	Expired policy		
TR7	Co-operate with the Traffic Director for London	Expired policy		
TR8	Ensure cycle routes are provided in appropriate developments	Saved policy	Yes	Policy CT1 (f). Policy CR1 (c)
TR9	Require cycle parking facilities in appropriate developments	Saved policy	Yes	Policy CT1 (f)
TR10	Support the development of the Chelsea-Hackney Underground line	Saved policy	Yes	Policy CT2 (c) and (d)
TR11	To support the proposal for Crossrail	Saved policy	Yes	Policy CT2 (a)
TR12	Support and encourage the improvement of the West London Line	Saved policy	Yes	Policy CT2 (b) and (e)
TR13	Support proposals for the improvement of existing stations	Saved policy	Yes	Policy CT2 refers to new and enhanced rail infrastructure
TR14	Seek new bus services and improve existing services	Saved policy	Yes	Policy CT1 (i)
TR15	Improve bus services by introducing traffic management schemes	Expired policy	Yes	

TR16	Seek improvements at public transport interchanges	Saved policy	Yes	Policy CT1 (j)
TR17	Seek the provision of interchange facilities where none presently exist	Saved policy	Yes	Policy CT1 (j)
TR18	Require coach facilities for picking up and dropping off of hotel customers	Saved policy	Yes	
TR19	Encourage provision of coach parking at major hotels and attractions	Saved policy	Yes	
TR20	Resist the loss of off-street coach parking	Saved policy	Yes	Policy CT1 (l)
TR21	Support restrictions on coach movements in local areas	Saved policy	Yes	
TR22	Support the provision of safe and convenient taxi facilities	Saved policy		
TR23	Encourage use of the River Thames and the Grand Union Canal for freight	Expired policy	Yes	Policy CT1 (m) and CE3 (d)
TR24	Ensure road improvements in developments are safe	Expired policy		
TR25	Improve the efficiency of the major roads in the Borough	Expired policy		
TR26	Implement schemes that slow down traffic on minor roads	Saved policy	Yes	
TR27	Oppose schemes which may encourage traffic to use minor roads	Saved policy	Yes	Policy CT1 (b)
TR28	Resist highway proposals that would lead to increased Borough traffic	Expired policy		
TR29	Support proposals that help relieve the Earls Court One-Way system	Saved policy	Yes	Policy CT1 (n)
TR30	Review the extent of waiting and loading provisions on major roads	Expired policy		
TR31	Review and adjust provision of on-street parking for residents	Expired policy		
TR32	Maintain the number of pay and display parking spaces	Saved policy	Yes	
TR33	Resist the provision of additional public car parks	Expired policy		

TR34	Control the management of new public off-street car parks	Expired policy		
TR35	Assess the impact of new development on public transport infrastructure	Saved policy	Yes	Policy CT1(h)
TR36	Resist development resulting in increasing traffic or decreasing safety	Saved policy	Yes	Policy CT1 (a), (b) and (g)
TR37	Negotiate developer contributions towards transport improvements	Saved policy	Yes	Policy C1
TR38	Limit amount of off-street parking spaces in non-residential development	Saved policy	Yes	Policy CT1 (e)
TR39	Permit only small-scale development in less accessible areas	Saved policy	Yes	Policy CT1 provides a strategic overview
TR40	Resist the formation of new accesses on major roads	Saved policy	Yes	See the Transport SPD
TR41	Require designated off-street service space for development schemes	Saved policy	Yes	Policy CR7

TR42	Require new residential development to require off-street parking STC	Saved policy	Yes	Policy CT1(b) and (c) relate to new development parking
TR43	Resist development which would result in the loss of off-street parking	Saved policy	Yes	Policy CT1 (b) and (c) relate to new development parking
TR44	Resist development which would result in the loss of on-street parking	Saved policy	Yes	Policy CT1 (b)
TR45	Resist development of helicopter facilities in the Borough	Saved policy	Yes	

SHOPPING				
S1	Resist loss of shops particularly where this would decrease choice	Saved policy	Yes	Policies CK2 and CF3
S2	Permit new shop floorspace and extensions to shops	Saved policy	Yes	Policies CF1and CF3 relate to new shop floorspace

S3	Seek the replacement of shop floorspace and frontage in new schemes	Saved policy	Yes	Policies CK2 and CF3. Also see the Shopfront Design Guide SPD
S4	Seek provision of shop units as part of appropriate development schemes	Saved policy	Yes	Policies CK3, CK2 and CF1(d)
S5	Seek a range of shop unit sizes in shopping developments	Saved policy	Yes	Policy CF3
S6	Maintain and improve the vitality of the Borough's shopping centres	Saved policy	Yes	Policy CF2
S7	Seek a concentration of shops in the core frontage of shopping centres	Saved policy	Yes	Policies CF1 (b) and CF3
S8	Resist the loss of any shop in a Local Shopping Centre	Saved policy	Yes	Policies CF3 (d) and CK2
S9	Encourage new convenience retail development in local centres	Saved policy	Yes	Policy CF1 (c)
S10	Encourage provision for convenience shopping in appropriate schemes	Expired policy		
S11	Encourage local shopping facilities to meet residents needs	Expired policy		
S12	Resist the loss of launderettes, and banks and building societies in North Kensington and SW Chelsea.	Saved policy	Yes	Policy CK1 relates to social and community uses. The Portobello and King's Road Places support the provision of new banks in certain areas
S13	Permit certain changes of use in Local Shopping Centres and non core parts of Principal Shopping Centres.	Saved policy	Yes	Policy CF3 (c) and (d)
S14	Permit changes of use from A1 to A2 in certain parts of the Borough	Saved policy	Yes	The Keeping Life Local section of the Core Strategy considers areas where there is a deficiency in particular local need uses. A bank is one such use.

