Foreword

This plan marks a turning point for the Royal Borough. The previous plan (the UDP) has served us well for many years. However, times change. We see the value of the planning process in supporting, encouraging and enabling those uses that the market would not freely provide. For us, this means recognising the richness that social, cultural, business and retail activities bring to the quality of life of our residents. We want to ensure that these uses can flourish.

In no way do we see this as a threat to the provision of new homes, nor to the high quality of life of existing residents. These remain vital to us as a predominantly residential Borough.

We have taken great pains to ensure this plan suits the special circumstances of the Borough. We are a Borough of contrasts – significant wealth alongside persistent pockets of deprivation. But we have taken a conscious decision that we want a plan for the whole Borough, and not a ‘plan of two halves’.

We are a Borough where detail matters. How things will be implemented is of particular – indeed strategic – importance to us.

We are also a Borough which believes strongly in giving good customer service, in a way the customer finds it easy to understand. Planning is complex – not just because of the specialist language – but because of the many layers of guidance from the Government down. In writing this plan we have seen our residents as our key audience, and we want to ensure that, by and large, residents can use the plan without having to refer to other documents.

This plan is the culmination of a great deal of hard work by the Council, our partners, and, importantly, our public, who have participated throughout its preparation. We are publishing it in draft form now, to allow for a final consideration of its contents, before we formally ‘publish’ the plan in the autumn of this year.

Cllr Merrick Cockell
Leader of the Council
Consultation Information

This document seeks your views on the Council’s Draft Core Strategy for the Royal Borough with a particular focus on North Kensington. The consultation period runs for six weeks from 24th July 2009 to 4th September 2009. Consultation will close at midday on 4th September.

A copy of the document is available for download from:

http://www.rbkc.gov.uk/Planning/localdevelopmentframework/default.asp

A hard copy of the plan is also available at the Planning Information Office in the Customer Service Centre at Kensington Town Hall.

The 'Draft Core Strategy' is a further stage of engaging with communities and organisations in the borough. This follows the first 'Issues and Options' in November 2005, and a second on both the Core Strategy and the (then) North Kensington Area Action Plan, which ended in April 2008. The 'Towards Preferred Options' consultation was held over the summer of last year. At this stage North Kensington was included in the main document.

The latest consultation involved a series of discussion groups around the emerging policies for the main strategic objectives, in February and March 2009. We also held a series of workshops between March and April 2009 for the 'Places' section of the plan, and issued that, along with Strategic Sites for a formal six week consultation in May and June 2009.

This is almost the last stage of consultation, and the last opportunity for us to choose how to modify the plan. After the next stage of consultation - when we 'publish' the plan in the autumn, any comments are passed through to the government inspector who will examine it. S/he then decides which, if any, changes are to be made to the plan.

We thank you for your continued input into the preparation of this Core Strategy. We appreciate the time that you give to comment and to improve the document.

We are confident now that the main policy direction of the plan is right. From this round of consultation we are looking for your specific comments on the wording of the document. We would appreciate concise, short responses, that, as far as possible, offer alternative words or phrases where you believe the text could be improved.

We need your comments by midday on 4th September. We will be presenting the revised plan, in the light of your comments, to Cabinet on 24th September. Comments not received by the 4th will therefore be unlikely to be included in any modifications that are made.

We are not holding public workshops during this consultation. We have held many events over the last few years and gathered a wide range of views. This stage of consultation is less about gathering and improving ideas, but more about ensuring the technical expression of the plan is correct.

You can access this document electronically and input your comments via our website:

http://ldf-consult.rbkc.gov.uk/portal

The facility allows you to save your comments so you do not have to complete all the questions in one go. We encourage you to use the electronic form if you can, because, quite simply, it reduces the amount of time officers spend inputting your comments. You can also see officer responses to comments made in previous consultations. The system is straightforward to use – if you would like help please phone the Policy Hotline on 020 7361 3879. However, a response form is also available as a paper copy, and we are happy to input your comments if you prefer to submit them in this way.
Alternatively, you can:

- telephone the Local Development Framework Hotline - **020 7361 3879** for a response form;
- e-mail your comments to **planningpolicy@rbkc.gov.uk** or;
- Send your comments in writing to:

  Mr David Prout  
  Executive Director of Planning and Borough Development  
  f.a.o. The Planning Policy Team  
  The Town Hall  
  Hornton Street  
  W8 7NX

Please contact us if there are any issues within the document on which you would like further clarification.

RBKC LDF Team: Geoff Burrage, Richard Craig, Patri Cuervo, Robin Hall, Jo Hammond, Jacqueline Hewson, Maggi Mansi, James Masini, David Nolan, Lovelace Poku, Jo Prentice, Ahmed Omer, Brendon Roberts, Chris Turner, Penelope Tollitt, Jonathan Wade.
### Executive Summary

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Executive Summary

For those who have no need for further detail, the executive summary includes the key content of the plan, in what we hope is an easy-to-read format.

When the plan is adopted, the executive summary will be published as a stand alone leaflet for much wider distribution than the plan itself.
Introduction

Current planning policy for the Royal Borough is contained in the Unitary Development Plan (UDP). The system of plan making introduced by the 2004 Planning and Compulsory Purchase Act replaces the UDP with a Local Development Framework (LDF). The Core Strategy is the principal document within the Local Development Framework (LDF). It does not replace at a stroke all policies contained within the Unitary Development Plan, some will continue until such time as we prepare a further document within the Local Development Framework. However, it does provide the strategic policy direction for the Borough and introduces the concept of spatial planning.

The Core Strategy is planning the period up to 2028.

The 2004 Act has changed the approach planners should take. We no longer look ‘just’ at the control of the private development of land. We are now required to be ‘spatial’. There are four aspects to being ‘spatial’:

- **geographical**: plans should set out where things will happen;
- **integrated**, or ‘joining up’ with other public service providers, in terms of helping to deliver their services;
- **delivery**: we must not have vague aspirations, but ambitions that are backed up by evidence of how they will be achieved;
- **locally distinctive**: we must ensure that our policies are tailor made to the unique circumstances of Kensington and Chelsea.

When it is adopted, the Core Strategy forms part of the Development Plan. The London Plan also forms part of the Development Plan. The significance of this is that the planning acts require planning applications “to be determined in accordance with the development plan unless material considerations indicate otherwise.” In other words, the working assumption is that what we say in the plan should happen, but if events have moved on since the plan was prepared, we can take those into account. If the local planning authority is minded to grant an application against the content of the plan, we have to refer it to government under ‘departure proceedings’ (ie a departure from the plan). The process of assessing planning applications is known as Development Management.

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1. s54a of the Town and Country Planning Act 1990, s38(6) of the Planning and Compulsory Purchase Act 2004
Guide to the structure of the plan

The plan is divided into three parts: The Spatial Strategy; the Delivery Strategy; and Supporting Information:

The **Spatial Strategy** sets out what we expect to happen and where. It contains:

- An introduction and brief summary of the issues facing the Borough, the vision, strategic objectives and spatial strategy for the Borough. (Section 1a);
- Profiles of 14 places in the Borough (Section 1b). A vision is offered for each of these places to guide their future evolution.

The **Delivery Strategy** shows how we are going to deliver this. It contains:

- Allocations and Designations (section 2a). Allocations are included for the strategic sites in the borough. Allocating a site means it sets out the quantum of different land uses development is expected to provide on the site. Changes to the proposals map\(^2\) are also included in this section;
- Policies and Actions (Section 2b). This contains the policies that will be used in development management (determining planning applications), and other actions which the Council and partner organisations will be undertaking. These are set out under each of the strategic aims of the plan.
- Infrastructure (Section 2c). This is a schedule of the infrastructure needs of the Borough, and who is expected to deliver these, when, where and how (in relation to funding).
- Monitoring, Risks and Contingencies (Section 2d). This sets out how we will monitor progress, and what approach we will take if any of the key aspects of the plan cannot be delivered as we currently envisage.

The final section of the plan sets out other supporting information needed.

\(^2\) The Proposals Map identifies land in the Borough where different policies apply.
A Summary of the Council’s Policy

FOSTERING VITALITY
(town centres, retail, arts and culture, creative industry and business)
Our vision to foster vitality is that the quality of life of our predominantly residential Borough is enhanced by a wide variety of cultural, creative and commercial uses which can significantly contribute to the well being of residents and to the capital’s role as a world city.

KEEPING LIFE LOCAL
(social and community uses, local shopping facilities, ‘walkable neighbourhoods’)
Our vision to keep life local is for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be easily accessible so that residential communities can flourish.

BETTER TRAVEL CHOICES
(public transport, walking, cycling, parking)
Our vision for better travel choices is that walking, cycling and public transport to be safe, easy and attractive and preferred by our residents to private car ownership and use.

CORE STRATEGY VISION:
Building on Success
Our vision for Kensington and Chelsea over the next 20 years is to build on success. To further develop the strong and varied sense of place of the Borough, we will, in partnership with other organisations, and importantly with our residents:

- stimulate regeneration in North Kensington through better transport, better housing and better facilities;
- enhance our reputation as a national and international destination by supporting and encouraging retail and cultural activities, particularly in Knightsbridge, Portobello Road, South Kensington, the King’s Road, Kensington High Street, and Earl’s Court; and
- uphold our residential quality of life so that we remain the best place in which to live in London, through cherishing quality in the built environment, acting on environmental issues and facilitating local living.

AN ENGAGING PUBLIC REALM
(sense of place, attractive streets, parks and outdoor spaces)
Our vision for an engaging public realm is to endow a strong local sense of place by maintaining and extending our excellent public realm to all parts of the Borough.

RENEWING THE LEGACY
(quality design, conservation and enhancement)
Our vision to renew the legacy is to pass to the next generation a Borough that is of the highest quality, better than today, by taking great care to conserve and restore the glorious built heritage we have inherited and to ensure that where new development takes place it enhances the Borough, so as to ensure no diminution of the excellence we have inherited.
RESPECTING ENVIRONMENTAL LIMITS
(climate change, waste, flooding, biodiversity, air quality and noise)

Our vision to respect environmental limits is to contribute to the mitigation of, and adaptation 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.

DIVERSITY OF HOUSING
(affordable and market housing, residential amenity, estate renewal)

Our vision to have a diversity of housing is that at a local level it will cater for a variety of housing needs, and is built for adaptability and to a high quality.
STIMULATE REGENERATION IN NORTH KENSINGTON

By bringing together the provision of a new community secondary school with new development, transport opportunities and the possibility for estate renewal and programmes to address deprivation, North Kensington will be transformed over the period of the plan.

Within the different places of North Kensington we will:

- establish a crossrail station at Kensal as part of a mixed use development including 2,500 homes;
- renew the Womlington Green Estate and restore TrellickTower in Golborne/Trellick
- foster the unique identity of Portobello and Golborne Roads, including the antiques trade and their street markets in particular;
- undertake initiatives to mitigate the negative effects of the Westway; and
- build a new community secondary school in Latimer, as part of a wider regeneration masterplan for that part of the Borough.

Vision for Kensal

There is a one-off opportunity for significant regeneration in North Kensington – the ‘Gasworks sites’ hold the key: they must be used to their best potential. Along with residential development, there will be job creation and regeneration benefits which would be enhanced by the creation of a Crossrail station. The Borough has a tradition of well-connected, high density, mixed-use developments. The Council expects this successful precedent, along with environmental sustainability (including better use of the canal), to underpin any masterplan for the area.

Vision for Golborne and Trellick

Golborne and Trellick will maintain a strong mixed community. Trellick Tower will remain the icon of the area. The Golborne market and retailers will thrive in the future, serving both local people and other Londoners. The Markets of Portobello Road and Golborne Road should gain strength from each other but will remain distinct in nature. New housing will be a mix of sizes and tenures. The Grand Union Canal will be seen as a destination, rather than a barrier.

Vision for Portobello/Notting Hill

As Special District Centres, Portobello and Westbourne Grove will both remain internationally known vibrant retail areas. By improving pedestrian links between Portobello Road, Westbourne Grove, All Saints Road and Golborne Road, the area as a whole will be strengthened, while the qualities of the very different individual centres will be maintained.

Portobello Road will remain a jewel in London’s shopping crown, a place of world class antiques hunting and a place which has not been over run by identikit multiples.

The centre will maintain the rich variety of shops with a predominance now so rare in the Capital, of independent retailers offering “something different”. The existing antiques arcades are a key ingredient of this variety.

Portobello Road’s strengths: its international antiques trade and the diversity of the retail offer, including both vibrant small shops offering personal service and cutting edge fashion, will continue to be built upon.

Its less glamorous role as the provider of the range of shops and services essential to support of the day-to-day needs of its “village minded” local community is no less important and will be maintained.

Running the length of the Portobello Road, the street market will act as both a key driver to achieve this vision and an opportunity to strengthen the existing close links with the Golborne Road Special Neighbourhood Centre to the north.

Portobello Road is, however, more than a shopping street, it will continue to be the international antiques market and an inspiration for designers and a seed-bed for new entrepreneurs.

Westbourne Grove will retain its difference from Portobello Road and its position as a specialist shopping destination providing high end fashion retailing.
**Vision for Westway**
To transform the Westway Flyover from an oppressive negative influence into one which celebrates public art and creativity, using this and the land-assets beneath the flyover to overcome problems of community safety and improve pedestrian linkages to make the area under the flyover into something wonderful.

**Vision for Latimer**
Latimer will be a place that focuses on the provision of high quality services through excellent architecture and urban design. It will provide accessible and adaptable spaces that are valued and used by the local community. New development, including a new neighbourhood shopping centre, will be located around Latimer Road Underground Station. There will be clear links to Ladbroke Grove and White City. A community leisure centre will be retained in the area and a new secondary school will be established.
Spatial Strategy and Places 2

ENHANCE THE REPUTATION OF OUR NATIONAL AND INTERNATIONAL DESTINATIONS

Both Kensington and Chelsea are – to borrow marketing language – international ‘brands’ with considerable reputational value. In addition, there are individual places whose reputations we need to enhance for the good of the Borough as a whole. With the exception of Earl’s Court and Portobello, these destinations cluster in the south and east of the Borough.

Within the different places that have a national or international reputation we will:

- Protect the unique character of Portobello Road and its antique and street market;
- Ensure Earl’s Court remains an important exhibition or conference destination;
- maintain the success of Kensington High Street;
- implement the Exhibition Road transformation in South Kensington to ensure the 12 million visitors a year to these institutions have a first class experience;
- build on the design offer of Brompton Cross; ensure Knightsbridge, and Sloane Street in particular, remain among the top shopping streets in London; and
- build on the recent arrival of the Saatchi Gallery to the King’s Road to ensure it remains a first class fashion destination.

**Vision for Kensington High Street**

The centre needs to redefine its role in the next 20 years to make sure that it distinguishes its offer from Westfield, Knightsbridge and King’s Road.

The centre will continue its long tradition as Kensington’s High Street, serving residents, workers and visitors. It will continue to provide a good range of food and other convenience retailing and remain a destination for fashion and certain niche markets.

Ease of pedestrian movement is central to this success. Re-use of the former Commonwealth Institute for a significant public institution represents an opportunity to increase visitor numbers and develop a further niche retail cluster and restaurants at the western end of the High Street. The maintenance of a cinema is essential, of a cinema is essential.

**Vision for South Kensington**

Prince Albert’s vision was of a wide range of world-class institutions connecting the science and art of the past, present and future. This holds true today but now our interpretation of culture is ever richer, embracing more of our everyday lives – entertainment, eating and drinking, and even shopping.

South Kensington must continue to develop across this spectrum of cultural activity to remain a local, national and internationally significant destination.

A key to our modern world is social connectivity; we must ensure that this spirit, so powerfully expressed in the soon to be completed public realm of Exhibition Road, is developed throughout South Kensington – innovative public realm proposals, generous public spaces, unique retailing and cultural experiences.

All the facilities developed for residents and visitors alike must be connected to create an inspiring, memorable and thoroughly contemporary re-evocation of the original Victorian vision.
Vision for Brompton Cross
The Council views Brompton Cross as a high quality specialist boutique retail centre with international appeal. The centre will also be enhanced by development which reflects its high quality character and improves pedestrian links to South Kensington Underground Station, the Museums, and Knightsbridge. The Council will encourage the return of long-term vacant retail units to retail use. The hospital facilities in the area will continue to be supported.

Vision for Knightsbridge
Knightsbridge will continue to enjoy its role as the Royal Borough’s national and international shopping destination and home to some of the most exclusive shopping in London. It will also continue its role as an important residential quarter and a service centre for residents in both Kensington and Chelsea and Westminster.

Vision for King’s Road/Sloane Square
The King’s Road will not simply be like any other ‘successful’ high street. It will remain one of London’s most iconic and vibrant shopping streets, containing a lively and diverse mix of shops, restaurants, and world-class cultural attractions. It will remain a place where one can shop in both independent boutiques and multiples; a place to enjoy, to promenade, a place which meets the day-to-day needs of our residents; and a place to experience some of the best theatre, concert and gallery space that London has to offer.
Spatial Strategy and Places 3

**Vision for Notting Hill Gate**
Notting Hill Gate will be significantly strengthened as a District Shopping Centre, with enhanced shops and restaurants that reflect the needs of the local catchment, with premium-quality brands and outlets. Boutiques and premium-quality retailers will become a feature of the area, as they are in Kensington Church Street and Pembridge Road. The centre will continue to be a major office location.