S15	Encourage the retention and resist the loss of street market stalls	Saved policy	Yes	Policy CF4
S16	Encourage retention and provision of additional storage for street traders	Saved policy	Yes	Policy CF4 (c)
S17	Permit A2 and A3 uses in the core frontage of Principal Centres subject to conditions	Saved policy	Yes	Policy CF3 (a) considers non shop town centre uses in higher order centres and Policy CL5 considers amenity
S18	Permit A2 and A3 uses in the non-core frontage of Principal Centres subject to conditions	Saved policy	Yes	Policy CF3 (b) considers non shop town centre uses in higher order centres and Policy CL5 considers amenity
S19	Permit non-shop uses above or below ground floor levels subject to conditions	Saved policy	Yes	Policies CF3 (c) and CL5
S20	Resist use of shopping units for non-public uses	Saved policy	Yes	Policy CF2
S21	Require shop frontages and displays areas are retained by non-shop uses	Saved policy	Yes	Policy CL2 (n) and (o)
S22	Resist development of amusement centres and arcades	Saved policy	Yes	Policy CF3 of the Core Strategy deals with the appropriate balance of uses within town centres; this includes non shops town centre uses such as amusement arcades
S23	Resist development of A3 uses outside of Principal Shopping Centres subject to conditions	Saved policy	Yes	Policies CT1(b) and CL5 provide a strategic overview
S24	Permit large new retail development in shopping centres	Saved policy	Yes	Policies CF1, CF2, CF3,CL5 and CT1
S25	Other retail proposals will only be acceptable subject to the sequential test.	Saved policy	Yes	Policy CF1. Also see the guidance set out in PPS6. PPS6
S26	Seek improvement of townscape and shopping street environment	Expired policy		

S27	Ensure alterations are in keeping with shopping centre character	Expired policy		
S28	Resist proposals involving pavement trading resulting in reduced passage	Saved policy	Yes	Policy CR3 (c)
S29	Require the provision of servicing facilities in shopping developments	Expired policy		
S30	Encourage provision of storage for recyclable/re-usable materials	Expired policy		

SOCIAL AND COMMUNITY USES				
SC1	Resist community facilities catering for non-local demand	Saved policy	Yes	Policy CK1 (b)
SC2	Resist the loss of accommodation for social and community use	Saved policy	Yes	Policy CK1
SC3	Negotiate planning obligations to replace lost community facilities	Saved policy	Yes	Policies CV1and C1
SC4	Encourage provision of new social and community facilities	Saved policy	Yes	Policy CK1
SC5	Permit developments for social and community facilities	Saved policy	Yes	Policy CK1
SC6	Negotiate planning obligations to provide social and community facilities	Saved policy	Yes	Policies CK1 and C1
SC7	Safeguard sites identified for Local Education Authority Proposals	Saved policy	Yes	
SC8	Encourage shared use of purpose-built education facilities	Saved policy	Yes	
SC9	Negotiate provision of workplace nurseries	Saved policy	Yes	Policy C1
SC10	Resist proposals for education/training facilities unless benefiting locals	Saved policy	Yes	Policy CK1 (b) and (c)
SC11	Balance development of medical institutions with residential needs	Saved policy	Yes	Policies CK1 and CK3

	HOTELS			
T1	Resist the development of new hotels	Saved policy	Yes	Policy CF8
T2	Resist new hotel development in areas of over-concentration	Saved policy	Yes	Policy CF8
T3	Allow extensions to hotels	Saved policy	Yes	Policy CF8
T4	Permit proposals involving a reduction in bedspaces in hotels	Expired policy		
T5	Resist provision of new temporary sleeping accommodation	Saved policy	Yes	Policy CF9
T6	Allow extensions to temporary sleeping accommodation	Saved policy	Yes	Policy CF9
	LEISURE AND RECREATION			
LR1	Resist loss of playing fields, pitches and other recreational provision	Saved policy	Yes	Policy CR5
LR 2	Encourage provision of additional sports and recreational facilities	Saved policy	Yes	Policy CR5
LR 3	Negotiate provision of sports and recreational facilities in proposals	Saved policy	Yes	Policy CR5 and C1
LR 4	Require new sports facilities to be designed for shared use	Saved policy	Yes	
LR5	Encourage public access to all new sports and recreational facilities	Expired policy		
LR6	Encourage full use of Saved sports facilities	Expired policy		
LR7	Council to adopt sequential approach to health and fitness developments	Expired policy		
LR8	Resist loss of Saved public and private open space	Saved policy	Yes	PolicyCR5
LR9	Seek establishment of Green Chains linking open spaces	Expired policy		
LR10	Encourage wider use of private open space	Expired policy		

LR11	Encourage temporary use of vacant sites for open space and playgrounds	Expired policy		
LR12	Encourage outdoor seating in appropriate locations	Saved policy	Yes	PolicyCR5
LR13	Ensure retention of public rights of way over public and private land	Saved policy	Yes	PolicyCR1
LR14	Negotiate inclusion of open space in association with proposals	Saved policy	Yes	PolicyCR5
LR15	Require that amenity space is provided for new family housing	Saved policy	Yes	Policy CH2 (h)
LR16	Encourage public access to all new communal open space	Saved policy	Yes	PolicyCR5
LR17	Encourage provision of nature gardens and ecological sites	Saved policy	Yes	PolicyCR5
LR18	Encourage the increased use of the Thames for leisure and recreation	Saved policy	Yes	Policy CR5(h)
LR19	Protect the Thames Path and seek its improvement and completion	Expired policy		
LR20	Require foreshore means of access are safeguarded and supplemented	Saved policy	Yes	Policy CR5 (h)
LR21	Encourage use of canal for water-based leisure and recreation activities	Saved policy	Yes	Policy CR5 (h)
LR22	Use the two canal basins at Kensal Green for water recreation and mooring	Saved policy	Yes	This is included within the Kensal "Place" within the Core Strategy and policy CR5 (h)
LR23	Encourage the enhancement of the canal towpath and new access	Expired policy		
LR24	Identify and protect Sites of Nature Conservation Importance (SNCis)	Saved policy	Yes	Policy CE4 (a) and (b)
LR25	Encourage appropriate ecological management of SNCis	Expired policy		
LR26	Consider effect on nature conservation in dealing with proposals	Expired policy		