Notting Hill has a long-standing reputation for arts and culture; Notting Hill Gate will capitalise on this in developing the arts and cultural offer.

The street will become more pedestrian-friendly, with improved crossing facilities, fewer barriers, less street clutter, reduced vehicle impacts and station entrances relocated within buildings.

All development will be of the most exceptional design and architectural quality, creating a ‘wow factor’ that excites and delights residents and visitors. Pedestrian links to Portobello Road Market will also be enhanced through good design, legibility and clear wayfinding.

**Vision for Fulham Road West**
Fulham Road West will remain a centre providing for the daily needs of local people, while also offering a variety of high quality specialist shopping.

The proportion of food and drink uses, together with their hours of operation, will be carefully managed to ensure a complimentary environment with the retail uses and surrounding residential area.

The appearance of the centre will be enhanced through improvements to shop fronts. Pedestrian and cycle links to the north and south will be improved. The Council will support the hospital’s role in contributing to the centre’s vitality.

**Vision for Lots Road/World’s End**
The opening of the new secondary school will bring people into the area. Improvements to the built and natural environment will transform the area into a place people choose to visit. Investigating the designation of a conservation area in the Lots Road area is an important part of this. The Lots Road Power Station site development will play a vital role in improving the vitality of the area by providing mixed-uses including housing and mooring facilities. Better pedestrian links from Lots Road to the World’s End shops will help overcome the isolation with the wider townscape of Lots Road and reintegrate World’s End. Connectivity with the riverside will be supported by completing the Thames Path.

**UPHOLD THE RESIDENTIAL QUALITY OF LIFE SO THAT WE REMAIN THE BEST PLACE IN WHICH TO LIVE IN LONDON.**

Unlike the other two strands to the strategy, this does not have a particular focus. We are predominantly a residential borough, and thus this is pertinent across the whole Borough.

Not all the residential places in the Borough have been assessed. That would be beyond the scope of this Core Strategy. We have prepared place profiles for the two town centres that offer a neighbourhood function without a national or international dimension, and the Lots Road and World’s End area, where considerable change is taking place. In these places we will:

- Stimulate a better mix of shops in Notting Hill Gate to better serve the immediate catchment area;
- Monitor the food and drink uses in Fulham Road to ensure they do not undermine its function as a neighbourhood centre;
- Open the new Chelsea Academy in Lots Road in 2010, benefit from the new station on the West London Line at Imperial Wharf due to open in September 2009, and await the implementation of the Lots Road power station scheme, where pre-enabling works have begun.
Strategic Sites

The Core Strategy allocates a number of sites that are considered central to the achievement of the strategy:

1. **Kensal** –
   housing led mixed use scheme, with a Crossrail station anticipated to achieve 2,500 houses.

2. **Wormington Green** –
   estate renewal allocation requiring the reprovision of the existing 538 social rented homes, and a minimum of 150 additional private market dwellings. The detail for the redevelopment of the estate is set out in a Supplementary Planning Document (SPD).

3. **Edenham** –
   a minimum of 60 dwellings to facilitate the restoration of the Grade II* listed Trellick Tower.

4. **North Kensington Leisure Centre** –
   community secondary school and separate public sports facilities, with enabling housing if the design allows.

5. **Commonwealth Institute** –
   public institutional use for the former Commonwealth Institute building and some enabling development.

6. **Warwick Road (5 sites, including ‘Tesco towers’)** –
   housing developments totalling up to 1600 residential units. Some of these have planning permission, but have been included for the sake of completeness and in view of the fact that development is yet to begin on site.
7 Earl’s Court –
the site extends into Hammersmith and Fulham. As part of the whole development, there is a requirement for some form of continued exhibition use. This may or may not be located in the Borough. 500 residential units are indicated.

8 Lots Road Power Station –
this site is not strictly being allocated as planning permission has been granted, but construction is yet to commence on site. It consists of 420 residential units plus a mix of commercial units, retail and some open space.
Policies and Actions

This section sets out the planning policies, and also other actions that will be undertaken by the Council and partners to deliver the vision of the strategic objectives.

The s.106 policy is contained in the introduction to the Development Management Section. A new supplementary planning document, to provide detail on this, is prepared for consultation in the autumn of 2009.

Within **Keeping Life Local** there are planning policies in relation to: social and community facilities, local shopping facilities and walkable neighbourhoods.

Within **Fostering Vitality** there are planning policies in relation to: successful town centres, retail development within town centres, new town centre uses, new town centres, location of business uses, employment zones, creative and cultural businesses, arts and culture, the South Kensington Strategic Cultural Area, and land uses.

Within **Better Travel Choices** there are planning policies in relation to: improving alternatives to car use and new and enhanced rail infrastructure.

Within **An Engaging Public Realm** there are planning policies in relation to: street network, street form, street life, streetscape, parks, gardens, open spaces and waterways, trees and landscape, and servicing.

Within **Renewing the Legacy** there are planning policies in relation to: context and character, new buildings and extensions, small scale alterations and additions, historic environment and historic assets.

Within **Diversity of Housing** there are planning policies in relation to: housing targets, housing diversity, residential amenity and estate renewal.

Within **Respecting Environmental Limits** there are planning policies in relation to: climate change (carbon reduction), flooding, waste, biodiversity, air quality and noise.
Infrastructure:
This sets out a schedule of known infrastructure requirements for the Borough.

Monitoring, Risk and Contingency
This sets out how the plan will be monitored, and, through a risk assessment, identifies those parts of the strategy where a ‘Plan B’ might be required if events do not turn out as currently envisaged.

Supporting Information
This includes the Housing Trajectory and supporting information regarding the affordable housing target including the location of affordable housing; social rented and intermediate affordable housing; market housing mix; affordable housing mix, affordable housing threshold and percentage; supported housing and housing for older people; Lifetime Homes; Gypsies and Travellers and the provision of amenity space.

The Unitary Development Plan Policy Replacement schedule is also included here, along with each change proposed to the Proposals Map as an A4 sheet.

Future Programme
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SECTION 1: SPATIAL STRATEGY

Section 1a: Introduction and Vision

Chapter 1: Setting the Scene - Introduction

Chapter 2: Issues and Patterns - Spatial Portrait

Chapter 3: Building on Success - Vision, Strategic Objectives and Spatial Strategy

Section 1b: Places

Chapter 4: Places Introduction

Places central to regeneration in North Kensington

Chapter 5: Kensal

Chapter 6: Golborne Trellick

Chapter 7: Portobello Road

Chapter 8: Westway

Chapter 9: Latimer

Places of particular national or international Reputation

Chapter 10: Earl's Court

Chapter 11: Kensington High Street

Chapter 12: South Kensington

Chapter 13: Brompton Cross

Chapter 14: Knightsbridge

Chapter 15: King's Road / Sloane Square

Other Places

Chapter 16: Notting Hill Gate

Chapter 17: Fulham Road

Chapter 18: Lots Road / World's End
Setting the Scene

Introduction

What is the Core Strategy?

1.1.1 The Core Strategy 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.

1.1.2 The Core Strategy is the central document within the Local Development Framework (LDF). The LDF is made up of documents to guide the future of the Borough. There are two types of document within the LDF: Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). The Core Strategy is a Development Plan Document.

1.1.3 The main differences between the two are that DPDs form part of the statutory Development Plan, and have to go through an Examination in Public by an independent Government inspector before the Council can adopt them. SPDs augment policies in DPDs, and do not form part of the Development Plan, nor do they have an examination.

1.1.4 The Unitary Development Plan (UDP) forms part of the Development Plan at present. Over time, the policies in the UDP will be replaced by the Core Strategy and other DPDs that we prepare. In Section 3 of this plan there is a schedule setting out which policies within the UDP will be replaced by the new policies in the Core Strategy, and which will continue in use for the time being.

1.1.5 The London Plan, prepared by the Mayor of London, also forms part of the Development Plan. The Council may prepare other documents in the future that would also be part of the Development Plan. The documents we plan to prepare are set out in our Local Development Scheme, updated annually, and approved by the Greater London Authority (GLA).

1.1.6 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 54A of the Town and Country Planning Act 1990 states that "applications should be determined in accordance with the Development Plan". It then goes on to say that the Council can take 'material considerations' (other circumstances not foreseen at the time the plan was prepared) into account as well, and if they indicate otherwise, go against policies in the plan. This allows a common sense approach to the implementation of the plan. But in these situations we may have to refer applications to the Government as a ‘departure’ from the Development Plan.

1.1.7 The Core Strategy 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 Core Strategy takes this and explores what the implications are for the way the Borough will develop.

1.1.8 But the Core Strategy 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 Core Strategy 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 Core Strategy 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.

What should be in a Core Strategy?

1.1.10 A Core Strategy should set out the key elements of the planning framework for the area. It should outline the long term spatial vision for the area, and the broad locations for delivering the housing and other strategic development needs such as employment, retail, leisure, community, essential public service and transport development.

1.1.11 In Government parlance, the Core Strategy should be 'spatial'. That is, it should go beyond matters of pure land use. It looks at the 'where' of things. It also brings together policy
Policy Framework

Introduction

1.2.1 The Core Strategy is prepared within a hierarchical framework of planning policy for England. At the top of the hierarchy are Planning Policy Statements and Planning Policy Guidance Notes (PPS and PPG) issued by the Government. Legislation requires local authorities to be consistent with national policies in preparing 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.

1.2.2 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.

1.2.3 The Local Strategic Partnership prepares the Community Strategy. In preparing the Core Strategy we have to ensure that the key spatial planning objectives for the Borough as set out in the LDF Core Strategy are in harmony with the Sustainable Community Strategy priorities. The Sustainable Community Strategy is delivered through a Local Area Agreement (LAA) that sets out improvement targets for the priorities of a local area. The Government intends that the spatial planning objectives, as set out in the Core Strategy will be shared with the local priorities set out in the Sustainable Community Strategy so that both take full account of the spatial, social, economic and environmental issues of the area. The Core Strategy essentially forms a key delivery mechanism for the Local Area Agreement.

1.2.4 The Council has also recently completed The Royal Borough 2028 - a long term look at the future of the Borough. This has informed the preparation of the Core Strategy. 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. It identified five themes including Leadership, Learning, Public Realm, Resilience and Culture.

**National Policy**

1.2.5 The Core Strategy needs to be consistent with national policy. It has been prepared taking the content of Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs) into account. Planning Policy Guidance Notes and their replacement Planning Policy Statements, are prepared by the Government after public consultation. Their role is to explain statutory provisions and to provide guidance to local authorities and others on planning policy and the operation of the planning system. They also explain the relationship between planning policies and other policies which have an important bearing on issues of development and land use.

1.2.6 The content of all PPGs and PPSs have been taken into account in the preparation of the Core Strategy, but of particular note are PPS1 Delivering Sustainable Communities; PPS3 Housing; PPS6 Planning for Town Centres; PPS12 Local Spatial Planning; PPS22 Renewable Energy and PPS25 Development and Flood Risk.

**London Plan**

1.2.7 The London Plan provides the London wide context in which the Core Strategy should sit. It sets the housing target for the Borough and provides guidance on assessing the need for affordable housing in order to promote mixed and balanced communities. The Plan also sets out guidance in relation to employment and developing London’s economy. Other issues of importance to the borough and London as a whole are also addressed and these include improving travel in London, climate change and design.

1.2.8 In terms of particular issues, the London Plan designates the hierarchy of the Borough’s retail centres, which includes international, district and local designations. It also designates the Central Activities Zone, which aims to strengthen the economic links between the Borough and the West End. The London Plan also sets out the Borough wide waste apportionment figures, which are important for managing the Borough’s waste. It contains detailed policies for managing air and noise pollution, which are particularly poor being an inner city borough. The London Plan also states that existing transport capacity and planned additional transport investment should enable West London to accommodate the forecast level of growth.

1.2.9 The London Plan designates parts of North Kensington as an ‘area for regeneration’, which the Mayor has prioritised for action and investment. The Mayor requires borough’s to prepare DPDs that include integrated spatial policies that bring together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing.

1.2.10 The GLA is currently considering a revision to the London Plan, which is due for publication in 2010. The Council will take an active role in the revision of this plan, especially with regards to the Borough’s new housing targets and the possible designation of Opportunity Areas for Earl's Court and Kensal.

**The Community Strategy**

1.2.11 This Core Strategy has not been produced in isolation. It must also take account of the Kensington and Chelsea Partnership’s Sustainable Community Strategy, as the Local Development Framework will be a key component in the delivery of the Community Strategy. The Community Strategy was published in December 2008 with close involvement from the LDF team. The two documents will closely reflect each other.

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 themes, the Community Strategy sets the overall goal, a description of the position in the Royal Borough relevant to the themes 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 updated in future versions.
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 and the provision of quality housing across all tenures.

The Royal Borough - 2028

The time horizons for the Core Strategy and The Royal Borough 2028 have been aligned so that the Core Strategy can be sensitive to changes that will occur over the next 20 years and the two documents can feed from each other. A key part of the Core Strategy is to ensure that contingencies are built into the Plan and to this end the 2028 project helps identify the probability of different futures for the Borough, including the preferred future.

The Content of the Core Strategy

The Core Strategy for the Royal Borough is structured in three sections: the Spatial Strategy, the Delivery Strategy, and Supporting Information:

Spatial Strategy

The Spatial Strategy sets out what we want to achieve. It has two parts. The first, Section 1a, sets out the main issues facing the borough, and outlines the Vision and the Strategic Objectives for achieving that Vision. It also contains a section entitled ‘Spatial Strategy’, which encapsulates the plan as a whole. It also explains why the Core Strategy for the Royal Borough has a particular focus on North Kensington.

The second part of the Spatial Strategy is Section 2b Places. This looks at 14 Places across the borough to which we believe we need to pay particular attention. Some of them are areas where we are planning for considerable change. Others include Places with a particular national or international reputation and others have town centres as their focus. Each Place Profile is deliberately short. They set out the Vision for each place. The Place Profiles set out more than 'just' the planning issues facing the place. They should include all the related issues from across the Council and our partner bodies that go into 'making places'.

Delivery Strategy

The Delivery Strategy sets out how we are going to achieve the Spatial Strategy. It has a number of parts.

Section 2a allocates the Strategic Sites within the Borough that are needed to deliver the Spatial Strategy. It also shows the changes required of our proposals map in the light of the policy changes.

Section 2b sets out Policies and Actions. These are set out under each of the strategic objectives of the plan. This section contains planning policies by which the spatial strategy will be achieved. These replace policies within the UDP. It also sets out other strategies that the Council has in place and the Council’s partners who will deliver the spatial strategy, and any specific actions related to those.

Section 2c identifies the infrastructure requirements of the Borough. These are set out for the 14 Places and the seven Strategic Sites. Where infrastructure needs stretch beyond the borough boundary these are identified.

Section 2d provides a monitoring framework for the plan, and identifies what alternative courses of action might be pursued if key policies are found to be undeliverable.

Supporting Information

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 Core Strategy

The Core Strategy is a lengthy document. 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 Core Strategy is a spatial plan which is concerned with place shaping and delivery and if we only included strategic policies there would be no effective policy mechanism for ensuring that our visions are implemented on a day to day basis. One option would be to take the lower
order planning policies and put them into a separate Development Planning Document which could run in parallel with the Core Strategy. Although this approach may address the regulations it would not assist us in our aim of providing a Plan which is user friendly and would just serve to confuse anyone reading the Plan. Hence the reason why one document has been produced.

1.3.11 The Core Strategy includes an allocation for those sites which are considered to be central to the achievement of the Strategy. However, it is unlikely that a further document will be produced dealing with other sites in the Borough. The vast majority of these additional sites are very small and allocation would therefore not be be appropriate. Development on such sites would be assessed on its own merits taking into account the relevant planning policies.

1.3.12 Separate Development Plan Documents will be produced for Gypsies and Travellers and for Waste setting out the Council's policies. There is also likely to be further work on how flooding can be prevented in the Borough. However, the main focus will be on areas of significant change and to this end planning frameworks will be produced for Kensal, Latimer and Earl's Court. These may be in the form of Supplementary Planning Documents, but they could be Area Action Plans (DPDs) depending on the level of detail required and the timing of the work.

1.3.13 The timetable for the preparation of specific planning documents is set out in our Local Development Scheme which is publicly available and has been the subject of consultation in its own right. At present, our Local Development Scheme notes that we will prepare a future Development Management DPD and a Site Allocations DPD. However, we are reviewing this in the light of the finalised content of the draft plan. Before coming to a final decision we will have discussions with the Greater London Authority and the Government Office for London, but we are now considering moving to a topic and area based approach for further policy documents.

1.3.14 Finally, the level of detail on the Proposals Map is considerably more than that provided within the Unitary Development Plan. The opportunity has been taken to update the map and add a number of existing designations which were not included. Hopefully, it will provide more clarity to spatial planning within the Borough.

### The Preparation of the Core Strategy

1.4.1 The new plan making system has been reformed to require an early steer on policy direction from the communities that may be affected. To this end the first policy document to be produced for the preparation of the Core Strategy was entitled *Issues and Options* (2005) and this gave a series of options for developing a vision of the borough which would assist in building a ‘Better City Life’. Different land use options were also explored.

1.4.2 In 2007 the approach was reviewed because of the need to move away from a land use focus and provide a more spatial approach, and an *Interim Issues and Options* document was prepared with consultation taking place in February and March 2008. At the same time a consultation took place for the *Issues and Options Document of the North Kensington Plan*.

1.4.3 In July 2008 *Towards Preferred Options* was published. This acted as a stock- take in the light of planning regulation changes and was to provide feedback on the responses to the previous consultation. It also clarified our “direction of travel” or thinking for certain issues. The Interim Issues and Options highlighted how important the regeneration of the north of the borough was and the fact that it was integral to achieving an effective and truly spatial Core Strategy. Therefore it was decided to incorporate the North Kensington Area Action Plan within the Core Strategy in a document that has now become *The Core Strategy for the Royal Borough with a particular focus on North Kensington*.

1.4.4 The next stage of consultation was with Dialogue Groups, who were key stakeholders connected with each of the strategic themes and they assisted in determining the final policy direction. In addition to these groups a workshop was held connected with each “Place” in the Borough so that key issues could be identified and a vision developed which reflected the direction for the future. These consultations took place between February and April this year (Spring 2009). *The Statement of Consultation Compliance* will explain the process in more detail.
Sustainability Appraisal

1.4.5 Local Development Documents must be prepared so as to contribute to the achievement of sustainable development. Local planning authorities must also comply with an European Union Directive which requires a formal environmental assessment of all plans that are likely to have significant effects on the environment (EU Directive 2001/42/EC). Sustainability Appraisals incorporate the requirements of the EU Strategic Environmental Assessment Directive. Their purpose is to appraise the social, environmental and economic effects of the policies and proposals in a Local Development Document from the outset of their preparation. They should help guide decisions made at every stage of the plan making process. The potential direct, indirect and cumulative impacts of different policy options should be identified and appraised in order to inform decisions about which options should be promoted. At the formal Issues and Options stage a Sustainability Appraisal was carried out on both the Core Strategy and North Kensington Area Action Plan. These Sustainability Appraisals are available to view on the Council’s website.

1.4.6 Planning Policy Statement 12 on Local Spatial Planning stresses the need for a robust and comprehensive evidence base. Indeed the ability for a local planning authority to be able to show such an evidence base is central to the soundness of the Plan. Therefore, in each of the seven strategic themes we have included a summary of evidence which helps to explain why a certain policy approach has been selected.
Issues and Patterns

Spatial Portrait

Introduction

2.1.1 For many people, the Royal Borough is seen as the best place to live in London. There are many factors that contribute to its success, but two are of particular importance, both of which derive from its location close to, but not in, central London.

2.1.2 First, the legacy of fine Georgian, Victorian and Edwardian streets and buildings, built as fashionable suburbs of central London. This built form is, by the standards of much of the twentieth century, both high density, and very high quality.

2.1.3 Second, the fine grained mix of uses that mean that for the vast majority of the Borough, it is not possible to walk for 5 minutes without coming across pockets or larger areas of non-residential uses. These might be local shops supported by the high surrounding residential density, or the world class town centres, museums and hospitals that give the Borough its international and national reputation. These attract large numbers of visitors from well beyond the Borough boundary, reflecting the location close to, but not in, central London. The Borough is anything but a 'residential suburb'. This mixture of uses adds so much to the quality of residents’ lives.

2.1.4 This chapter sets out an analysis of different issues in the Borough, to establish spatial patterns and common themes, to inform the shaping of the Vision and Strategic Objectives (See Chapter 3). It draws heavily on The Picture of Our Community (2005 and 2008), a companion guide to the Community Strategy. All details and maps have been drawn from this unless otherwise stated.

Analysis

Demographics

2.2.1 The population of the Borough is about 180,000. This is expected to grow to over 200,000 over the next 20 years.

2.2.2 During that time, the population is expected to get older – but it is still projected that the vast majority of residents will be of working age, between 20 and 50.

2.2.3 However, the picture varies spatially. There are higher concentrations of under 16 year olds in the north and higher concentrations of the working age population in the wards of Queen’s Gate and Earl’s Court, for example. The older population are more likely to be living in the far south.
2.2.4 In terms of place of birth, the Borough is very diverse. Only just over half (55%) of the population is born in the UK. The rest are made up of about 20% from other parts of Europe, 6% from Africa, nearly 10% from Asia, over 8% from the Americas, and just over 2% from Australasia. But, as with other statistics, this varies spatially.

2.2.5 Both Kensington and Chelsea are well known as exclusive areas in which to live. A disproportionate number of residents are from professional and managerial occupations, and, similarly, incomes are also higher than average. Nearly 40% of Borough residents possessing a university degree.

2.2.6 However, when looked at spatially, it can be seen that household income varies considerably, with many residents in the north of...
the Borough having income levels below £20,000 per annum, and, as might be expected, much higher levels of benefit claims.

Deprivation

2.2.7 The Index of Multiple Deprivation combines a number of factors such as income, employment, health and disability, education, housing, living environment and crime. The scores are ranked to compare the levels of deprivation nationally.

2.2.8 Part of the Golborne area of North Kensington falls within the top 5% of one of the most deprived areas nationally, and large parts of the north are within the top 10% of the most deprived.

2.2.9 The deprivation in the north is long standing, dating back to the time the original Victorian development took place.

2.2.10 It might be a surprise to note that only one area of the Borough is within the top 10% least deprived nationally. This is in large part due to the ‘living environment’ component of the index of multiple deprivation. This looks at factors such as air quality, on which the Borough scores poorly.

Health

2.2.11 Life expectancy in Kensington & Chelsea is the highest in the country for females and third highest for males, at 87.20 years and 83.10 years respectively. This represents an average life expectancy of nearly 6 years more than the national average. But this statistic masks a significant difference across the Borough. People living in the healthiest wards have an average life expectancy of over 10 years more than those in the least healthy wards.

2.2.12 Access to General Practitioner surgeries is good across the Borough, with nearly 85% of the borough being within 10 minutes walk of a GP.
2.2.13 The Borough also has some high quality hospitals, including the Royal Marsden and Chelsea and Westminster. These have a national role as well as serving local residents. Both are located in Chelsea. The north of the borough is served by St Charles Hospital, a local facility.

Education

2.2.14 The Borough is well provided with primary schools, including many in the independent sector (see map 7.1). There is a state primary school within a 10 minute walk of 93% of the Borough. There are, however, insufficient state secondary schools to meet the demand. 23% of our pupils are ‘exported’ to schools in other boroughs.

Crime

2.2.15 Different types of crime show different spatial patterns. Map 3.1 shows Total Notifiable Offences, with the highest number of offences in Brompton ward. By contrast, possession of drugs, personal robbery and snatch offences are highest in Golborne and Colville wards. Residential burglaries are highest in St Charles and Radcliffe wards. Graffiti is most marked at the top end of Portobello Road by the Westway.

Shopping

2.2.16 Nearly 75% of the Borough is within a 5 minute walk of day-to-day shopping facilities. There are, however, a number of areas which lie outside a 5 minute (400m or 440yard) walk of local facilities. These are the very south of the borough along the Thames; along the western boundary with the London Borough of Hammersmith and Fulham; and in the far north.

2.2.17 In addition to the Neighbourhood Centres, there are 10 larger centres in the Borough: Knightsbridge is an International Centre (and is also located in the GLA’s Central Activities Zone), Kensington High Street and King’s Road East are Major Centres, South Kensington, Notting Hill Gate, Brompton Cross, Fulham Road and King’s Road West are District Centres and Portobello Road and Westbourne Grove are Special District Centres. These centres attract people to the Borough and serve a pan-London or greater function, but they also provide a valuable role in serving the day-to-day needs of local residents. The majority of larger centres are located in the south and east of the Borough.
2.2.18 Retail is the number one reason why people visit the borough, topping the South Kensington Museums for visitor numbers (7).

Employment

2.2.19 A large proportion of the jobs within the Borough are within the service industry and are relatively low paid – the largest sectors for employment are retail, real estate/business activities and hotel/restaurants. This is in contrast to the occupations of the residents of the borough discussed above.

2.2.20 The Borough has relatively few relatively large employers. Instead, it has a wealth of small businesses. Over three quarters of businesses in the borough have under 5 employees, and these small businesses total a sixth of the total number of jobs in the Borough.
Transport

2.2.21 Car ownership is well below the national average. Fewer than 50% of households own a car. Walking and cycling are above average, reflecting not only the lower car ownership, but also the availability of pleasant high quality quiet ‘side roads’ for many journeys.

2.2.23 All the main roads run east-west through the Borough, reflecting the Borough’s location on the edge of, but not in central London, and the historical development of the Borough as a series of suburbs primarily serving central London. There are no obvious north-south routes, beyond Ladbroke Grove and Kensington Church Street. Holland Walk provides an attractive pedestrian north-south link through the middle of the Borough, linking Holland Park Avenue and Kensington High Street.

2.2.24 The Underground network reflects this east-west geography, with the Central, Circle, District and Piccadilly lines together servicing central Kensington and northern Chelsea, and the Hammersmith and City line serving North Kensington. North - south movement on the Underground (apart from High Street Kensington to Notting Hill Gate) is not possible.

2.2.25 Figure 1.5 shows the numbers using the different Underground stations. South Kensington is the busiest station, and is one of the busiest on the Underground network as a whole.

2.2.22 Because of the shortage of on and off street residential parking in the Borough, the Council has encouraged car clubs.
2.2.26 North - south movement is facilitated by the West London Line, running down the western boundary of the Borough. There are existing stations at Olympia and West Brompton and a new station – Imperial Wharf – will shortly be opening to serve the far south west of the Borough, in the London Borough of Hammersmith and Fulham. However, there is no station in North Kensington on this line.

2.2.27 There are no main line rail termini in the Borough. Paddington and Victoria lie a kilometre or so to the east in the City of Westminster.

2.2.28 If a journey starts or ends at Kensington High Street, there are a wealth of buses from there taking north - south routes. However, there are only three services that extend both north and south of Kensington High Street.

- The No 70, from Acton, passes down Ladbroke Grove and Portobello Road, through Kensington High Street and terminates at South Kensington.
- The No 328 from Golders Green passes Westbourne Park, through Kensington High Street and Earl's Court to Chelsea
- The No 452 from Kensal Rise passes along Ladbroke Grove, through Kensington High Street, to Sloane Square and on to Wandsworth Road.

2.2.29 Looking at Public Transport Accessibility Levels as a whole, they vary from ‘excellent’ around Notting Hill Gate and South Kensington, to poor or very poor in the far south and north west of the Borough.

Housing

2.2.30 Land prices in the Royal Borough are very high, resulting in the highest house prices in England. Figure 5.2 shows prices in the Borough relative to those in London and England as a whole. These show that demand for private sector housing in the Borough is insatiable, and, given the relatively little development land available, can never be met. The recent recession will clearly have caused prices to fall somewhat, although this is relative to all locations.

2.2.31 Map 5.1 shows the distribution of social rented homes. There is a clear concentration in the north, where most wards have less than 50% owner occupation, and a third have less than 20% owner occupation.
2.2.32 Owner occupation is low across the Borough as a whole. The private rental sector is unusually large. This reflects the age profile of residents referred to above. Linked to this, it is estimated that 20% of the population of the Borough change every year.

2.2.33 There are currently (2009) 86,116 residential dwellings in the Borough of which over 80% are in the form of flats (8). Across all tenures about 70% of the housing stock comprises of homes with one or two bedrooms, the vast majority of these being flats. However, in terms of market housing the majority of demand is for family units of three or more bedrooms (9).

2.2.34 The current house building target, from the London Plan, is 3,500 houses to 2016/17. Annualised to 350 a year. The nature of sites within the Borough is such that there are many small sites and very few larger sites. House building rates, when reported on an annual basis, thus have spikes and troughs. A study of the capacity of the Borough has just been completed as part of a London-wide study (10). It indicates that there will be greater capacity over the next 20 years than previously projected, because of the larger sites now identified in the Borough. The target in the next London Plan will increase as a result.

2.2.35 As with many boroughs, a key issue with housing is the state of the finances in the Housing Revenue Account (HRA). This is the account for the maintenance of Council owned housing within the Borough and there are clear restrictions in law about cross subsidising this account with other Council revenue streams. The HRA is projected to be in deficit in the future, and different options to address this issue are being assessed through the Council’s Housing Stock Options Review.

2.2.36 For 300 years, Kensington and Chelsea has been one of the most desirable places to live in London, ever since a private country house was acquired by William and Mary and adapted for Royal residence by Sir Christopher Wren in the 1700s. Kensington can claim a pre-eminent position in the hierarchy of the Victorian metropolis not only as the home to Queen Victoria in her early days, but also because of the lasting legacy of houses, churches, museums and other public buildings which arose during her reign. As a consequence Kensington and Chelsea grew throughout the 19th Century to provide homes for the newly wealthy middle and upper classes.

2.2.37 This period of growth has left us with a legacy of Georgian and Victorian terraces laid out in a network of streets, often including garden squares, of the highest quality. The Edwardian period saw a shift away from town houses to the mansion block, allowing buildings to be slightly taller and thus, as we see today, higher density. The same principles of street-based architecture with the town house endured with the mansion block. The two principle building types are combined in a rich mix where neither one nor the other predominates over very large areas.

2.2.38 Consequently, the built environment is one of the finest in the Country with over 4000 listed buildings in the Borough and over 70% of the Borough being within a conservation area.

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8 2001 Census
9 Strategic Housing Market Assessment, prepared by Fordhams for RBKC, 2009
10 Strategic Housing Land Availability Assessment, 2009
However, away from the Borough’s traditional central belt, there are many examples of twentieth century estate developments. These have a varying degree of success. Erno Goldfinger’s Trellick Tower, for example, is a much loved icon. However, certain estates (such as Lancaster West and Silchester in the Latimer area, and the World’s End Estate in the south west) have become isolated from the rest of the Borough with residents often being deficient of local facilities.

The Georgian legacy in the Borough has left us with a tremendous number of garden squares. These are communal spaces enjoyed by the surrounding properties, but their construction has also resulted in a lack of public open space in some parts the Borough. This, however, is counter-balanced somewhat by Holland Park and Hyde Park which act as the Borough’s primary public open spaces.
Natural Environment

2.2.41 The whole Borough is designated as an Air Quality Management Area. The primary sources of air pollution are vehicular traffic and diesel trains. The main railway line out of Paddington is a principal source of air pollution in the north of the Borough.

Spatial Patterns and Common Issues

Key Characteristics

2.3.1 The most obvious conclusion that can be drawn from examining the characteristics that have been outlined is that the Borough is hugely successful. It has a high quality built environment, a number of places that are international or national destinations and a highly educated population with high income levels. To an extent, the issues and challenges are the result of the Borough being the victim of its own success – property prices being the prime example of that. There is no risk, however, that the Council is complacent. It is not a matter of simply maintaining excellence, but seeking continual improvement.

2.3.2 It should also be noted that the Borough is predominantly residential. It has important town centres, but none of the ‘core’ commercial activities associated with mainline stations or the centre of London. Behind the roads with heavy traffic in and out of central London, much of the Borough is tranquil, with high levels of residential amenity. Many people would say that Kensington and Chelsea are the best places to live in London.

Broad Spatial Patterns

2.3.3 In terms of spatial patterns, there is one overwhelming pattern – the differentials between the north and the rest of the Borough. This is shown in a whole range of characteristics, from the distribution of social rented housing, through the index of deprivation, to the distribution of conservation areas and car clubs, income and age profile. This is a persistent area of deprivation which extends into the neighbouring London Boroughs of Brent and Hammersmith and Fulham, and into the City of Westminster.

2.3.4 A less pronounced spatial cluster is the principal town centres and destinations of national and international reputation. Most of these are in the south and east of the borough. Visitors to the Borough are attracted to these places. They are important both for jobs and for the quality of life that they give to residents.
Strategic Issues

2.3.5 One of the principal issues that the Borough faces is the value of land and property, stimulated by the insatiable appetite for residential accommodation. A key feature of the Borough is the quality of life that is provided by the rich mix of land uses, closely mixed within the residential areas. Protecting other land uses on a fine grained basis is thus a vital issue to be addressed by the strategy.

2.3.6 This is important at two levels. There is the local level of day to day living – shops, GPs, schools and other social and community facilities. Without these day to day facilities at a local level, the Borough would become a residential dormitory without a sense of community. Keeping Central London ‘at bay’ and allowing ‘normal’ residential community activities to flourish, was a key issue identified in the consultation in the preparation of the Core Strategy.

2.3.7 The second level is that of the vitality of town centres – many of which are important to the long term success of the borough – as well as cultural activities and employment. The number of visitors from outside the Borough that support these activities means that the facilities available to residents is much richer, and enhances their quality of life. Consultation during the preparation of the Core Strategy also identified this as an important issue, with a particular emphasis of enabling people who live in the Borough to work here.