LR27	Encourage allocation of pockets of land for nature conservation	Saved policy	Yes	Policy CE4
LR28	Resist loss of arts, cultural and entertainment facilities	Saved policy	Yes	Policy CF7
LR29	Require replacement of similar capacity in cinema and theatre development	Saved policy	Yes	Policy CF7
LR30	Resist loss of hall premises providing leisure and recreation uses	Expired policy		
LR31	Require new hall premises be designed to enable multiple uses	Saved policy	Yes	
LR32	Encourage new arts, culture and entertainment uses	Saved policy	Yes	Policy CF7
LR33	Adopt a sequential approach to the location of high trip generating uses	Expired policy		
LR34	Resist proposals for night clubs, discos, casinos and gaming rooms	Saved policy	Yes	Policy CL5 considers the protection of residential amenity.
LR35	Resist development of new conference centres or exhibition halls	Saved policy	Yes	The vision for Earl's Court supports the retention of a significant cultural facility
LR36	Negotiate provision of arts, culture, and entertainment facilities	Saved policy	Yes	Policy CF7
LR37	Resist the loss of artists' studio space	Expired policy		
LR38	Encourage provision of active play and tranquillity in open space	Saved policy	Yes	Policy CR5
LR39	Resist loss of existing facilities for play provision	Saved policy	Yes	This policy is covered by the London Plan
LR40	Seek to ensure adequate communal play provision	Saved policy	Yes	
LR41	Continue to provide play provision in the Council's housing estates	Expired policy		
LR42	Encourage increased use of Council's playground school premises	Saved policy	Yes	
LR43	Encourage wider access to facilities for those with special mobility needs	Expired policy		

ENVIRONMENT				
PU1	Resist development impacting on air quality	Saved policy	Yes	Policy CE5
PU2	Resist development leading to pollution impacting on amenity	Saved policy	Yes	Policy CE5
PU3	Require additional information for developments on contaminated land	Saved policy	Yes	Policy CE7
PU4	Ensure appropriate protection for future users of contaminated land	Saved policy	Yes	Policy CE7
PU5	Ensure provision of buildings for public utility agencies	Expired policy		
PU6	Ensure land released by utility agencies is used in accordance with policy	Expired policy		
PU7	Seek adequate provision for the needs of emergency services	Expired policy		
PU8	Advise agencies on the appropriate siting of equipment for public utilities	Expired policy		
PU9	Encourage liaison with statutory undertakers for streetworks	Expired policy		
PU10	Encourage use of sustainable urban drainage	Expired policy		
PU11	Require provision of adequate storage space for ease of refuse collection	Saved policy	Yes	Policy CE3 (d)
PU12	Resist the loss of Cremorne Wharf as a waste management facility	Saved policy	Yes	Policy CE3 (a) (iv)
PU13	Promote the provision of suitable recycling collection sites	Saved policy	Yes	Policy CE3 (c)
PU14	Encourage the re-use of construction materials in development schemes	Saved policy	Yes	

PU15	Seek appropriate distribution of public conveniences through the Borough	Saved policy	Yes	
PLANNING STANDARDS				
CD43	The Planning Standards	Expired policy	Yes	

MONITORING				
MI1	Negotiate planning obligations to ensure satisfactory developments	Saved policy	Yes	Policy C1 considers s106 requirements.

Chapter 45: Glossary

Access. This term refers to the methods by which people with a range of needs (such as disabled people, people with children, people whose first language is not English) find out about and use services and information. For disabled people, access in London means the freedom to participate in the economy, and in how London is planned, in the social and cultural life of the community.

Accessible/Accessibility. 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. The latter can refer to the ease of access to the public transport network, often measured by a location's Public Transport Accessibility Level (see below).

Active frontage. The interaction between buildings and the public domain should be positive. Frontages should be „active", adding interest, life and vitality to the public realm, as well as the sense of informal security. Dependent upon use and intensity, active frontages mean frequent doors and windows and few blank walls; main building entrances and foyers; ground floor shop fronts and transparent frontages that allow activities within the buildings to be visible from the street; and occasionally the opportunity for activities to spill out onto pavements through street cafés and shop displays. It often extends to the architecture, with narrow building frontages that give a vertical rhythm to the street scene; and articulated facades with bays, porches and other projections incorporated into the building line.

Adopted highway. Roads, pavements, footpaths etc. that are maintained by the Local Authority and over which the public have a right of way.

Affordable housing. Includes social rented and intermediate housing (see definitions below), provided to specified eligible households whose needs are not met by the market. Affordable housing should:
"meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision".

The affordable housing definitions are from the NPPF: Annex 2 (Glossary). This includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. Where such homes meet the definition in the NPPF they may be considered,

for planning purposes, as affordable housing. Whereas, those homes that do not meet the definition, for example, „low cost market" housing, may not be considered, for planning purposes, as affordable housing.

Air Quality Management Area (AQMA). An area which a local authority had designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

Ambient noise. This is ongoing sound in the environment such as from transport and industry, as distinct from individual events, such as a noisy all-night party. Unless stated otherwise, noise includes vibration.

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

Apart-hotel. Self-contained hotel accommodation (C1 use class) that provides for short-term occupancy purchased at a nightly rate with no deposit against damages (ODPM Circular 03/2005). They will usually include concierge and room service, and include formal procedures for checking in and out. Planning conditions may limit length of stay to occupiers.

AQMA. See Air Quality Management Area.
Area of Metropolitan Importance / Areas of Special Character. Are conservation areas of metropolitan importance first defined in the Greater London Development Plan and recognised in the UDP. The Borough has five:
  Thames – now covered by London Plan #
  Thames Policy Area, which includes Royal
  Hospital and Ranelagh Gardens
  South Kensington Museums – Albert Memorial – V&A/Natural History Museums;
  Kensington Gardens; Holland Park; and
  Grand Union Canal.

Areas for Regeneration. These areas are designated in the London Plan (2008), one of which covers parts of North Kensington and the north of Hammersmith. They are the wards in greatest socio-economic need, defined on the basis of the 20 per cent most deprived wards in the London Index.

Arts and cultural uses. Include museums, art galleries, exhibition spaces, theatre, cinemas and studios.

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

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

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

Blue Ribbon Network. A spatial policy covering London"s waterways and water spaces and land alongside them.

BREEAM. See Building Research Establishment"s Environmental Assessment Methodology.

Brownfield land. Both land and premises are included in this term, which refers to a site that has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated. This excludes open spaces and land where the remains of previous use have blended into the landscape, or have been overtaken by nature conservation value or amenity use and cannot be regarded as requiring development.

Building Research Establishment's Environmental Assessment Methodology (BREEAM). Is the methodology for measuring the environmental performance of nearly every land use, including schools, healthcare or bespoke uses. BREEAM for new residential development (in the form of EcoHomes) has been replaced by the Code for Sustainable Homes. However, EcoHomes are still used for works to existing residential buildings, as BREEAM for refurbishment is currently being developed.

Business Centre. A business premises which contains a number of smaller light industrial, workshop or office units.

Business Development:
Small office/business development: A B1(a)/ B Class development with a total floor area between 100 sq m and 300 sq m (GEA). This may be a development which will contain a single occupier or one which will contain a number of very small units.

Medium-sized office/business development: A B1(a)/ B Class development with a total floor area between 300 sq m and 1,000 sq m (GEA). This may be a development which will contain a single occupier or one which will contain a number of smaller units.

Large office/business development: A B1(a)/ B Class development with a total floor area of more than 1,000 sq m (GEA). This may be a development which will contain a single occupier or one which will contain a number of smaller units.

Business Improvement Districts (BIDs). This concept was originally developed in the USA for increasing investment within defined areas of a city such as town

centres. This is achieved through changes to local taxation, based on a supplementary rate levied on businesses within that defined area.

Carbon dioxide (CO2). Carbon dioxide is a naturally occurring gas comprising 0.04 per cent of the atmosphere. The burning of fossil fuels releases carbon dioxide fixed by plants many millions of years ago, and this has increased its concentration in the atmosphere by some 12 per cent over the past century. It contributes about 60 per cent of the potential global warming effect of man-made emissions of greenhouse gases.
Carbon neutrality. Contributing net zero carbon dioxide emissions to the atmosphere.

Car Club. Car Club offers members 'pay as you go' driving. The car is booked either online or over the phone, and is picked up and returned to the same on- or off- street bay by the member. The car is booked for the period of time required by the member. Members can generally use vehicles for as little as 30 minutes to a week or more.

CCHP. See Combined Heat and Power.

Central Activities Zone (CAZ). The Central Activities Zone is a Mayoral designation set out within the London Plan. The boundary is set by individual boroughs. It is the area where planning policy promotes finance, specialist retail, tourist and cultural uses and activities.

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

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

Chelsea-Hackney Line (also known as Crossrail 2). This line is to link Hackney and south-west London. The precise route, the character and the role of the link have not yet been finalised.

CHP. See Combined Heat and Power.

CIL. See Community Infrastructure Levy.

Code for Sustainable Homes. Is the Government"s national standard for measuring the environmental performance of new residential development. Credits are awarded for energy, water, drainage, materials, waste, pollution, health & well being, management and site ecology. <u>The following is required to meet the Code for Sustainable Homes Levels:</u>

	<u>4</u>	<u>5</u>	<u>6</u>
Energy (improvement on 2006)	<u>44%</u>	<u>100%</u>	<u>Zero</u>
Water (litres/person/day)	<u>105</u>	<u>80</u>	<u>80</u>
Other credits needed*	<u>54</u>	<u>60</u>	<u>65</u>

*In the case of pollution, the Council requires that the 1 credit available for 'GWP for insulants' and the 3 credits available for 'Nox emissions' are obtained.

Combined Heat and Power (CHP). 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. The provision of Cooling can be added to create **Combined Cooling, Heat and Power (CCHP)**.

Commercial waste. Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment as defined in Schedule 4 of the Controlled Waste Regulations 1992, is defined as commercial waste.

Community heating. Community heating is the distribution of steam or hot water through a network of pipes to heat a large area of commercial, industrial or domestic buildings or for industrial processes. The steam or hot water is supplied from a central source such as a heat-only boiler or a combined heat and power plant.

Community Infrastructure Levy. The discretionary charge on development which Local Planning Authorities will be empowered to make in order to fund local infrastructure requirements.

Community Strategies. These are practical tools for promoting or improving the economic, social and environmental wellbeing of the area of jurisdiction of a local authority. Such strategies are prepared allowing for local communities (based upon geography and/or interest) to articulate their aspirations, needs and priorities.

Comparison shops. Comparison shops are those shops which provide retail goods not obtained on a frequent basis for example clothes, televisions and furniture.

Conservation. NPPF Annex 2 (Glossary) for definitions and Planning Acts

Conservation Area. The statutory definition of a conservation area is *'an area of special architectural interest, the character or appearance of which it is desirable to preserve or enhance'*.

Conservation Area Proposals Statement (CAPS). A document prepared under Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990, defining the character of the area, giving guidance in respect of any proposed developments, and including proposals for enhancement.

Construction and demolition waste. This is waste arising from the construction, repair, maintenance and demolition of buildings and structures, including roads. It consists mostly of brick, concrete, hardcore, subsoil and topsoil, but it can contain

quantities of timber, metal, plastics and occasionally special (hazardous) waste materials.

Convenience shops. Shops which meet the day-to-day retail needs of those living in and visiting the Borough. These include supermarkets, butchers, bakers, chemists, grocers, news-agents, confectioners, tobacconists and off-licences.

Core Strategy. This was one of the suite of documents that comprised of the former Local Development Framework (LDF). This term is no longer used in the NPPF. An adopted Core Strategy is considered to be a development plan document and forms part of the Local Plan. A Core Strategy which is in conformity with the NPPF can be called a Local Plan.

Creative and cultural sector. Includes the following industries: designer fashion; print and publishing; music and the visual and performing arts; video, film and photography; software, computer games and electronic publishing; arts and antiques; architecture; advertising; radio and television; and museums and libraries.

Crossrail 1. The first line in the Crossrail project (see also Chelsea-Hackney Line). 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.

Cultural Quarters. Areas where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environments, are to be designated as Cultural Quarters. They can contribute to urban regeneration.