2.3.8 Housing provision was also identified as an important element in the public consultation. The Borough can never meet the pent up demand for housing. Even if there were capacity for significant new development, it would be unlikely to have any obvious impact on the overall price of houses. Land prices mean that achieving Intermediate housing (15) is a particular challenge.

2.3.9 There is also pressure for ‘exclusive’ (in other words gated) communities to meet a particular part of the Kensington and Chelsea market. This, however, would have wider long term impacts, resulting in a more divided society.

2.3.10 While the price and number of houses is an important characteristic, the principal issue that the strategy can take steps to address is to ensure that as much social rented housing is provided from the new stock as possible. Also that new housing is provided in a way which achieves diversity at a local level, with different types of housing integrated with one another.

2.3.11 Another key issue is the predominance of the main transport infrastructure running east-west and the difficulty of moving north-south. There is also an issue in North Kensington, where rail infrastructure has created significant barriers to movement, but brings no access benefits because of the lack of local stations.

2.3.12 Vehicular traffic also has a significant impact on our street environments, both in terms of its effect on the quality of the pedestrian and cycling environment, but also in terms of air quality. Measures to improve other travel choices so that car dependency is reduced is thus an important issue to be addressed in the strategy, and one reflected in public consultation.

2.3.13 The built environment is central to the identity and success of the Borough. Passing this legacy to future generations is thus an important issue the strategy must address. But so too is ensuring new developments are of equivalent quality.

2.3.14 One strong characteristic of the built environment of the Borough is the structure and quality of the street environment. For such a high density area, the Borough is remarkably green, with a significant contribution made by garden squares and street trees. There is limited public open space, but the Borough’s tradition of communal external space, such as garden squares, compensates for this. Maintaining the quality of the public realm, including repairing the street network in areas that have become fragmented is important.

2.3.15 The preservation and enhancement of the historic environment, achieving high quality new developments and having a high quality streetscape are all very high priorities for our residents. This is reflected not only in the comments from the earlier consultation drafts of the Core Strategy, but in the number and level of activity of the residents’ amenity societies.

2.3.16 Another important issue to emerge from the consultation was concern for the overall environmental footprint of the Borough. The carbon emissions of the Borough are among London’s highest, our air quality is poor, and we have

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15 Intermediate housing includes tenures such as shared ownership, where the occupier buys part of the property and rents the remainder.
complex issues to resolve regarding flooding. Bringing our activities within the limits of the environment is the final strategic issue to be addressed in the Core Strategy.

Conclusions

2.3.17 It can be seen that the key issues and broad spatial patterns present four components that must drive the direction of the Core Strategy.

1. That the Borough is, by and large, successful in many aspects, but we must not be complacent, and must continue to build on that success across the Borough.

2. That North Kensington has a unique set of issues that require an integrated approach to its regeneration.

3. That there are many places within the borough that have national and international reputations relating to culture and retail, which need to be enhanced. Spatially, the main destinations tend to cluster in the south and east of the Borough.

4. That the Borough is largely residential, and a place where there is a high demand for housing. Arguably, the Borough is the best place to live in London, and maintaining that 'market position' is important. Central to that market position is a high quality of life.

2.3.18 In addition, five strategic issues have been identified which need to be addressed if the four components above are to be successfully tackled.

1. Protecting local uses and those that are important to the vitality of the Borough from potential loss to the higher values commanded by residential land uses.

2. Improving travel choices to reduce car dependency, including getting better access onto the existing rail infrastructure.

3. Protecting the high quality historic environment and ensuring new developments are of equivalent quality so that we pass on a legacy to future generations, including quality within the public realm.

4. Providing for new residential development in a way which diversifies tenure patterns and house sizes.

5. Reducing the environmental impacts of everyday activities in the Borough to better fit within environmental limits.
Building on Success

Vision and Strategic Objectives

Introduction

3.1.1 Chapter 2 identified four key components, and five strategic issues that the Core Strategy needs to address. The four key components are:

1. That the Borough needs to not simply acknowledge its current success, but to build on this to ensure the future of the Borough is even better;
2. That North Kensington needs a co-ordinated regeneration programme to tackle the range of issues that are significantly different from the south of the Borough;
3. That there are many places within the borough that have national and international reputations relating to culture and retail, which need to be enhanced, these tend to be clustered in the south and east of the borough; and
4. That the borough is largely residential, and a place where there is a high demand for housing. Arguably, the borough is the best place to live in London, and maintaining this ‘market position’ is important. Central to this market position is a high quality of life.

3.1.2 These four components provide the basis for the Vision for the Royal Borough.

Vision

CV 1

Vision for the Royal Borough: Building on Success

Our vision for Kensington and Chelsea over the next 20 years is to build on success. To further develop the strong and varied sense of place of the borough, we will, in partnership with other organisations, and importantly with our residents:

- stimulate regeneration in North Kensington through the provision of better transport, better housing and better facilities;
- enhance the reputation of our national and international destinations –
- uphold our residential quality of life so that we remain the best place in which to live in London, through cherishing quality in the built environment, acting on environmental issues and facilitating local living.

Strategic Objectives

3.3.1 Chapter 2 also identified the key issues the borough faces:

- the pressure to lose land uses that support local life and the vitality of the Borough in the face of residential land prices;
- the need for better travel choices to reduce private car dependency;
- the importance for the Borough of the quality of the built environment, both in terms of the public realm and the legacy we pass on;
- the complexities of the provision of housing, and the particular need to diversify this provision; and
- local and international issues relating to the limits of the natural environment to absorb the ‘externalities’ of our human activities.

3.3.2 These issues translate into seven strategic objectives:

1. To keep life local: social and community uses, local shopping facilities, ‘walkable neighbourhoods’
2. To foster vitality: town centres, retail, arts and culture, creative industry and business
3. To offer better travel choices: public transport, walking and cycling, parking
4. To maintain and extend our engaging public realm: sense of place, attractive streets, parks and outdoor spaces
5. To renew our legacy: quality design, conservation and enhancement
6. **To achieve a diversity of housing:** affordable and market housing, estate renewal

7. **To respect environmental limits:** climate change, waste, flooding, biodiversity, air quality and noise.

### 3.3.3
It might have been expected that we would have a strategic objective in relation to the regeneration of North Kensington. We rejected that approach. In earlier editions of the plan, North Kensington had its own section, but many readers interpreted this to mean that the rest of the plan did not apply to North Kensington. This approach was therefore abandoned in favour of seven clear strategic objectives for the borough as a whole.

### 3.3.4
We have taken great care to ensure that the strategic objectives are not simple ‘topic’ statements. Instead, the headline encapsulates the strategic issue for the Royal Borough. In this way, we believe we have avoided the risk of them being bland, anywhere statements. For example, we do not have a theme ‘transport’, but ‘better travel choices’ – ensuring sustainable modes are easy and convenient. It is ‘diversity of housing’ that matters most, not just ‘housing’, and so forth.

### 3.3.5
It would be possible for a decision maker to take the vision, and the titles of the strategic objectives, and use that alone as a guide.

### 3.3.6
For each Strategic Objective we set out a ‘vision’ encapsulating the Strategic Objective in a nutshell. These ‘visions’ could equally be given the title ‘strategic objective’, but we think the word vision is more immediate to the lay reader. These are set out below.

### Strategic Objective One: Keeping Life Local

*Social and community uses, local shopping facilities, ‘walkable neighbourhoods’*

#### 3.3.7
In spite of the recession which started in 2008/9, residential land values will continue to out-compete those ‘local’ borough functions which are essential for a successful residential neighbourhood – the local shops and community facilities, and the Borough or London wide, or in some cases international facilities, such as our hospitals. One of our strategic priorities, therefore, is to protect and promote functions that otherwise might be lost to residential use.

### CV 1.1
**Our vision to keep life local** is for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be easily accessible so that residential communities can flourish.

### CV 1.2
**Our vision to foster vitality** so that the quality of life of our predominantly residential Borough is enhanced by a wide variety of cultural, creative and commercial uses which can significantly contribute to the well being of residents and to the capital’s role as a world city.

#### 3.3.8
**We will do this in North Kensington by building a new community secondary school and developing new centres where there is currently a short fall. We will also protect all existing social and community facilities and local shops throughout the Borough.**

#### Strategic Objectives Two: Fostering Vitality

*Town centres, retail, arts and culture, creative industry and business*

#### 3.3.9
We have a finely grained mix of uses such as shops, businesses, arts and cultural facilities, some of which are world class. These uses have benefited from the Borough’s high residential density and from visitors to the Borough. These uses have been under pressure from residential development, and there is a risk that they could decline to such an extent that it will be detrimental to the collective quality of life of the Borough.

#### 3.3.10
**We will do this in North Kensington by supporting the unique character of Portobello Road, including the antiques and street market, and protecting our Employment Zones, for small businesses, critical in the cultural industries sector. Throughout the Borough we will build on the national and international reputation of our main centres.**
Strategic Objective Three: Better Travel Choices

Public transport, walking and cycling, parking

3.3.11 We have one of the lowest rates of car ownership nationally, but many of our streets are still dominated by parking and vehicular traffic. By making it easier to live without a car, we can improve residents’ quality of life and the local built environment, and also reduce our environmental impact.

CV 1.3

Our vision for better travel choices is that walking, cycling and public transport are safe, easy and attractive and preferred by our residents to private car ownership and use.

3.3.12 We will do this in North Kensington through a new Crossrail station at Kensal; making better links to Hammersmith and Fulham across the West London Line, and improving north-south bus links, as well as restricting the availability of on street parking permits for new development throughout the Borough.

Strategic Objective Four: An Engaging Public Realm

Sense of place, attractive streets, parks and outdoor spaces

3.3.13 Kensington and Chelsea is distinguished by a high quality network of streets, squares and public spaces. The public realm is widely recognised and valued for providing the setting for our rich architectural heritage. This is a strategic matter for the Royal Borough, being central to our success as an attractive place to live, work and visit.

CV 1.4

Our vision for an engaging public realm is to endow a strong local sense of place by maintaining and extending our excellent public realm to all parts of the Borough.

3.3.14 We will do this in North Kensington through reconnecting fractured and disconnected areas, and through protecting green space and requiring high standards of design in the public realm throughout the Borough.

Strategic Objective Five: Renewing the Legacy

Quality design, conservation and enhancement

3.3.15 We have inherited a remarkable historic townscape and a large number of historic buildings. The exceptional quality of our built environment underpins our success as a highly desirable place in which to live, work and invest. Over 4,000 buildings are listed and there are over 100 garden squares. Conservation Areas cover more than 70% of the Borough. The Royal Borough is known for its legacy of Georgian, Victorian and Edwardian architecture but there are also a number of twentieth century buildings which continue the legacy of high quality design. Our listed buildings and conservation areas contribute immensely to local distinctiveness both within the Borough and to London as a whole.

CV 1.5

Our vision to renew the legacy is to pass to the next generation a Borough that is of the highest quality, better than today, by taking great care to conserve and restore the glorious built heritage we have inherited and to ensure that where new development takes place it enhances the Borough, so as to ensure no diminution of the excellence we have inherited.

3.3.16 We will do this in North Kensington in particular by replacing the experimental developments of the post-war period with quality developments, so that they become the conservation areas of the future, and by protecting and making incremental improvements to the historic environment throughout the Borough.

Strategic Objective Six: Diversity of Housing

Affordable and market housing, estate renewal

3.3.17 House prices in the Royal Borough are among the highest in the country. Affordability is therefore a significant issue, especially with ‘part ownership’ schemes. Demand for all types of
housing is insatiable. However many houses we build, we cannot begin to satisfy demand, either for private sale or ‘affordable’ homes (16)

CV 1.6

Our vision to have a diversity of housing is that at a local level it will cater for a variety of housing needs, and is built for adaptability and to a high quality.

3.3.18 We will do this by delivering over 5,000 houses on the strategic sites (17) alone over the plan period, with half of this being in the area of North Kensington. We will maximise the amount of affordable housing and require its provision in a way that further diversifies patterns of housing tenure within the Borough.

Strategic Objective Seven: Respecting Environmental Limits

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

3.3.19 We have to play our part in reducing the impact of human activities on the global and local environment. This will require changes to the way we live, modifications to our existing buildings, and environmentally aware design for our new buildings.

CV 1.7

Our vision 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.

3.3.20 We will do this in North Kensington in particular by establishing CCHP, or similar, on key sites as the basis of a local heat and power network, and work to reduce the environmental footprint of human activity throughout the Borough.

Spatial Strategy

3.4.1 This section sets out what the results of the Vision and Strategic Objectives will be ‘on the ground’ in Kensington and Chelsea. Within the Borough we have identified 14 places where we need to pay particular attention to deliver this strategy. These ‘place profiles’ are set out in Section 1b of the Core Strategy.

3.4.2 However, it is important to put these 14 individual places into a borough-wide context. Our spatial strategy draws directly from the Vision, the Place Profiles, and the Delivery Strategy that will implement the Strategic Objectives.

Spatial Strategy

The Spatial Strategy of the Royal Borough

We will build on success, by stimulating regeneration in North Kensington; enhancing the reputation of our national and international destinations; and upholding residential quality of life so that the Borough remains the best place to live in London.

Stimulating Regeneration in North Kensington

3.4.3 By bringing together the provision of a new community secondary school with development and transport opportunities, the possibility for estate renewal and worklessness programmes, North Kensington will be transformed over the period of the plan.

3.4.4 Within the different places of North Kensington we will:

- establish a Crossrail station at Kensal as part of a mixed use development including 2,500 homes;
- renew the Wornington Green Estate and restore Trellick Tower in Golborne/Trellick;
- foster the unique identity of Portobello and Golborne Roads, and the antiques trade and their street markets in particular;

16 Affordable Housing is defined in section 3.44: Glossary
17 [these are sites considered central to the achievement of the Core Strategy]
• undertake initiatives to mitigate the negative effects of the Westway; and
• build a new community secondary school in Latimer, as part of a wider regeneration masterplan for that part of the Borough.

3.4.5 Specifically, by 2028:

we will have kept life local:
• there will be a new community secondary school in the north of the Borough;
• the public facilities at Kensington Sports Centre will have been renewed, and remain public facilities, not just those of a school open to residents ‘out of hours’;
• there will be two new local centres at Kensal and Latimer as part of regeneration proposals. The size of these ‘town centres’ will depend upon the nature of the development.

we will have fostered vitality:
• there will be a greater number of successful small businesses in the north, especially in relation to cultural and creative industries, making use of the relatively low land values of the Employment Zones;
• Portobello Road will have maintained its position as both a vibrant local centre, and as an international centre for the antiques trade;
• the street markets at Golborne and Portobello will continue to thrive.
• we will have provided better travel choices:
  • a new Crossrail station will have been built at Kensal;
  • bus services linking the north and south of the Borough will have been improved;
  • there will be new transport links between White City and Latimer across the West London Line.

we will have extended our engaging public realm:
• Wornington Green, Kensal and Latimer will have been regenerated, with street patterns that reconnect these places back into North Kensington;
• over 1,000 new trees will have been planted throughout the Borough, with over half in North Kensington;
• Athlone Gardens, Little Wormwood Scrubs and other public parks will have been improved and achieve ‘Green Flag’ status;
• the stretch of the Portobello Road north of the Westway will become an attractive and vibrant area to link the Portobello Road Market with the Golborne Market;
• wayfinding to Portobello from Notting Hill Gate, Ladbroke Grove and Westbourne Park underground stations will have been improved;
• improvements will have been made to the bridge over the Paddington mainline to lift the appearance of the Golborne and Trellick area.

we will have renewed the legacy:
• grade II* listed Trellick Tower will have been restored;
• Colville, St Charles and Kensal conservation areas will have been improved and enhanced both through careful control of development and public investment;
• new development at Kensal as part of estate renewal will be to a very high standard, and will be being considered for designation as a new conservation area.

we will have diversified housing:
• more than 2,500 new homes will have been built in the north of the Borough;
• existing social rented housing stock will have been rebuilt as part of the estate renewal programme, specifically at Wornington Green and Latimer.

we will have respected environmental limits:
• district heat and/or power networks will have been established at Wornington Green, Kensal and Latimer.

Enhancing the Reputation of our National and International Destinations

3.4.6 Both Kensington and Chelsea are – to borrow marketing language – international ‘brands’ with considerable reputational value. In addition, there are individual places whose reputations we need to enhance for the good of the Borough as a whole. With the exception of Earl’s Court and Portobello Road, these destinations cluster in the south and east of the Borough.

3.4.7 Within the different places that have a national or international reputation we will:
• ensure Earl’s Court remains an important exhibition or conference destination;
• protect the unique character of Portobello Road and its antique and street market;
• maintain the success of **Kensington High Street**;
• implement the Exhibition Road transformation in **South Kensington** to ensure the 12 million visitors a year to these institutions have a first class experience;
• build on the design offer of **Brompton Cross**;
• ensure **Knightsbridge**, and Sloane Street in particular, remain among the top shopping streets in London; and
• build on the recent arrival of the Saatchi Gallery to the **King's Road** to ensure it remains a first class fashion destination.

### 3.4.8 Specifically, by 2028:

We will have **kept life local**:

• the centres of national and international reputation will continue to serve local communities.