De-conversion / Amalgamation of residential units. This is where separate dwellings within a residential dwelling (often built as a single dwelling house) are amalgamated to form fewer dwellings or one home.

Density matrix. This is included in the London Plan. It sets out density ranges, based on habitable rooms per hectare and units per hectare, for different type of location. The locations are central, urban and suburban. Public transport accessibility levels are also used within the matrix.

Design and Access Statements. A statement that accompanies a planning application to explain the design principles and concepts that have informed the development and how access issues have been dealt with. The access element of the statement should demonstrate how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development and how inclusion will be maintained and managed.

Development brief. This brief sets out the vision for a development. It is grounded firmly in the economic, social, environmental and planning context. Apart from its aspirational qualities, the brief must include site constraints and opportunities, infrastructure and transport access and planning policies. It should also set out the proposed uses, densities and other design requirements.

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

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

District Centres. Centres, which form part of the London Plan's hierarchy of centres, which traditionally provided convenience goods and services as well as some comparison shopping for local communities.

District heat and power network. District heat and power is the distribution of steam or hot water (for hot water and space heating) and energy through a network of pipes to heat and provide energy to a large area of commercial, industrial or domestic buildings or for industrial processes. The steam or hot water and energy is supplied from a central source, usually decentralised from the national grid or gas network, such as a heat-only boiler or a combined heat and power plant.

Diversity. The differences in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people constitute the diversity of that group. This term refers to differences between people and is used to highlight individual need. **Edwardian buildings/Period.** Buildings constructed in the period 1901 to 1910, the reign of King Edward VII. It is sometimes extended to include the period to the end of World War I in 1918.

Ecological footprint. The ecological footprint of a city is an area, scattered throughout the world (and usually vastly greater than the physical boundary of the city itself) on which a city depends, in terms of its resource demands and disposal of waste and pollution. This is also known as an indicator of how much land and sea is needed to provide the energy, food and materials we use in our everyday lives, and how much land is required to absorb our waste.

E-economy/e-commerce. A sector of business which comprises companies deriving at least some portion of their revenues from internet related products and services.

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

Employment Zones. Designated areas where specific policies apply in order to protect employment uses, particularly light industrial and research and development uses, and encourage new activities.

Enabling development. Development used to cross subsidise / fund another type of development within a mixed use or mixed housing tenure scheme. Often this willinvolve using the revenue from the sale of market housing to fund new affordable housing or a social or community use.

Energy efficiency. This is about making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience. This does not necessitate the use of less energy, in which respect it differs from the concept of energy conservation.

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

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

Environmental Impact Assessment. In these assessments, information about the environmental effects of a project is collected, assessed and taken into account in reaching a decision on whether the project should go ahead or not (DETR Nov 2000). See also Environmental Statement.

Environmental Statement. This statement will set out a developer‟s assessment of a project‟s likely environmental effects, submitted with the application for consent for the purposes of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

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

Equal opportunities. The development of practices that promote the possibility of fair and equal chances for all to develop their full potential in all aspects of life and the removal of barriers of discrimination and oppression experienced by certain groups.

Exception test. Provides a method of managing flood risk while still allowing necessary development to occur.

Extra Care Housing. „Extra Care Housing‟is an alternative to residential care, helping older people to live as independently as possible and offering self contained accommodation in a choice of tenures with access to a wide range of 24 hour care on site. Schemes may also provide communal areas, hairdressing and laundry services, hobby rooms and a shop.

Eyesore. A building that because of its scale, height or massing greatly disfigures the wider townscape, creating a very unpleasant sight.

Flip Valves. Flooding Local Improvement Projects which consist of a small self-contained pumping unit designed to pump sewage and rainwater from the private drains of a property to the main sewer in the road. It is able to do this even when the sewer is full. The device also contains a non-return valve, to prevent backflow from the sewer.

Flood Zone. A geographic area within which the flood risk is in a particular range, as defined within the PPS25.

Fuel cell. A cell that acts like a constantly recharging battery, electrochemically combining hydrogen and oxygen to generate power. For hydrogen fuel cells, water and heat are the only by-products and there is no direct air pollution or noise emissions. They are suitable for a range of applications, including vehicles and buildings.

Gated development. A development often surrounded by a barrier, to which entry is restricted to residents and their guests.

Geodiversity. The variety of rocks, fossils, minerals, landforms, soils and natural processes, such as weathering, erosion and sedimentation, that underlie and determine the character of our natural landscape and environment.

Georgian buildings/period. Buildings constructed between 1714 and 1830.

Green chains. These are areas of linked but separate open spaces and the footpaths between them. They are accessible to the public and provide way-marked paths and other pedestrian and cycle routes.

Green corridors. This refers to relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Green industries. The business sector that produces goods or services, which compared to other, generally more commonly used goods and services, are less harmful to the environment.

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

Gypsy and travellers' sites. These are sites either for settled occupation, temporary stopping places, or transit sites for people of nomadic habit of life, such as travellers and gypsies.

Habitable room. Habitable rooms are all rooms except hallways, bathrooms, toilets, laundry rooms and storage cupboards. For the purposes of density calculations solely only kitchens of above 13sqm. count as habitable rooms.

Habitable rooms per Hectare. This is a measurement of residential density. See habitable room and housing density definitions.

Heritage Asset. A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Higher order town centre. An International, Major, District or Special District Town Centre. The nature of a higher order town centre will vary with its position within the retail hierarchy. Each higher order town centre will however have a significant comparison shopping element.

Homes and Communities Agency. A statutory public body whose role is to fund and regulate Registered Social Landlords in England.

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

Zones should therefore make residential areas safer for pedestrians and cyclists, and improve the quality of the street environment.

Household waste. All waste collected by Waste Collection Authorities under Section 45(1) of the Environmental Protection Act 1990, plus all waste arising from Civic Amenity sites and waste collected by third parties for which collection or disposal credits are paid under Section 52 of the Environmental Protection Act 1990. Household waste includes waste from collection rounds of domestic properties (including separate rounds for the collection of recyclables), street cleansing and litter collection, beach cleansing, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections,
Civic Amenity wastes, drop-off and bring systems, clearance of fly-tipped wastes, weekend skip services and any other household waste collected by the waste authorities. Household waste accounts for approximately four-fifths of London‟s municipal waste.

House in Multiple Occupation (HMO): RBKC Planning Definition. Permanent residential accommodation occupied by more than one household and characterised by the shared use of facilities, normally of a W.C or bathroom or both.

Housing density. The number of dwellings per 'Net Residential Area', measured in habitable rooms per hectare (hrha).

Housing Capacity Study. A study to ensure sufficient housing land is identified in order to meet housing targets. This London-wide study was previously carried out in 2004. Housing capacity studies have now been superseded by Strategic Housing Land Availability Assessments, required by the government. The 2009 London study was co-ordinated by the GLA, and involved all London Boroughs.

Housing Revenue Account. An account of expenditure and income that every local authority housing department must keep. The account is kept separate or ring- fenced from other council activities.

Housing Stock Options Review. This is a review, carried out by the Council, of its housing stock to ascertain the options available to ensure an adequate supply of affordable housing to meet future needs. Options may include refurbishment, updating or demolition and rebuilding.
HR/HA. see habitable rooms per hectare.

Incidental open space. Maybe used as space to screen a development. It is incidental and therefore may serve a purpose in terms of landscaping rather than being of a sufficient size to be used for amenity purposes.

Incineration. The burning of waste at high temperatures in the presence of sufficient air to achieve complete combustion, either to reduce its volume (in the case of municipal solid waste) or its toxicity (such as for organic solvents and polychlorinated biphenyls). Municipal solid waste incinerators recover power and/or heat. The main emissions are carbon dioxide (CO_2), water and ash residues.

Inclusive. An environment in which everyone can use equally, regardless of disability or age, where there are no barriers that may create unnecessary separation or special treatment. It is the environment, rather than the condition of the

individual, that is seen as the 'disabling' element, following the social rather than the medical model of disability.

Industrial waste. Waste from any factory and any premises occupied by industry (excluding mines and quarries) as defined in Schedule 3 of the Controlled Waste Regulations 1992.

Intermediate Housing. Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above (see the definition of affordable housing). These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent.

International Centres. Centres, which form part of the London Plan's hierarchy of centres, which are major concentrations of a wide range of globally attractive, specialist or comparison shopping.

Large-scale office/business. See **Business Development**

Legibility. The ease in which people can understand the layout and qualities of a place, thus enabling them to form a clear image of an area. Roads, junctions, public spaces and local landmarks all contribute to this sense of recognising and understanding an area.

Lifetime Homes. Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to frail older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure that the home will be flexible enough to meet the existing and changing needs of most households, as set out in the Joseph Rowntree Foundation report „Meeting Part M and Designing Lifetime Homes". British Standards Institution published in 2007 a Draft for Development (DD 266:2007) „Design of accessible housing - Lifetime home - Code of practice" which introduces the concept of „accessible housing" which builds upon and extends the Lifetime Homes 16 point specification to flats and town houses and to other accommodation without ground-level living space and updates the technical criteria.

Linear views. Views of specific landmarks currently enjoyed through narrow gaps between buildings or landscape, identified within the London Plan or the Council"s Conservation Area Proposals Statements or other adopted documents.

Listed Building. Is a building or structure which is considered to be of 'special architectural or historic interest'. The definition of 'listed building' is fairly wide and the term 'building' may include a wide range of structures including bridges, milestones, post boxes and monuments within cemeteries.

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

Local Centres. See also Neighbourhood Centres

Local Development Framework (LDF). A statutory plan produced by each local planning authority that comprises a portfolio of development plan documents (DPDs)

including a core strategy. This portfolio may include site allocations, development management policies and area action plans. The Local Development Framework will replace the Borough's Unitary Development Plan.

Local Implementation Plans (LIPs). Statutory transport plans produced by each London borough.

Local Plans. The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies saved under the 2004 Act.

Local Strategic Partnerships (LSPs). Cross-sectoral, cross-agency umbrella partnerships, which are focused and committed to improving the quality of life and governance in a particular locality. They seek to enable services to be aligned in a way that effectively meets the needs and aspirations of those who use them.

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

London Cycle Network (LCN). A cycle network of designated cycle routes aimed at improving cycle access to key destinations and increasing cycle safety.

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

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

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

London Plan. See the Spatial Development Strategy.

London Town Centre Network. A network of town centres set out within the Major"s London Plan.

Low Emission Zones (LEZ). A low emission zone is a defined area from which polluting vehicles that do not comply with set emissions standards are barred from entering.

Major Centres. Centres, which form part of the London Plan's hierarchy of centres, which are important shopping and service centres, often with a borough-wide

catchment.

Major development. Is defined in accordance with The Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006 as the provision of 10 or more new dwelling units (or a site area greater than 0.5 hectares) or for all other uses where the floor space is a 1,000m2 or more.

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

Medium office/ Business. See **Business Development**

Metropolitan Open Land. Strategic open land within the urban area that contributes to the structure of London.

Microclimate. It is a local atmospheric zone where the climate differs from the surrounding area. The term can refer to small areas which may be felt over a wider area depending on the scale of development. In the Royal Borough, the term is related to the local effects on climate of the surrounding townscape, particularly the effect of high or large buildings.

Mixed-use development. Development containing a variety of activities on single sites or across wider areas.

Multiple retailer. A shop which is part of a chain of at least nine.

Municipal solid waste (MSW). This includes all waste under the control of local authorities or agents acting on their behalf. It includes all household waste, streetlitter, waste delivered to council recycling points, municipal parks and gardens wastes, council office waste, Civic Amenity waste, and some commercial waste from shops and smaller trading estates where local authorities have waste collection agreements in place. It can also include industrial waste collected by a waste collection authority with authorisation of the waste disposal authority

National Planning Policy Framework (NPPF). This sets out the Government"s planning policies for England and how these are expected to be applied. It sets out the Government"s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a planning framework within which local people and the Council can produce their own distinctive local and neighbourhood plans, to reflect the needs and priorities of their local communities.

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

Nature conservation. Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.

Neighbourhood Centre. Centres which play a particular role in meeting the day-to-

day needs of those living and working in the Borough.