We will have **fostered vitality**:

• the rich and varied cultural reputation of the Borough will have been improved, with South Kensington remaining one of London's most important cultural areas;
• the Borough’s role in offering some of London’s top retail destinations – Knightsbridge, Portobello, Kensington High Street, King’s Road - will be secure;
• Knightsbridge, King’s Road, Fulham Road and South Kensington will have taken up the limited opportunities to expand retail floor space in these centres;
• the existing relatively large employers will have been retained, and new ones established in the town centres and other highly accessible areas;
• Earl’s Court will remain the location for a large convention centre or exhibition function;
• small businesses will continue to be the backbone of the employment economy of the Borough;
• the Royal Borough will continue to be a centre for London's cultural and creative industries.

We will have **provided better travel choices**:

• signage and information for bus services will have been significantly improved, making them a real option for visitors to the Borough.

We will have **extended our engaging public realm**:

• the single surface roadway pioneered first with Kensington High Street and later Exhibition Road will have been extended to many other parts of the Borough, and will be an established approach to public realm design within England.

We will have **renewed the legacy**:

• the quality of our built heritage will continue to be central to the image of the Borough;
• property owners will be accustomed to undertaking restoration and enhancement works as part of development proposals.

We will have **diversified housing**:

• by supporting the need for student accommodation for Imperial College which is on the border with the City of Westminster.

We will have **respected environmental limits**:

• By demonstrating that our historic townscape can be conserved whilst taking action to mitigate and adapt to climate change.

**Upholding the residential quality of life so that we remain the best place in which to live in London**

### 3.4.9 Unlike the other two strands to the strategy, this does not have a particular locus. We are predominantly residential, and thus this is pertinent across the whole Borough.

### 3.4.10 We have not assessed all the residential places in the Borough. That would be beyond the scope of this Core Strategy. We have prepared place profiles for the two town centres that offer a neighbourhood function without a national or international dimension, and the Lots Road and World’s End area, where considerable change is taking place. In these places we will:

• stimulate a better mix of shops in **Notting Hill Gate** to better serve the immediate catchment area;
• monitor the food and drink uses in **Fulham Road** to ensure they do not undermine its function as a neighbourhood centre;
• open the new Chelsea Academy in **Lots Road** in 2009, benefit from the new station on the West London Line at Imperial Wharf due to open in September 2009, and await the implementation of the Lots Road power station.
scheme, where pre-enabling works have begun.

3.4.11 Specifically by 2028:

we will have kept life local:

• doctors, primary schools and local shops will be within an easy walk of most of the homes of the Borough;
• the majority of the Borough’s primary schools will have been modernised and enhanced to provide an ever-improving community function;
• key shops in the Council’s ownership will be managed under the neighbourhood shopping policy to support local shopping needs;
• the leisure facilities at Chelsea Old Town Hall will have been refurbished.

we will have fostered vitality:

• the cultural and retail diversity from which the residents currently benefit will be maintained and enhanced.

we will have provided better travel choices:

• a new station on the West London Line will open at Imperial Wharf in the London Borough of Hammersmith and Fulham, which will serve the far south west of the Borough;
• the Earl’s Court one way system will have been unravelled, making a significant improvement both to Earl’s Court and Fulham Road town centres, but also to the residential quality of life along Earl’s Court Road and Warwick Road;
• a greater proportion of journeys will be on foot and by bicycle as a result of the removal of barriers to movement and improvements to streetscape making walking and cycling both easier and more attractive;
• the London Bike Hire scheme will be well established and an integral part of London’s transport offer.

we will have extended our engaging public realm:

• all redundant and non-essential street furniture will have been removed, and Yorkstone paving will have been laid in over 85% of the Borough;
• Chelsea Creek will have been enhanced for recreation and wildlife.

we will have diversified housing:

• more than 7,000 new homes will have been built, including at least 1,600 affordable homes;
• new housing will address shortcomings in the mix of the existing building stock;
• more larger family housing will have been provided, both through new build, and through ‘de-conversions’;
• there will be more accommodation suitable for older people;
• new homes will be lifetime homes compliant and 10% will be wheelchair accessible.

we will have respected environmental limits:

• new homes will be achieving exceptionally high standards of environmental performance, with carbon neutral having been the national standard through building regulations for 10 years;
• a district heat and/or power network will have been established in Earl’s Court, along with those in the north of the Borough mentioned above;
• waste production will have become very low, and the waste we do produce will be reused, recycled or disposed of in or very near to the Borough;
• Counters Creek combined sewer and storm drain will have been upgraded to accommodate flood events;
• Sustainable Urban Drainage will be commonplace in all developments;
• developments at risk of flooding will incorporate measures to mitigate that risk;
• air quality and noise will have significantly improved;
• the biodiversity value of the Borough will have been enhanced.
A Particular Focus on North Kensington

3.5.1 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.

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

3.5.3 North Kensington falls within a Regeneration Area in the London Plan (18), and has been a persistent area of deprivation, in part since its original construction in the Victorian period. There are a unique combination of opportunities which provide real potential for change.

3.5.4 Looking at the history of the development of North Kensington, it can be seen that most of its development took place in a 40 year period up to 1920, the area was transformed from open fields to a close network of streets.

3.5.5 In the early nineteenth century parts of North Kensington, particularly in the area referred to in this plan as Latimer, were home to numerous potteries and piggeries. The potteries made use of the London Clay to make London Bricks, in strong demand as London expanded in the nineteenth century. It was at that time known as Brickfields. The piggeries followed the potteries, making use of the hollows created from the abstraction of the clay. It was a most unsanitary situation, with pigs and people living in close proximity to stagnant pools of water. Pottery Lane took its name from the brickfields. The only remaining 19th-century tile kiln in London is on Walmer Road.

3.5.6 North Kensington remained largely undeveloped until the twentieth century. The railway infrastructure - the Great Western Railway, the Hammersmith and City underground line and the West London Railway line had been constructed by 1874 (19), and the Grand Union Canal had been constructed long before.

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18 The Regeneration Areas in the London Plan are based on indices of deprivation, and identify the 20% most deprived wards in London.
19 See OS plan dated 1874
3.5.7 Kensal Cemetery had been established, and Kensal New Town, between the Canal and the Great Western Railway, was surrounded by open fields, except for a ribbon development to the east along the Harrow Road and Canal. Notting Hill had been established with its distinctive crescent plan form, along with the area just to the north of Westbourne Grove across into Bayswater.

3.5.8 But Ladbroke Grove did not extend beyond the Hammermith and City Line. Portobello Road remained the only significant route north to Kensal.

3.5.9 At the end of the 19th Century, Charles Booth, the social commentator, noted people were living above stables on Pottery Lane - and it is possible to see how this arrangement worked in surviving terraces, many of which still have the stable entrances on show.

3.5.10 Much had changed some 30 years later, virtually the whole of North Kensington, along with large parts of Westminster and Brent to the west and north, had been developed. During this time, North Kensington was transformed into a late Victorian residential suburb providing houses predominantly for the less well off of London. Only the area to the north and south of North Pole Road remained as fields by this time.

3.5.11 A hundred years later, in the period up to 2028, there is another collection of opportunities for change to North Kensington. By bringing together different opportunities such that they add up to more than a 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.

3.5.12 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.

3.5.13 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. The Council understands that Kensal will be included as an Opportunity Area in the revised 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.

3.5.14 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.

3.5.15 As part of the Housing Stock Options Review, the Council is looking into different ways the shortfall in the Housing Revenue Account can be overcome. One of the possible options is estate renewal, where the existing social rented housing is re-provided through funding from additional private housing on the estate.

3.5.16 Estate renewal is being actively considered at Wornington Green which is an estate owned by Kensington Housing Trust just south of the Paddington main line. A planning application for the redevelopment of the estate in a number of phases is expected in the autumn of 2009. The Homes and Community Agency are understood to support the scheme. 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.

3.5.17 Whilst Wornington Green is the only estate allocated in this plan for renewal, there is active consideration of the potential of estate renewal in Latimer. The Council will begin preparatory work on an Area Action Plan for the Latimer area in 2009/2010.

3.5.18 As part of the masterplanning work, it is intended 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.

3.5.19 Housing estate renewal is, however, a complex and difficult thing to achieve without destroying the very communities it is intending to

20 See OS plan dated 1896.
21 The Housing Revenue Account is the specific account that by law funds improvements to Council owned property.
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.

3.5.20 The Council has an ambitious secondary school building programme. The first is under construction in the south of the Borough in the Lots Road area. The second has planning permission at Holland Park School. The third is planned for the north of the Borough. The Kensington Sports Centre site is allocated for a new secondary school, along with a leisure centre.

3.5.21 Existing secondary education in North Kensington serves the Catholic community. This new school 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. A bid for central government funding for the school is planned to be made in 2009/2010.

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

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

3.5.24 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.

3.5.25 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.

Relationship with the Statutory Duties

3.6.1 Chapter One set out the context of the two Statutory Duties to which we have to have regard in preparing the LDF: good design and sustainable development.

3.6.2 There are two Statutory Duties to which we have regard in preparing the LDF: good design and sustainable development(23).

3.6.3 Definitions of good design are many and varied. Design is often interpreted to be about appearance. But good design must also take account of functionality. This is as true in relation to design in the built environment as it is in relation to other types of design, such as product design. The most commonly used set of objectives for good design in the built environment is those set out in By Design(24). But we believe the three criteria set by Vitruvius: functional, robust and attractive, provide a timeless assessment of good design, and can be applied at any scale, from the design of a chair, to a building, or part of a city(25).

3.6.4 There is a lot of debate about 'sustainability' and, as with design, many definitions of what it means. The most commonly used definition of sustainable development is development that meets the needs of our own generation without compromising the ability of future generations to meet their own needs. This is clearly captured by the expression that no generation has a freehold on this earth, all we have is a life tenancy - with a full repairing lease. In addressing issues of sustainable development, three factors are widely used to ensure all aspects are covered: social, economic and environmental.

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22 10 year Primary Care Strategy July 2009 - July 2018
23 Planning and Compulsory Purchase Act 2004
24 By Design: urban design in the planning system towards better practice. CABE 1 May 2000
25 Vitruvius proposed that the creations of architecture should display three qualities: utilitas, firmitas and venustas. These were rendered into English in 1624 by Sir Henry Wotton as 'commodity, firmness and delight'. It is difficult to better this description, but we have used more conventional language for the 21st century
3.6.5 We have illustrated how strongly each of the seven Strategic Objectives of this Core Strategy relates to both good design and sustainable development through the venn diagrams alongside each objective. The darker the colour, the more strongly the objective is seen to be addressing that aspect.

<table>
<thead>
<tr>
<th>Relationship with good design</th>
<th>Strategic Objective Vision</th>
<th>Relationship with sustainable development</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Our vision is to <strong>keep life local</strong>: for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be easily accessible so that residential communities can flourish.</td>
<td><img src="image" alt="Diagram" /></td>
</tr>
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<td></td>
<td>Our vision is to <strong>foster vitality</strong> so that the quality of life of our predominantly residential borough is enhanced by a wide variety of cultural, creative and commercial uses which can significantly contribute to the well being of residents and to the capital's role as a world city.</td>
<td><img src="image" alt="Diagram" /></td>
</tr>
<tr>
<td></td>
<td>Our vision is for walking, cycling and public transport to be safe, easy and attractive and preferred to private car ownership and use so that residents can make <strong>better travel choices</strong>.</td>
<td><img src="image" alt="Diagram" /></td>
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<td></td>
<td>Our vision is to endow a strong local sense of place by maintaining and extending to all parts of the Borough our high quality public realm so ensuring we achieve an <strong>engaging public realm</strong></td>
<td><img src="image" alt="Diagram" /></td>
</tr>
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<td></td>
<td>Our vision is to <strong>renew the legacy</strong>: to pass to the next generation a Borough that is better than today by taking great care to conserve the superb built environment we have inherited and to ensure that where new development takes place it enhances the Borough.</td>
<td><img src="image" alt="Diagram" /></td>
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<td></td>
<td>Our vision is to have a <strong>diversity of housing</strong> at a local level, built for adaptability and to a high quality and which can cater for a variety of housing needs.</td>
<td><img src="image" alt="Diagram" /></td>
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<td></td>
<td>Our vision is to <strong>respect environmental limits</strong> by contributing to the mitigation of, and adaptation to climate change; significantly reducing carbon dioxide emissions; maintaining low and further reducing car use; carefully managing flood risk and waste; protecting and attracting biodiversity; improving air quality; and reducing and controlling noise within the borough.</td>
<td><img src="image" alt="Diagram" /></td>
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</tbody>
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Introduction: Places

Places

4.1.1 The 14 Places are shown on the accompanying map showing their spatial distribution in the borough. A summary of the vision for each Place is given below:

Places in the North Kensington Regeneration Area

Kensal: Along with residential development there will be job creation and regeneration benefits which will be enhanced by the creation of a Crossrail station.

Golborne/Trellick: Will maintain its strong mixed community. Trellick Tower will remain the icon of the area and Golborne Road market and retailers will thrive in the future.

Portobello / Notting Hill: As Special District Centres Portobello and Westbourne Grove will both remain internationally vibrant retail centres with improved pedestrian links. Portobello Road will remain a jewel in London's shopping crown and Westbourne Grove will retain its position as a specialist shopping destination.

Westway: The Westway Flyover will be transformed from an oppressive negative influence into one which celebrates public life and creativity.

Latimer: Will provide an accessible and robust built environment that serves the local community and the rest of the borough.

Places with a particular national or international reputation

[please note Portobello also falls in this category but is included in the North Kensington section.]

Knightsbridge: Will continue its role as the Royal Borough's international shopping destination, but also as an important residential quarter and service centre for residents in Kensington and Chelsea and Westminster.

South Kensington: Will continue to develop across the whole spectrum of cultural activity to remain a local, national and internationally significant destination.

King's Road / Sloane Square: Will remain one of London's iconic and vibrant shopping streets, containing a lively and diverse mix of shops, restaurants and world class cultural attractions.

Kensington High Street: Will continue its long tradition as Kensington's high street serving residents, workers and visitors. It will continue to provide a good range of food retailing and remain a destination for fashion and certain "niche" markets.

Earl's Court: Will offer an attractive "urban-village" environment once the one way system is unravelled and stronger links will be created to the Earl's Court site. Streetscape and pedestrian improvements to the Cromwell Road will transform the environment.

Other Places

Notting Hill Gate: Will be significantly enhanced as a District Shopping Centre. The street will become less traffic dominated and more pedestrian friendly with less street clutter.

Fulham Road: Will remain an essential centre providing for the daily needs of local people, whilst offering a variety of high quality specialist shopping.

Brompton Cross: Will be promoted as a high quality specialist boutique retail centre with international appeal. Pedestrian links between South Kensington Underground station and the Museums will be improved.

Lots Road / World's End: Will be transformed into an area people choose to visit. Improved connectivity to the World's End shops and the Lots Road Power Station development will assist in improving the vitality of the area.
PLACES

Showing map pages in relation to the area of the Borough
Kensal

Introduction

5.1.1 Kensal lies at the extreme north of the Borough, adjacent to the London Boroughs of Hammersmith and Fulham, Brent and the City of Westminster.

5.1.2 The majority of the area is currently only moderately served by public transport. However, by comparison to the rest of the Borough the area has relatively poor public transport accessibility. There are regular bus services along Ladbroke Grove and Ladbroke Grove Underground station is within ten minutes' walk of the majority of the Kensal Area.

5.1.3 The area is divided by the national rail line to Paddington and the Grand Union Canal, which forms part of the northern borough boundary. Both of these transport corridors act as significant barriers to movement through the area, particularly to the north and east. The only crossing points over both 'barriers' are Ladbroke Grove, the Great Western Road.

5.1.4 The area to the east is mostly dominated by a mixture of employment land and postwar housing estates. The cluster of employment uses on the western end of Kensal Road, currently provide the most significant local employment opportunities within the area. Canalot Studios on Kensal Road is an example of a development where a high demand for small units exists.

5.1.5 Kensal Green Cemetery to the north is a valued asset. It is both a working cemetery and a tranquil, reflective open space which contains several Grade I and II* listed buildings. This heritage asset has recently been upgraded to the status of a Grade I Registered Park and Garden of Historic Interest. Kensal House on Ladbroke Grove frontage is one of few Modern Movement within the Borough buildings to be listed Grade II*.

5.1.6 To the west of Kensal, there are significant potential development sites known as the ‘Gasworks sites’, amounting to some 17 hectares. Together, these sites are not dissimilar in size to that of Paddington Basin.

5.1.7 From 2017, Crossrail is due to use the tracks which run through the site. No Crossrail station is included at Kensal in the Crossrail Act, but the tracks have been “plain-lined” which enables a Crossrail station to be developed on the site. A new Crossrail station is the Council’s clear ambition for the site because of the considerable benefits it will have for north of the Borough (and beyond) in terms of stimulating regeneration and growth.

5.1.8 Owing to the barriers surrounding the main sites to the north of the railway line, there is a risk that development would be inward looking. The Council sees no benefit in developing the site in this manner. The purpose of identifying the potential for significant development on these sites is to deliver wide regeneration benefits to the north of the Borough as a whole. Improving connectivity to the site through bridges over the railway is critical. A Crossrail station is also seen as central to this wider regeneration agenda, and would serve North Kensington as a whole, not just the Gasworks sites.