Neighbourhood Shopping Policy. The policy used by the Council's Department of Property Services when managing the Council"s retail properties. The Policy sets out those issues which the Council will use when deciding on what lessee to select. This includes financial matters, tenant mix of the area and type of use.

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.

Nitric oxide (NO). A colourless toxic gas arising from the combination of atmospheric nitrogen with oxygen in high temperature combustion.

Nitrogen dioxide (NO2). A stable brown gas largely produced by the oxidation of NO. NO2 is more toxic than NO.

Nitrogen oxides (NO*x*). A generic term for mono-nitrogen oxides (usually NO and NO2).

Open space. All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Opportunity Areas. A Mayoral designation set out within the London Plan. These are the areas which are 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.

Parking for essential needs. Essential parking includes: servicing vehicles essential for a site to function in its designated role, including both goods and non- goods vehicles depending on the land use; and car parking facilities for those who cannot realistically use alternative (public) forms of transport, generally those with special mobility needs.

Particulates (or fine particles). Are microscopic particles of varying composition. **PM10** is particulate matter less than 10 micrometers in diameter**. PM2.5** is particulate matter less than 2.5micrometers in diameter.

Permeability. The degree to which one can connect to, or pass through an area.

Permit-free. A restriction that removes the eligibility of residents within permit-free developments to have on-street residents' parking permits.

Photovoltaics. The direct conversion of solar radiation into electricity by the interaction of light with electrons in a semiconductor device or cell.

PLA: Port of London Authority. The Port of London Authority is a self-financing statutory authority. Their responsibilities include ensuring navigational safety along the

Tidal Thames, promoting use of the River and safeguarding the environment.

Planning frameworks. These frameworks provide a sustainable development programme for Opportunity Areas. The frameworks may be prepared by the GLA Group, boroughs, developers or partners while planning frameworks will have a non-statutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their development plans.

Planning Policy Statements (PPSs). Planning Policy Guidance Notes (PPGs) and their replacements, Planning Policy Statements (PPSs), were prepared by the Government after public consultation to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. In March 2012, all PPSs were superseded and Government planning policy was incorporated into a single document, the National Planning Policy Framework (NPPF).

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

PPSs. See Planning Policy Statements.

Predominantly commercial mews. A predominantly commercial mews is a mews where at least 50% of the units on the ground floor are in a commercial use.

Primary retail frontages. Primary retail frontages are those frontages which are likely to experience the greatest pedestrian flows and the highest concentrations of shop use.

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

PTAL. See Public Transport Accessibility Level.

Public realm. This is the space between and within buildings that are publicly accessible, including streets, squares, forecourts, parks and open spaces.

Public Transport Accessibility Level (PTAL). Provide a methodology for assessing the relative ease of access of a location to the public transport network. PTAL 1 is 'very poor' with PTAL 6 being 'excellent'.

Rainwater harvesting. Collecting water from roofs via traditional guttering and through down pipes to a storage tank. It can then be used for a variety of uses such as watering gardens.

Recycling. Involves the reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.

Regeneration Areas. See Areas for Regeneration.

Register of Historic Parks and Gardens. A national register of parks and gardens in

England, compiled by English Heritage, that are held to be of special historic interest, and which local authorities are expected to make provision for their safeguarding when preparing planning policies or considering planning proposals.

Registered social landlord (RSL). The formal collective name given to Housing Associations and similar organisations.

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.

Residential density. See Housing density

Residential hostel. Accommodation intended primarily for medium to long term permanent residential occupancy catering for a wide range of socio-economic groups, sometimes providing an element of care, and should not be confused with tourist hostels which are primarily for visitors.

Retail. For the sake of this document the Council considers a retail use to equate to a shop use (Class A1 of the Use Classes Order (as revised 2005)).

Retrofitting. The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.

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

Safeguarded wharves. These are sites that have been safeguarded for cargo handling uses such as intra-port or trans-shipment movements and freight-related purposes. Cremorne wharf is the only safeguarded wharf which lies in the Borough.

Secondary retail frontages. The secondary retail frontages are those frontages which contain a higher proportion of non-retail town centre uses, and those frontages which tend to be characterised by lower pedestrian flows.

Section 106 Agreements (also often denoted s106). 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. These may be used to help mitigate the specific impact of a development where it would generate additional needs e.g. on community infrastructure. Standard charges are calculations and measurements of the level of contribution likely to be sought by a local planning authority towards infrastructure necessitated by new development. The Government has encouraged the use of formulae and standard charges, and pooling of contributions, where appropriate.

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

Sequential approach. The sequential approach to new town centre uses is set out

within the NPPF. It applies to all town centre-related activities and it states that, if possible, facilities should be accommodated in the centre, failing that on the edge of the centre.

Sequential Test. In relation to flooding, the sequential test is a decision-making tool designed to ensure that sites at little or no risk of flooding are developed in preference to areas at higher risk. Within each Flood Zone, new development should be directed first to sites at the lowest probability of flooding.

SFRA. See Strategic Flood Risk Assessment.

SHLAA. See Strategic Housing Land Availability Assessment.

SHMA. See Strategic Housing Market Assessment.

Shopfronts. Shopfronts refer to ground floor entrances of class A uses and other commercial and non-commercial uses typically found within town centres and shopping parades.

Site of Special Scientific Interest (SSSI). A classification notified under the Wildlife and Countryside Act (1981 as amended). All the London sites of biodiversity interest are included within sites of Metropolitan Importance for Nature Conservation.

Sites of Metropolitan Importance for Nature Conservation. Those sites which contain the best examples of London's habitats, sites which contain particularly rare species, rare assemblages of species or important populations of species, or sites which are of particular significance within otherwise heavily built-up areas of London. They are of the highest priority for protection.

Small office/ business. See **Business Development**

Social and community uses. For the purpose of the Core Strategy, Social and Community uses are defined as including: care homes/care facilities and elderly people's homes; community/meeting halls; doctors, dentists, hospitals and other health facilities; hostels; laundrettes; libraries; Metropolitan Police and other emergency service facilities; petrol filling stations; places of worship; bespoke premises for the voluntary sector; schools and other educational establishments sports facilities; and youth facilities.