5.1.9 However, if a Crossrail station cannot be delivered, the area still has considerable redevelopment potential and significant improvements to transport accessibility could be made by developing routes out of the site to the north and south. Details of the sort of development expected are set out in the Strategic Sites chapter and will be detailed further in a future Planning Framework document.

Vision

CV 5

Vision for Kensal

There is a one-off opportunity for significant regeneration in North Kensington – the ‘Gasworks sites’ hold the key: they must be used to their best potential. Along with residential development, there will be job creation and regeneration benefits which would be enhanced by the creation of a Crossrail station. The Borough has a tradition of well-connected, high density, mixed-use developments. The Council expects this successful precedent, along with environmental sustainability (including better use of the canal), to underpin any masterplan for the area.
Priorities for Actions

Respecting Environmental Limits

5.3.1 The Kensal Gasworks development should be an exemplar of environmentally-responsible development, including a district energy source (for example, a Combined Cooling, Heating and Power plant), and other approaches as appropriate. The development must relate well to the canal, whilst preserving its character and its role in London’s ‘blue ribbon’ network. The canal could also be used for the transfer of construction materials in the development and demolition process, and for light freight (for example; domestic waste and deliveries) once the development is in use (26).

Better Travel Choices

5.3.2 The Council will work with the landowners, Transport for London and Crossrail Ltd to establish a new Crossrail station. Maximising pedestrian and cycle access will require bridges over the railway and canal. Minimising the need for private car access to the site will be essential and encouraging an integrated transport network is central to this. Gaining vehicular access to the west onto Mitre Way near Scrubs Lane in the London Borough of Hammersmith and Fulham may be an option. If used by buses, this could significantly improve public transport in the area.

Diversity of Housing

5.3.3 Housing will form a significant component of any redevelopment of the Gasworks site. Development in this location has the potential to be significant and should look to act as a catalyst to major regeneration in North Kensington. This ambition is shared by the Greater London Authority who will look to designate the site as an Opportunity Area in the next iteration of the London Plan (27).

5.3.4 A mix of sizes and tenures will be expected to create a balanced and mixed community. Included within this mix is the potential to cater for some of the Borough’s burgeoning student population.

5.3.5 Residential moorings are characteristic of this part of the Grand Union Canal. These moorings are an asset and where appropriate, the number of moorings should be increased.

Keeping Life Local

5.3.6 The Council will address local retail and social and community needs in Kensal, especially around Ladbroke Grove. Kensal is one of two places in the Borough that has been identified as having a deficiency in local shopping provision. A Neighbourhood Shopping Centre may be needed depending on the scale of any future development on the Gasworks sites. A new primary school as well as police and health facilities will also be desirable.

5.3.7 The Council will continue to work with service providers to improve education facilities as part of the Middle Row/St Mary’s redevelopment and encourage the introduction of community facilities ancillary to the school.

An Engaging Public Realm

5.3.8 Connections between the Kensal site (as identified in “Strategic Sites”) and the wider Kensal area should be improved, particularly as part of the Wornington Green Estate redevelopment. This would aid vitality and accessibility to Kensal’s improved retail offer. As part of this, the creation of linkages from the northern end of Portobello Road directly onto Ladbroke Grove should be examined.

5.3.9 Quality public spaces that form part of the built environment helps create a more desirable and vibrant townscape. This is epitomised by Emslie Horniman's Pleasance on Kensal Road. Potential may exist for community gardens and micro-allotments as part of future redevelopments. Improved access to Little Wormwood Scrubs would also be welcomed as this would improve the pedestrian environment. The canal must also become an attractive and integral part of the urban fabric.

Renewing the Legacy

5.3.10 The Council will continue to preserve and enhance the Kensal Green Cemetery Conservation Area, listed buildings and their setting.

5.3.11 The Gasworks site offers a rare opportunity within the Borough to establish a mixed-use community with its own distinct identity.
whilst being integrated into the surrounding townscape. A scheme achieving a high density development is desirable.

**Fostering Vitality**

5.3.12 The Sainsbury’s supermarket is the only major food store in North Kensington, and any redevelopment would need to provide similar or better facilities. Sainsbury’s is currently a single-storey building with surface parking which fronts Canal Way/Ladbroke Grove. By relocating Sainsbury’s within the site there is potential to intensify the land use and provide a better relationship with Ladbroke Grove as well as extend the retail offer to support the needs of the local community and future development.

5.3.13 The Kensal Employment Zone is the largest of all three employment zones in the Borough. This employment zone comprises mostly small offices and light industrial firms engaged in media, design, printing, publishing and communications. A cluster of firms engaged in creative and cultural industries, such as recording media, advertising, visual arts and crafts are also located here and should be expanded upon. A range of new employment opportunities will be expected as part of the redevelopment. The employment zone is a valuable asset to the Kensal area providing a important contribution to the area’s vitality and will continue to cater for small businesses and light industries.

5.3.14 The boundary of the eastern section of the Kensal Employment Zone corresponds to that within the former Unitary Development Plan. The western section has however been de-designated to reflect the wider ambitions that the Council has for the Kensal Gasworks.

5.3.15 There are currently employment uses on the Gasworks site, which will continue while the gas holders are in use. However, the gas holders are due to be decommissioned post 2016, which will require extensive land decontamination.

5.3.16 A large area located to the west of Kensal and north of Little Wormwood Scrubs is designated as an employment zone within the Borough of Hammersmith and Fulham. The Council will work with the London Borough of Hammersmith and Fulham Council to provide a joint plan for the area north of Little Wormwood Scrubs and should Hammersmith and Fulham consider releasing this employment zone for other uses, the Council would support its re-designation for housing uses.

5.3.17 The Council sees an opportunity to connect Notting Hill Gate with Kensal along the Portobello Road, stimulating footfall in the north of Portobello Road and Golborne Road in particular. This could be driven by a potential new Crossrail station at Kensal and by the reconnection of the Portobello Road with Ladbroke Grove as part of the renewal of the Wornington Green Estate.

Regents Canal looking towards the gasholders
Golborne/Trellick

Introduction

6.1.1 Golborne Road connects at its southern end to Portobello Road and Ladbroke Grove via Chesterton Road. Further north, the area is cut in two by the main railway line from Paddington that runs east-west through the area and the Hammersmith and City underground line. Beyond the railway, the main landmark in the area is the Grade II* listed Trellick Tower. Most people visiting the area stay in the southern part of the road, as there is no ‘destination’ to draw people over the railway bridge, and there is no convenient bridge link across the Grand Union Canal to connect Golborne Road to Harrow Road. The Grand Union Canal therefore provides a very clear ‘boundary’ to the north of the area. The Golborne and Trellick area is relatively isolated from its surroundings due to the physical barriers represented by the Grand Union Canal in the north and The Westway Flyover in the south.

6.1.2 The Golborne and Trellick area is regarded by its residents as the ‘Mini London of London’. Diversity is considered by most to be central to its identity. The area is an eclectic and interesting urban environment, heavily influenced by the large local Spanish, Portuguese and Moroccan communities.

6.1.3 There is a strong sense of community amongst the retailers in Golborne Road, and Golborne Road Market is seen as an integral part of the Portobello Road Market offer to the south. The Golborne Road Market provides for the local community through the selling of hot food, fruit and vegetables, as well as antiques and bric-a-brac, which also attracts people from across London, particularly at weekends.

6.1.4 Beyond Golborne Road itself, the area is largely residential, with a high proportion of social rented housing.

6.1.5 At Wornington Green, the Kensington Housing Trust are exploring ways to renew the Estate. The need for renewal is driven by a number of factors. Amongst these are the Government’s Decent Homes agenda which means that the 538 homes on the Wornington Green estate will need to be brought up to ‘decent homes’ standards by 2014.

6.1.6 The Edenham site, located next to Trellick, also provides opportunities for regeneration including new housing and extra care facilities.

Vision

CV 6

Vision for Golborne / Trellick

Golborne and Trellick will maintain a strong mixed community. Trellick Tower will remain the icon of the area. The Golborne market and retailers will thrive in the future, serving both local people and other Londoners. The Markets of Portobello Road and Golborne Road should gain strength from each other but will remain distinct in nature. New housing will be a mix of sizes and tenures. The Grand Union Canal will be seen as a destination, rather than a barrier.

Priorities for Action

Renewing the Legacy

6.3.1 Trellick Tower is an exemplar of high-rise housing development. It stands 35 storeys high and is the tallest building in the borough. It contains 217 flats, of which 34 flats have been purchased under the ‘Right to Buy’ initiative, but most remain as social rented accommodation. It was designed by Erno Goldfinger, is Listed Grade II*, and has become the icon of the area. It is owned by the Council. Its maintenance costs are very high, and careful planning is required by the Council to fulfil the duty to preserve the special architectural character and historic interest of the building. The Cheltenham Estate, to the east of the tower, was also designed by Goldfinger and built by the London County Council at the same time. After making a careful assessment the Council has concluded it should not be designated a Conservation Area. English Heritage has yet to make a decision regarding the potential listing of the Estate.

6.3.2 The Council envisages the Golborne and Trellick area developing in a way which maintains and enhances its function of a neighbourhood centre whilst preserving and enhancing the setting of the Grade II* Listed building.
Key Issues and Potential Opportunities

- Portobello Road and Womington Road reconnect to Ladbroke Grove
  - Improve pedestrian safety and consider possible realignment of intersection.
  - Improve views to/from and pedestrian experience over bridge

- Kensington Employment Zone
  - Kensington and Chelsea College
  - Investigate potential for increased street market trading – preserve existing street character.
  - Council own majority of premises on this side of road

- Kensal Green Estate
  - High quality Athlone Gardens and Community Centre to be reproposed as part of any redevelopment

- Meanwhile Gardens
  - Maintain small business & community-focused shops as a special neighbourhood centre

- Residential development opportunities.

- Streetscape improvement opportunities along Golborne Road
  - Canal-side provides opportunities for water quality, wildlife & vegetation/habitat improvements.

- Golborne Road
  - Improve permeability within the site and reconnect to the surrounding streets

- Meanwhile Gardens
  - Improve connection between Golborne Road Market and Portobello Road Market

- Improve pedestrian safety and visual experience along this connection

- Enhance connections to and from Tube stations.

SYMBOL | DESCRIPTION
-------|--------------------------------------------------
-create new link
-improve linkages/relationship
-improve pedestrian access
-grade I and II* listed buildings
-employment uses
-retail uses

Main line railway
Other Railway
Public Realm Improvements
Public Open Space
Strategic development sites, allocated in the Core Strategy
Keeping Life Local

6.3.3 This area benefits from a diverse range of community facilities, such as the Venture Centre, Muslim Cultural Heritage Centre, Kensal Library and a doctors' surgery. The Council will support improvements to social and community uses as a result of any new major development, particularly in making facilities accessible to all.

6.3.4 There is also a range of local schools and Kensington and Chelsea College is located here as well. The Council owns 35 shops on the south-east side of Golborne Road. These are managed under the Neighbourhood Shopping Policy to support independent retailers that provide for the local population. The Council will support uses that allow local people to access local services that cater for their needs now and in the future, particularly for health provision.

Fostering Vitality

6.3.5 The market breathes life into this area and has a unique character, which differs from the Portobello Road Market. It is currently separated from the Portobello Road Market by a 300m (328 yard) section of Portobello Road that is flanked by blank walls which significantly reduce the number of pedestrians that walk up to Golborne Road. Different ways to enliven this stretch of road, which ‘close the gap’ are being explored. These may include the provision of electricity points in this part of Portobello Road to make life easier for market traders and their customers. It may also include injecting more life into the area with the use of the blank wall opposite the Spanish School as an ever-changing ‘Art Wall’ or outdoor exhibition space for young artists, although at present it is not clear how this may be achieved. Collaboration with the Spanish School will be encouraged. A well designed scheme of street lighting could also prove useful in the creation of a visual linkage between the two centres, a linkage which could further encourage visitors to continue north.

6.3.6 The Council considers ‘closing the gap’ as an important aspect of its initiative to try to increase foot fall in the area, drawing people north from Notting Hill Gate, past a ‘renewed’ Wornington Green right up to Ladbroke Grove and a possible new Crossrail station in the Kensal area. The area would also benefit from wayfinding from Harrow Road, Ladbroke Grove and the underground stations.

6.3.7 The Council will work with retailers to help them move with the times and take advantage of the opportunities presented by the changing tastes, lifestyles and requirements of the local community.

Diversity of Housing

6.3.10 The method by which the Government funds social housing and the ongoing need for capital investment means that the Council is carrying out a review of various housing stock options. One way of raising funds to provide good quality homes for existing tenants is through the provision of additional private housing on existing Council owned housing estates. Before making any long term investment decisions, the Council is examining what this might mean in practice with smaller re-development proposals, one of which includes the Edenham site at the base of Trellick Tower.

6.3.11 Housing renewal is being undertaken at Wornington Green, which lies to the north west of Golborne Road. The renewal would be part funded by the provision of new private housing alongside the replacement of the existing social rented housing. The Council is preparing supplementary planning guidance to ensure that the redevelopment is attractive, functional and easily managed for future generations to enjoy. The re-provision of affordable housing complying with ‘Lifetime Homes’ standards is a driving force for the redevelopment.

An Engaging Public Realm

6.3.12 There are two parks in the area: Athlone Gardens and Meanwhile Gardens which are considered to be valued local amenities to residents. Athlone Gardens may be relocated as part of the redevelopment of the Wornington Green Estate, but the replacement will be on the same scale and of better quality than the existing park. The Council will support the maintenance and enhancement of Meanwhile Gardens and the canal side environment.
6.3.13 The bridge over the Paddington mainline railway is visually unattractive and acts as a break in Golborne Road. This will be cosmetically improved.

6.3.14 A range of measures will be employed to address the blank façade north of the Portobello Road Market to attract shoppers to the Golborne Road and better way finding will be provided between the two markets.

6.3.15 A focal point could be created at the north end of Golborne Road, perhaps in the form of a new square which can be designed to act as a meeting point for visitors and local residents.

6.3.16 Any changes to the main part of Golborne Road need to take the requirements of the market as a driver.

Better Travel Choices

6.3.17 Better access could be created to the Grand Union Canal to open and integrate it into the network of local pedestrian routes. This will involve improving community safety along the tow path.

6.3.18 A new footbridge linking Golborne Road to Harrow Road, north of the Grand Union Canal, would assist in creating a pleasant walking route through Golborne Road and could be part of a wider link with the rest of the Borough.

6.3.19 Pedestrian access will be improved to the rear of Westbourne Park underground station. This will greatly improve access to public transport services in the area.

6.3.20 Portobello Road will be re-connected to Ladbroke Grove as part of the re-development of the Wornington Green Estate.

Respecting Environment Limits

6.3.21 Development on the Edenham site will need to protect existing biodiversity and attract new biodiversity, especially through opportunities to extend or link existing Green Corridors with the Grand Union Canal. The Council will encourage proposals and design solutions which improve air quality and reduce noise, particularly as a result of the Westway Flyover and the Paddington main line.

6.3.22 Refurbishing Trellick Tower is considered a sustainable re-use of an existing building. However, the re-development of the remainder of the site will also offer opportunities for low carbon development.
**Portobello/Notting Hill**

**Introduction**

7.1.1 This area consists of two quite different characters of retail trading: Portobello Road and Westbourne Grove. Internationally the two areas are known as 'Notting Hill'. Golborne Road, which lies some 300 metres to the north of the Portobello Road centre, is also an integral part of this area. However, given its own distinct identity it has its own Place and its own vision. (Chapter 6.)

7.1.2 Portobello Road and Notting Hill are internationally known for their “bohemian” character. This character has been eroded since its height in the early 1970s, with dramatic increases in property prices, particularly since the 1990s, resulting in changing demographics and changes in the types of shops in the area. However, the community remains vibrant and people are passionate about maintaining the character and the diversity of the area.

7.1.3 Portobello Road offers a unique retail experience that combines a strong tradition of street markets, antique trading, vintage and ‘edgy’ fashion, and local shopping.

7.1.4 Portobello Road is an internationally celebrated cultural asset and tourist destination. The antiques and flea markets attract very high footfall to the road on Friday and during the weekend, but for the remainder of the week the centre primarily serves local needs. There is concern that the unique character of the street is being lost to ‘clone’ retailers, however, only 18% of the total retail floorspace within the centre is occupied by multiple retailers (compared with 60-80% in the major centres in the Borough). The fact that footfall is only high for part of the week probably makes the Portobello Road less attractive to multiple retailers.

7.1.5 On Fridays and Saturdays the Portobello Road street market divides into three main sections: antiques and bric-a-brac in the south; new goods and fruit and vegetables in the centre; and a flea market in the north. During the week only the central section of the market operates. This is in contrast to the Golborne Road Market to the north, seen by the local community as being an extension of Portobello Market. It operates on all days of the week, other than Sundays and Thursday afternoons.

7.1.6 The Portobello Road antiques trade is an integral part of the heritage of the centre and a major draw for visitors. The market stalls, individual shops and large subdivided antique arcades dominate the southern part of the centre. This trade, however, is currently experiencing some difficulties. There is some evidence that the bona fide antiques traders are unable to pay the higher rents being sought by some landlords who are, as a result, converting shops and arcades to other retail uses. Increasing rents, and rates, are not just affecting the antique trade, with many of the smaller independent shops which serve the day-to-day needs of the area's residents also struggling.

7.1.7 The number of the traditional fruit and vegetable stalls is also in decline as fewer young people see it as an attractive career option.

7.1.8 By contrast Westbourne Grove has gradually changed from antiques and local food shops to a cluster of some of the most up-market fashion retail in the Capital. This cluster offers a pleasant shopping environment that provides a real alternative to London's larger retail centres and shopping malls like Westfield London.

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28 RBKC, The study of the visitor economy, 2009
29 GLA, London-wide Town Centre Health Checks, January 2007. The standard definition of a multiple retailer used by the GLA is a shop which is part of a chain of at least 9.
30 RBKC, Response to Call for Evidence on Traditional Retail Markets, 2009.
Vision

CV 7

Vision for Portobello/Notting Hill

As Special District Centres, Portobello and Westbourne Grove will both remain internationally known vibrant retail areas. By improving pedestrian links between Portobello Road, Westbourne Grove, All Saints Road and Golborne Road, the area as a whole will be strengthened, while the qualities of the very different individual centres will be maintained. Portobello Road will remain a jewel in London’s shopping crown, a place of world class antiques hunting and a place which has not been over run by identikit multiples. The centre will maintain the rich variety of shops with a predominance now so rare in the Capital, of independent retailers offering “something different”. The existing antiques arcades are a key ingredient of this variety. Portobello Road’s strengths: its international antiques trade and the diversity of the retail offer, including both vibrant small shops offering personal service and cutting edge fashion, will continue to be built upon. Its less glamorous role as the provider of the range of shops and services essential to support of the day-to-day needs of its “village minded” local community is no less important and will be maintained.

Running the length of the Portobello Road, the street market will act as both a key driver to achieve this vision and an opportunity to strengthen the existing close links with the Golborne Road Special Neighbourhood Centre to the north.

Portobello Road is, however, more than a shopping street, it will continue to be the international antiques market and an inspiration for designers and a seed-bed for new entrepreneurs.

Westbourne Grove will retain its difference from Portobello Road and its position as a specialist shopping destination providing high end fashion retailing.

Priorities for Actions

Fostering Vitality

7.3.1 The Council will work with arcade owners, retailers, market traders, residents and other stakeholders to promote the Portobello/Notting Hill area. In particular there is an opportunity to make tourists aware of the full extent of the unique Portobello/Notting Hill retail offer. This will be achieved through marketing and by improving linkages through the area.

7.3.2 The Council views Portobello Road street market as a major asset which makes the centre the vital shopping street that it is. The Council will work with other stakeholders to take a proactive role in revitalising both the Portobello and Golborne Road street markets and ensuring that they have a sustainable long-term future. The Council will promote the markets as an opportunity for local entrepreneurs and will encourage school leavers to consider market trading as a career option. The Council will also work to help the markets move with the times and take advantage of the opportunities presented by the changing tastes, lifestyles and requirements of the local community.

7.3.3 The Council will support initiatives which will help unify the Portobello Road and Golborne Road markets and which will draw visitors north up the Portobello Road, past the Spanish School up to Golborne Road. These initiatives may include the provision of electricity points in this part of Portobello Road to make life easier for market traders and their customers. It may also include injecting more life into the area with the use of the blank wall opposite the Spanish School as an ever-changing ‘Art Wall’ or outdoor exhibition space for young artists, although at present it is not clear how this may be achieved. Collaboration with the Spanish School will be encouraged. A well designed scheme of street lighting could also prove useful in the creation of a visual linkage between the two centres, a linkage which could further encourage visitors to continue north.

7.3.4 This initiative will assist the Council’s ambition to try to draw people north from Notting Hill Gate, past a ‘renewed’ Wornington Green right up to Ladbroke Grove and a possible new Crossrail station in the Kensal area.

7.3.5 The Council will use its planning powers to the full in protecting the special retail character of the centres, but the Council cannot use planning controls to specifically protect individual shops or
a type of retailer. So, for example, permission is not required for a unit occupied by an antiques dealership, (be this an individual shop or part of an arcade), to be occupied by another type of “shop”. It is the land owners who have the ultimate say as to whom they are willing to let their properties.

7.3.6 The Council will continue to work with landlords to promote the diverse retail mix characteristic of the area, be this the antiques trade, the independent retailers or the local convenience store.

7.3.7 The Council can, however, use planning powers to resist shops changing to other non-shop uses, uses such as estate agents or restaurants. For this purpose, the Council will extend the core frontage of the Portobello Road shopping centre to include the southern end of the Centre. This will protect the highly valued antique arcades from the transition to non-shop uses.

7.3.8 The Council will continue to lobby the Government to change the law to give local planning authorities the opportunity to offer the antique arcades better protection and to resist the loss of the small units most suitable for the independent retailer or the "local shop".

7.3.9 In order to maintain a supply of the type of units most suitable for the smaller independent retailer, the Council will resist the amalgamation of small shops into larger units within the Portobello Road wherever this is possible. The Council will also require any future large-scale retail developments in the Portobello Road to include a mix of unit sizes, and where appropriate, “affordable shops”.

7.3.10 The Council endorses initiatives by which it can take a pro-active role in enhancing the long term retail health of Portobello Road. Improving links between Portobello Road and surrounding retail areas is important. Where opportunities arise the Council will support the provision of more small retail units at ground floor level of the Portobello Road town centre, particularly where these would help maintain the retail continuity of the street and support the needs of independent retailers. The Council will also look for opportunities to increase its own property portfolio, for it is only as a landowner can the Council directly influence the nature of the shops on the Portobello Road. All shops owned by the Council are managed under the Council’s Neighbourhood Shopping Policy, a scheme which allows us to provide affordable accommodation for independent retailers.

Keeping Life Local

7.3.11 Portobello Road in particular provides local shops and community services (services such as health care) to local residents. The Council recognises the importance of this role and will work towards improving it. The initiatives set out within the Fostering Vitality section to assist independent retailers are as relevant for the local shopkeeper (or service provider) as they are for the independent retailer. Both require the same thing - a unit which is affordable.

7.3.12 In particular the Council will work with stakeholders to increase the provision of banks in the northern end of the Portobello Road town centre.

Renewing the Legacy

7.3.13 The physical environments of Portobello Road and of Westbourne Grove are crucial to their character and their success. Designated Conservation Areas cover almost all of Portobello Road, Westbourne Grove and the surrounding area. Maintaining this historic fabric and ensuring that the limited opportunities for new development reinforce this character is essential. But so too is realising that this historic environment is a working retail street in the 21st century. New shop fronts, be these of a traditional or a modern design, must be of the highest quality and reflect the character of the shopping street. Shop front grants are available from the Council to help achieve this aim.

An Engaging Public Realm

7.3.14 The Council seeks the removal of all non-essential street furniture throughout much of the Borough. It does however recognise that wayfinding is required within the Portobello Road to assist the many thousands of visitors.

7.3.15 The Council is conducting a feasibility study to investigate the viability and cost of re-opening Talbot Road underground WC.
**07 PORTOBELLO/NOTTING HILL**

Key Issues and Potential Opportunities
Better Travel Choices

7.3.16 The area is served by three tube stations and good bus services. However, pedestrian routes and wayfinding from the tube stations and to neighbouring town centres is not as effective as it could be and will be improved.

7.3.17 As an internationally renowned tourist attraction Portobello Road draws in huge numbers of pedestrians. As a result pedestrians dominate the area on market days and vehicle traffic is light and slow moving. The Council will continue to assess the need for improvements to the pedestrian environment to ensure it remains an attractive, vibrant and legible area.

Diversity of Housing

7.3.18 The Council supports initiatives to bring the vacant properties above shops back into residential use to maintain activity after the shops and markets close. There are also high quality established residential areas immediately behind the street. These areas will continue to be supported.

Respecting Environmental Limits

7.3.19 Much of the interest of the retail offer of the Portobello Road is derived from the fact that it is based on reused and recycled goods, be this exquisite antiques or vintage clothes. The Council supports initiatives to maintain this character and for Portobello Road to become one of the “greenest” shopping streets in the country.
Westway

Introduction

8.1.1 The Westway flyover was constructed between 1964 and 1970 to relieve congestion at Shepherd’s Bush. It also reduced traffic on Ladbroke Grove.

8.1.2 The trauma caused by the creation of this urban motorway flyover is still evident today, despite the passage of time. People still feel angry about the lack of consultation and the compensation received for property purchase was not generous. The flyover has not been assimilated into the urban fabric, but still remains an alien imposition.

8.1.3 At Portobello Road the presence of the Westway flyover provides a false signal to visitors to the area that the Portobello Road ‘ends’ at this point. The proposed installation of electricity points for the market pitches in the stretch of the Portobello Road beyond the Westway should help to overcome this. The underside of the Westway has recently been painted white at Portobello Road, to help to improve the feel of the area. But more could be done here with public art to turn the Westway from a ‘liability’ into an ‘asset’.

8.1.4 The oppressive atmosphere created by the flyover also affects the other roads and paths. At Ladbroke Grove, investment in public art has made a considerable difference in changing the ambiance. Similar approaches are needed at Bramley Road and St Mark’s Road. St Mark’s, as at Ladbroke Grove, has the combination of the Westway and the Hamersmith and City overground tube line.

8.1.5 Vehicles using the flyover produce a significant amount of noise and air pollution, which damages the residential amenity of the surrounding area. Pedestrians using the walking route north under the Westway are sprayed with water from the road above as water spills over the barriers. There are a high number of illuminated advertising hoardings in the area, some excessively large and attached to the sides of buildings. These advertising hoardings have a negative impact on the character of the Borough, as viewed from the Westway.

8.1.6 In 1971 the Westway Development Trust was established, charged with delivering community based facilities within the area underneath the flyover (some 9ha or 23 acres), and stretching across the Borough from the West London Line in the west to Westbourne Park Underground Station in the east. It does not own all the land under the Westway, some is owned by the Borough.

8.1.7 The Trust owns and manages the Westway Sports Centre and Portobello Green Fitness Club, as well as an extensive portfolio of commercial property and workspace for local charities. The Trust is primarily involved in urban regeneration, education, arts and sports development, with a focus on access for those most in need. The remit of the community development work of the Trust is a Borough wide one, and not restricted to the area around the Westway.

8.1.8 As a community based regeneration organisation, the Trust aims to work in partnership with the local voluntary, public and private sectors. The Trust also provides project and support grants to local community organisations and education and training grants to local individuals.

8.1.9 The Trust has produced a Business Plan for 2008-2013 and a ‘Regeneration and property Plan to 2020’. These documents, revised in the light of the changed economic circumstances, set out the way in which the Trust aspires to make better commercial use of some of its property in order to raise funds to put into its community activities.

8.1.10 In broad terms, the plans focus on consolidating the sports facilities at the western end, business and retail in the central stretch, and small units for business start-ups towards the east, which would be of particular benefit for cultural related activities.

8.1.11 An improved cycle and pedestrian path is also part of the plan, running along the length of the Westway linking Westminster with Hammersmith and Fulham. It would involve a new underpass under the West London Line to provide more convenient access to the development proposed at White City.

8.1.12 The Council supports the charitable and community activities under the Westway and seeks to ensure the Trust’s ambition of using its property portfolio to subsidise these is not at the detriment of the wider interests of the area.
08 WESTWAY

Key Issues and Potential Opportunities

- **Redevelop Maxilla Nursery School as small school or primary health centre**
- **Potential opportunity for barriers reducing noise, water splash and helping to improve air quality**
- **Improve link between Portobello Road and Ladbroke Grove station**
- **Start-up business and new business units and possible youth facility**

New links to access to Westfield and White City

Well lit pedestrian and cycle path from Hammersmith and Fulham to Westminster

Maxilla Gardens

Reinforce and support employment uses and cultural industries

Community centre

Expansion of Westway sports centre

Potential for small supermarket

Improve perception of community safety are needed under these structures

Investigate whether unused exits at Westbourne Park station could be used to improve links between station and underpass to north of Westway and open up back of station

Explore how links around/to and from station can be improved

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Vision

CV 8
Vision for Westway

To transform the Westway Flyover from an oppressive negative influence into one which celebrates public art and creativity, using this and the land-assets beneath the flyover to overcome problems of community safety and improve pedestrian linkages to make the area under the flyover into something wonderful.

Priorities for Action

Renewing the Legacy and An Engaging Public Realm

8.3.1 The legacy of the Westway is a hostile one to its ‘host’ neighbourhood. Ideally, it would be removed, but it is recognised this is not a realistic proposition. Change therefore needs to be made in other ways. Through local development opportunities putting the right use in the right place (see fostering vitality below), and the Borough wide s.106 standard charges (31) creating a fund for community safety and public art improvements, this legacy can be mitigated, if not fully overcome.

8.3.2 For example, the engineering structure of the Westway needs to be celebrated, with lighting and public art; there may be a role for ‘hanging gardens’; the pathway alongside the units under the westway could be significantly improved as a piece of public art in its own right, along with better lighting and other community safety measures.

8.3.3 The existing gardens at Maxilla and Portobello Green are well liked and should be kept, but the overall safety of the area needs improving.

8.3.4 High level advertisements have recently been erected by the Westway Trust at the Westway roundabout. The Council refused permission, which was granted on appeal. The erection of the advertisements has had a negative impact on the wider area. The Council continue to oppose such advertisements and will take all opportunities to have the existing hoardings removed and will continue to refuse planning permission for them.

8.3.5 Improved wayfinding is needed, from and to the tube stations and Portobello Road Market.

Better Travel Choices

8.3.6 The creation of a new underpass under the Westway will allow the footpath and cyclepath that runs alongside the units under to the Westway to be extended across the West London railway line to connect with White City that takes full account of public safety impact. This should be provided as part of the development at White City and Latimer. Similar means to overcome the rail and road barriers for cycle access to Westminster also need to be found.

8.3.7 There are tube stations at Ladbroke Grove and Westbourne Park – opening up the back entrance at Westbourne Grove would be beneficial. Extending cycle and pedestrian links to these stations will also be promoted.

Fostering Vitality

8.3.8 The land uses under the Westway are crucial to the area’s success. They are also a way in which the Westway Development Trust can raise funds to cross-subsidise its charitable and community activities - but the Council will continue to refuse planning permission for any land usage, such as illuminated advertising hoardings, which damage the built environment even further.

8.3.9 The western end will retain its focus on sports. There are retail and commercial letting opportunities in the central stretch. There is scope for a new supermarket where Bramley Road passes under the Westway. There is scope to improve the frontages to align them with the street. At St Mark’s Road an appropriate use is harder to identify as the site is smaller, but it must have windows and actively overlook the street to improve perceived community safety. The balance between commercial and community uses needs to be carefully addressed.

31 S106 Planning Obligations 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.
8.3.10 At Ladbroke Grove the Bar under the Westway is vacant, which creates a community safety issue at night. A licensed use is far from ideal, because of the potential intimidating effect it has on the area in the evening. However, this is a prime site for the Westway Trust. When the lease falls due there is an opportunity for the Trust to find an alternative high value use that does not have the same negative effect on the area.

8.3.11 The eastern end should offer small commercial start-up workshop units. Signage and visibility of these units needs to be improved, so that local people know what services are available locally. The skate park adds to the vitality of the area, but does not tend to serve local children. There would therefore be scope for this to become small business workshop space in the future, which could help to foster the development of the existing cultural industries cluster in the north of the Borough.

8.3.12 The Council will support initiatives to help unify the Portobello Road and Golborne Road markets and which will draw visitors north up the Portobello Road, past the Spanish School up to Golborne Road. The Council is undertaking a feasibility study to assess what actions should be taken to assist in this ambition. These actions may include the provision of electricity points in this part of Portobello Road to make life easier for market traders and their customers. It may also include injecting more life into the area with the use of the blank wall as an ever changing outdoor exhibition space for young artists, although at present it is not clear how this might be delivered.

**Keeping Life Local**

8.3.13 The Westway Trust supports a range of local charitable organisations, and thus enabling the continued financial health of the Trust is an important part of keeping life local.

8.3.14 The Trust has gained planning permission for a school where the current Maxilla Nursery is, and a health centre would be another desirable use for this site.

8.3.15 There is a view that further youth facilities are required, but the location and funding for these is not clear at present. It is important that facilities are provided for all ages.

8.3.16 A new secondary school will be provided in the north of the Borough. Providing good safe pedestrian and cycle access under the Westway for school pupils further raises the importance of overcoming the community safety issues of the Westway.

**Respecting Environmental Limits**

8.3.17 Poor air quality from the pollution from vehicular traffic on the Westway is an issue, but more so for the houses a little way from the Westway, than the land adjacent to the units under the Westway, as the structure acts as a protective barrier. However, the entire Borough is an Air Quality Management Area, where an Air Quality Management Plan exists.