Social exclusion. A term for what can happen when people or areas suffer from a combination of linked problems, such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.

Social inclusion. The position from where someone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers for people or for areas that experience a combination of linked problems such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.

Social rented housing. Is rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by

other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.

Spatial Development Strategy. This strategy is prepared by the Mayor. The Mayor has chosen to call the Spatial Development Strategy for London the 'London Plan'.

Spatial Masterplan. This plan establishes a three-dimensional framework of buildings and public spaces. It is a visual „model‟ which can show the following: the relationship between buildings and spaces; the connections between streets, squares and open spaces; the movement patterns; the height, massing and bulk of buildings; the distribution of uses; the location of street furniture and landscaping;

and how well the new urban neighbourhood is integrated with the surrounding urban context.

Special District Centres. A Council designation which highlights the unique role that some of the Borough's District Centres have within the Borough.

Strategic Flood Risk Assessment. A study to assess the risk to an area or site from flooding, now and in the future, and to assess the impact that any changes or development on the site or area will have on flood risk to the site and elsewhere. It may also identify, particularly at more local levels, how to manage those changes to ensure that flood risk is not increased.

Special Neighbourhood Centre. Has a wider function than a neighbourhood centre, because it serves tourists and visitors as well as local people. However, it is relatively small in size. Golborne Road is the only one in the borough, and its designation reflects the importance of its street market.

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

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

Strategic Housing Land Availability Assessment (SHLAA). This is a key component of the evidence base to support the delivery of sufficient land for housing to meet the community‟s need for more homes. The NPPF requires local planning authorities to significantly boost the supply of housing, using the evidence to ensure the full needs for market and affordable housing in the market area is met. Strategic Housing Market Assessment (SHMA). . The aims of a Strategic Housing Market Assessment are to provide clear evidence as to what is going on in the housing market and what the future prospects for the market may be. Objectively assessed needs for market and affordable housing are required by the NPPF. This states that local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. It also requires local planning authorities to identify the size, type, tenure

and range of housing that is required in particular locations, reflecting local need.

Strategic Road Network. These are roads where the local authority is the highway authority but for which Transport for London have powers to take a greater strategic overview of works and to step in where there is a wider interest to protect.

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

Supplementary Planning Document (SPD). An SPD does not form a part of the statutory plan. It can take the form of design guides or area development briefs, or supplement other specific policies in the plan. However it must be consistent with national and regional planning guidance, as well as the policies set out in the adopted plan. It should be clearly cross-referenced to the relevant plan policy or proposal that it supplements. Public consultation should be undertaken and SPDs should be regularly reviewed. An SPD is a material planning consideration.

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

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

Sustainable urban drainage systems (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 stormwater systems. According to the Mayor's drainage hierarchy, SUDs could include the storage of rainwater for later use, the use of infiltration techniques, such as porous surfaces in non-clay areas, the attenuation of rainwater in ponds or open water features for gradual release and the attenuation of rainwater by storing in tanks or sealed water features for gradual release.

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 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.

Tenure blind. Ensuring that different tenures of housing (social rented, private market and so forth) cannot be distinguished because they have different external appearance.

Tests of soundness. Local Plans are subject to an independent examination. The starting point for the examination is the assumption that the local authority has submitted what it considers to be a sound plan. To be "sound" a Local Plan should be positively prepared, justified, effective and consistent with national policy.

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"Positively prepared" means that the planshould be prepared based on a strategy which seeks to meet objectively assess development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. "Justified" means that the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence. "Effective" means the plan should be deliverable over its period and based on effective joint working on crops-boundary strategic priorities. "Consistent with national policy" means the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

Thames Policy Area. A special policy area to be defined by boroughs in which detailed appraisals of the riverside will be required.

Town Centres. The Borough contains four levels of town centres. Three of these, the borough's higher order centres, form part of the 'London town centre network' designated in the London Plan. These are International Centres, Major Centres, and District Centres. The Council has also adopted a 'Special District Centres' definition to reflect the unique function of a couple of town centres. The fourth level of centre includes both a local centre and special neighbourhood centre.

Town centre uses. The main town centre uses are retail; banks, building societies and other professional services, leisure and entertainment (including restaurants, pubs, take-aways and cinemas); offices; arts, culture and tourism (theatres, museums, galleries, concert halls, hotels and conference facilities); and social and community uses. Housing can also be a possible town centre use when on upper floors.

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

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

Transport Assessment. This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.

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

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

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

Tree Preservation Order (TPO). An Order made by the Council to protect a tree or group of trees. An application must be made to the Council to fell or undertake work to a tree which is subject to a TPO.

'Usefully Affordable' Point. This is a term created by Fordham Research, in relation to intermediate housing, and defined in the Strategic Housing Market Assessment 2009. It is the mid-point between the cost of social rented housing and the cost of entry-level market housing. It represents a cost that it is feasible to produce intermediate housing that will be affordable to a reasonable proportion of households unable to access the market, therefore providing a genuine step on the housing ladder.

Very small office. A B1(a) use with a floor area of less than 100 sq m (1,075 sq ft)

Victorian buildings/period. Buildings constructed during the reign of Queen Victoria, between 1830 and 1901.

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

Waymark. A symbol or signpost marking the route of a footpath.

Wheelchair accessible housing. This refers to homes built to meet the standards set out in the second edition of the Wheelchair Housing Design Guide by Stephen Thorpe, Habinteg Housing Association 2006.

Windfall sites. These are sites that come forward for development that couldn‟t be identified previously as they were then in active use.

Worklessness. This is a less familiar term than unemployment to describe those without work. It is used to describe all those who are out of work but who would like a job. Definitions of worklessness include: unemployed claimants; those who are actively out of work and looking for a job; and those who are economically inactive.

World Heritage Site. Is a site, such as a monument or building, that is on the list maintained by the International World Heritage Programme, administered by the UNESCO World Heritage Committee. The program catalogues, names, and conserves sites of outstanding cultural or natural importance to the common heritage of humanity. Under certain conditions, listed sites can obtain funds from the World Heritage Fund.