8.3.18 The Council will also campaign for the use of barriers and low noise road surfacing along the Westway to help mitigate noise from vehicles and reduce splashing rainwater onto pedestrians passing below the flyover.

**Diversity of Housing**

8.3.19 The Westway cuts through some Victorian residential areas, which include a mix of family housing and conversions to smaller units. To the west, the land south of the Westway is predominantly post war social rented housing estates. Improving the perception of community safety in relation to the Westway is therefore important for the better functioning of these residential areas.

8.3.20 The Westway Travellers’ site is accessed from under the Westway roundabout, near the Westway Sports Centre. This site has been used as a Gypsies and Travellers site for many years. Improving access to the site is a current ambition of the Council. The Council is also committed to exploring options to provide additional gypsy and travellers pitches in this area.
Latimer

Introduction

9.1.1 The area, once known as Brickfields, dates back to the early 1780s showing that the area was an industrial area for brick making, pottery and raising pigs. These uses remained until the late 19th Century.

9.1.2 Post-war development was dominated by the construction of the Westway flyover and West Cross Route in the 1960s. This led to poor connections and a sense of isolation making residents feel unsafe to walk through the area.

9.1.3 The area is now made up of large post-war housing estates, which were the products of well-intentioned comprehensive redevelopment schemes that sought to provide instant improvements in housing standards for many hundreds of local residents. These housing estates where characterised by contemporary built forms that largely ignored the long-standing patterns of fine-grain buildings, streets and spaces and imposed a new hierarchy based around large-scale buildings. Streets were blocked off, footpaths were moved above ground level and open space segregated into off-street parking, grassed plots and tarmac playpens. Buildings lost their close connection with the public realm, losing the traditional relationship between homes and the street. The construction quality of these buildings are also questionable and has given rise to ever-increasing maintenance expenses.

9.1.4 The area is poorly served in terms of amenities. There are no local shopping centres within the Latimer area and only a small selection of convenience shops next to the Latimer Road station. On the other hand, the area is served by a wide range of sports facilities. The Council runs the Kensington Sports Centre and the Westway Development Trust runs the Westway Sports Centre. Both of them provide a number of different facilities for the local residents to use.

9.1.5 The opportunity now exists to tackle past mistakes, reinvent the traditional urban street pattern, and build a better quality environment in Latimer.

Vision

CV 9

Vision for Latimer

Latimer will be a place that focuses on the provision of high quality services through excellent architecture and urban design. It will provide accessible and adaptable spaces that are valued and used the local community. New development, including a new neighbourhood shopping centre, will be located around Latimer Road Underground Station. There will be clear links to Ladbroke Grove and White City. A community leisure centre will be retained in the area and a new community secondary school will be established.

Priorities for Action

Renewing the Legacy and an Engaging Public Realm

9.3.1 Post-War redevelopments removed the traditional street pattern. The streets in the area are very confusing, with no direct or clear links within the area from Latimer/Bramley Road to Ladbroke Grove, Kensington Sports Centre or the Westway Sports Centre.

9.3.2 Achieving a new network of streets will require proactive planning so that the development is not carried out in a piecemeal fashion. It will need to include:

• Improved connectivity within the area to Ladbroke Grove, under the Westway to the north and into White City.
• Reconfiguration of the area to establish good street connectivity by reinstating a traditional street pattern.
• Visual improvements to the rail and road viaducts to make them more attractive.

9.3.3 The Council will also use this opportunity to improve the provision of accessible public open space in the area.

9.3.4 The Council will prepare a masterplan for the regeneration of this area, either as an Area Action Plan or as a Supplementary Planning Document.
Key Issues and Potential Opportunities

- Improve buildings and spaces beneath the Westway
- Land underneath viaduct:
  - Improve uses
  - Locate more uses
  - Create attractive spaces
- Improve permeability within and reconnect to surrounding streets
- Maintain leisure facilities beneath the Westway
- Future Hub of Activity
- Improve station and its safety
- Improve access for Travellers Site
- Pedestrian and Cyclist access to White City
- Create a local centre and improve its retail offer and promote cafe culture
- Existing Sports Centre - Use part of its site as a new secondary school

SYMBOL   DESCRIPTION

- Improve linkages/relationship
- Employment Uses
- Retail Uses
- Main line railway
- Other Railway

- Public Realm Improvements:
- Improve permeability
- Public Open Space
- Strategic development sites, allocated in the Core Strategy
Diversity of Housing

9.3.5 There are more than 1800 homes within the area, many of which are in Council ownership. The Council’s freehold ownership extends to approximately 1,700 residential units (of which approximately 340 are leasehold), leisure facilities, operational and commercial properties.

9.3.6 The way the Government funds social housing and the ongoing need for capital investment means that the Council is carrying out a review of various housing options. One way of raising funds to provide good quality homes for existing tenants is through the provision of additional private housing on existing Council-owned housing estates.

Keeping Life Local

9.3.7 There are few local shops in the area. A new local shopping centre is needed to allow residents to have the shops and services they need within a short walk. Good open space and community facilities will also be expected in any new development.

9.3.8 There is only one secondary school in the north of the borough and it largely serves the Catholic community. The majority of secondary age pupils are obliged to leave the area either travelling south to the heavily over-subscribed Holland Park School or to other schools in Westminster or Hammersmith and Fulham. The Council believes a new secondary school of the highest academic standards needs to be provided in North Kensington.

9.3.9 The area also has one of the Council’s two sports centres, as well as the Westway Sports Centre. As part of the proposed redevelopment of the Kensington Sports Centre there is an option to expand the existing Westway Sports Centre by bringing both leisure facilities together. This option would retain the sport and recreation offer in the area.

Fostering Vitality

9.3.10 Some of the estates in this area have proved that underutilised areas can be reused positively. Baseline business studios have a number of units located in former garages of the Lancaster West Estate. The Council supports mixed uses of this nature but will ensure that such uses do not impact adversely on the residential amenity and character of the estate.

9.3.11 The Monsoon and TalkTalk organisations have recently completed purpose-built headquarters in Freston Road. This has changed the nature of the area, but provides a greater stimulus for local shopping.

9.3.12 The Freston Road/Latimer Employment Zone has retained much of its original industrial character with a small number of motor trade and storage uses located alongside a range of media related uses. As much of the borough is residential, the employment zone offers low-cost, flexible space for small businesses and light industrial uses for residents. The Council will continue to protect the Freston Road/Latimer Road Employment Zone for these low-cost uses.

Better Travel Choices

9.3.13 This part of the Borough is poorly served by public transport compared to other parts of the borough. The Hammersmith and City Line has lower frequencies than most other lines, but this is about to be upgraded. The Council will work with Transport for London to mitigate the impacts of these additional trains on nearby dwellings.

9.3.14 The 295 and 316 bus routes provide the best links into and out of this area. The Council supports improved and extended bus services into the area, with a particular aspiration for a bus tunnel and pedestrian link between the north of the borough and White City.

Respecting Environmental Limits

9.3.15 Air quality, dust and noise are significant issues in this part of the borough because of the Hammersmith and City railway line (which is above ground), the Westway flyover, and the West Cross route. There will be opportunities to establish district energy sources and other technology which significantly reduces demand on finite resources. Further to this, the Council supports initiatives set out in the Air Quality Action Plan and encourages proposals and design solutions which will improve air quality through low emission strategies.
Earl's Court

Introduction

10.1.1 Earl's Court has a ‘village’ feel. That does not mean that it has medieval roots – it is largely Victorian. It has a strong sense of place, and the largely residential environment is supported by a good mix of ‘day-to-day’ uses. But it also contains the Earl's Court Exhibition Centre – one of London’s top music, exhibition and conference venues. So Earl's Court, like so many places in Kensington and Chelsea, fulfils both a local and a London-wide role.

10.1.2 Earl's Court Town Centre – on Earl's Court Road by the eastern entrance to the tube station – provides a range of shops, primarily meeting the needs of people that live in the area. Its important local role will be recognised in the revised edition of the London Plan where it is likely to be classified as a Neighbourhood Shopping Centre. The quality of the town centre is shattered by the one-way south-bound traffic, which forms part of the Earl's Court One-Way System, stretching from Shepherd's Bush in the north, to Chelsea Embankment in the south. The one-way system travels north up Warwick Road, and degrades the residential environment of that street. The Cromwell Road also acts as a significant barrier to pedestrians.

10.1.3 Earl's Court is well served by public transport. It is one of the main tube interchanges in the Borough. West Brompton Station provides an interchange with the West London Line. The area is also well served by buses – although using buses can be confusing because of the one-way system. The one-way system also makes for a poor pedestrian environment.

10.1.4 Earl's Court is largely residential, with a range of different property types. It has a relatively high concentration of social housing, well integrated with the private housing stock.

10.1.5 There is at present no easy way to get from the Exhibition Centre to the Town Centre with the tube station separating rather than connecting these two parts of Earl's Court.

10.1.6 Earl's Court Exhibition Centre plays a very important role locally and on a pan-London basis. The Exhibition Centre will be hosting the 2012 Olympic volleyball tournament and no major changes are planned before this date. After 2012, however, the landowners plan to redevelop the site. Transport for London (TfL), which owns the adjacent Lillie Bridge Depot site, will be a key partner for the redevelopment of the site. In addition, the London Borough of Hammersmith and Fulham has expressed a desire for the adjacent land in their ownership, including Gibbs Green and West Kensington Housing Estates, to form part of a comprehensive improvement scheme. The landowners will work with the planning authorities of both boroughs, key local stakeholders and the local community to establish how this can be achieved.

10.1.7 Earl's Court lacks public open space, although the Brompton Cemetery is just to the south. This is one of the largest green spaces in the Borough at 16.5 hectares (40.8 acres). The Council will shortly be taking over the ownership of the cemetery.

Vision

CV 10

Vision for Earl's Court

By unravelling the one-way system and reducing the traffic flow, Earl's Court town centre will be able to blossom, offering an attractive “urban-village” environment which local residents can enjoy. The function of the town centre will be reinforced by a new good direct connection to the Exhibition Centre, which should be developed for mixed uses with a significant convention centre or exhibition use that is at least a national destination at its heart. Earl's Court will therefore retain its important function London-wide.

The area will continue to offer a wide range of types of residential accommodation and will include community infrastructure to support local life. Streetscape and pedestrian improvements to Cromwell Road, Warwick Road and Earl's Court Road will transform the environment making it more pleasant for pedestrians and residents and marking the arrival of the A4 in Central London.
**Priorities for Actions**

**Better Travel Choices**

**10.3.1** The priority is the unravelling of the one-way system, as part of the redevelopment of the Exhibition Centre site. To achieve this we will work in partnership with Transport for London amongst others. Pedestrian movement across West Cromwell Road will be improved, particularly at the junction with Warwick Road. A new north-south link to the west of the railway line would also be beneficial.

**10.3.2** Transport for London (TfL) and the Greater London Authority (GLA) are partners in the planning and delivery of the future development in the Earl's Court wider development area. The Council will work in partnership with them to overcome transport constraints on the development safeguarding the operational railway.

**10.3.3** The Council will also consider the potential for an improved accessibility from the West London Line and an improved public transport interchange between West Brompton Station and Earl's Court Station.

**Renewing the Legacy and Fostering Vitality**

**10.3.4** Most of the area falls within conservation areas and there are a number of listed buildings, including Earl's Court Station, and St. Cuthbert's Church in Philbeach Gardens (Grade II*). Maintaining this legacy is crucial to the future success of Earl's Court.

**10.3.5** The redevelopment of the wider Earl's Court site provides an opportunity to create a legacy for the future. It also offers the potential for regeneration of both North End Road, located within the London Borough of Hammersmith and Fulham, and of Earl's Court local centre in the Royal Borough. The importance of the wider site is reflected in the commitment from the GLA to designate it as an Opportunity Area in the new London Plan. A comprehensive mixed-use scheme should be carefully planned to ensure this potential is achieved and therefore, the Council will work with the London Borough of Hammersmith and Fulham to prepare a joint Planning Framework for the wider area.

**10.3.6** Key to the long-term success of the area is the redevelopment of the Exhibition Centre, which is now tired and somewhat dated. Earl's Court, however, must retain its long standing role as an important exhibition destination. This may be in the form of an International Convention Centre. However, if that facility is located at Olympia (in the same ownership as Earl's Court Exhibition Centre), then a significant exhibition facility that is at least a national destination should also be included on the Earl's Court site.

**10.3.7** There is a potential for a new urban quarter as part of the wider Earl's Court site with a re-invigorated sense of place, new homes, jobs, hotels, leisure, offices, with shops for day-to-day needs, and community facilities, which may include catering for education and health. There is also potential for new open space. The Council will encourage the creation of a variety of units type and sizes which will support the establishment of new studios and workshop space. This new urban quarter should link well with its surroundings, especially to the west and east. High density development is appropriate for this highly accessible location, but high density does not necessarily mean high rise, as so much of the Royal Borough shows. The Empress State Building should not be regarded as a precedent. Design must take account of the local context, local conservation areas and local views.

**10.3.8** The preferred location for the International Convention Centre is as part of a major refurbishment and/or development within the existing Earl's Court and Olympia complexes. The Earl's Court site should, however, continue the long tradition of some form of public exhibition use as a convention centre or exhibition centre.

**10.3.9** The on-site road pattern and connections must be designed with regard to improving traffic circulation in the surrounding area and on primary routes in the London Borough of Hammersmith and Fulham.
Fulham and the Royal Borough of Kensington and Chelsea. There may be scope to deck over the TfL depot and West London Line. The Council will work with TfL and the GLA to overcome transport constraints on the development safeguarding the operational railway.

10.3.10 There is a heavy concentration of hotels in Earl’s Court. Following the Olympics some of these hotels could be converted into residential accommodation.

10.3.11 Earl’s Court Town Centre provides local shops and community services to local residents such as health care and a post office. The Council recognises the importance of this shopping centre to cater for local needs and will work to improve it. Community facilities will be provided as part of the developments at 100 West Cromwell Road and the Warwick Road sites including a new primary school at the northern end of Warwick Road. The Council will support the Primary Care Trust’s ambition for better health facilities on Earl’s Court Road.

An Engaging Public Realm

10.3.14 Earl’s Court Road is in need of improvement including new shop frontages, better building maintenance and a reduction and rationalisation of street clutter.

10.3.15 The sites located in Warwick Road will have an important role in providing public open space, an improved streetscape and community facilities.

10.3.16 Unravelling the one-way system is central to improving the public realm and the Council will support the reinstatement of two-way working and significant enhancements to the streetscape. Improvements have been made to the street environment in many of the streets surrounding the Earl’s Court One-Way System. However, there are also plans to transform the environment in Cromwell Road, introducing avenues of trees and bringing significant improvements to the pedestrian experience.

10.3.17 Brompton Cemetery, which is a Grade II* Registered Park and Garden of Historic interest, is open to the public for wider quiet recreational use and provides a better pedestrian link from Brompton Road to the Fulham Road. There will be further provision of open public space as part of the Warwick Road development.

Respecting Environmental Limits

10.3.18 Air quality is a concern in the area due to pollution from traffic. The redevelopment of Earl’s Court Exhibition Centre provides opportunities for low or carbon neutral developments and to establish a district heat and energy source.
Kensington High Street

Introduction

11.1.1 Kensington High Street has been one of London’s top retail streets for the last 100 years. The centre lost some of its original raison d’être as the biggest concentration of department stores outside Oxford Street with the closure of Pontings and Derry and Tom’s in the early 1970s and more recently Barker’s. In the seventies Derry and Tom’s became the home of the legendary Biba emporium (once described as ‘the most beautiful store in the world’), making Kensington High Street a fashion destination. With the closure of Biba in the mid seventies, this role was continued by Hyper Hyper in the eighties and Kensington Market, which survived until the noughties, and remains reflected today in the cluster of young fashion shops in the north eastern end of the centre.

11.1.2 At its western end there is highly unusual cluster of bespoke travel agents and outdoor leisure shops that attracts destination shoppers. However, other shops, such as hardware are not well represented. Women’s fashion also remains strong, and the centre is anchored by Whole Foods Market and Marks and Spencer in the eastern end. The side streets contain many bars, pubs and restaurants.

11.1.3 Kensington Church Street and the surrounding side streets are home to fashion retailers, antique shops, cafés and delicatessens. Many of these shops are independently-owned rather than chain stores.

11.1.4 With the opening of Westfield London in 2008, Kensington High Street was identified as the most likely of our centres to suffer. The street is a long one, and it is difficult to maintain retail vitality along its full length. The High Street performs more strongly in the summer because of visitor attractions and events.

11.1.5 As well as being a major shopping destination Kensington High Street also serves a large, densely-developed residential community that can walk into the centre.

11.1.6 The centre has a significant amount of office floorspace with the Associated Newspaper Group located in the upper floors of the old Barker’s building, Kensington Town Hall adjacent to the High Street, as well as Sony and Warners and other smaller offices.

11.1.7 The centre has benefited from comprehensive public realm improvements, that have gained international acclaim. This has put in place high quality York stone paving, created a central reservation bike park and removed street clutter, particularly guard railing. These improvements have made crossing the street much easier, the pedestrian environment more comfortable and encouraged higher footfall on the northern side of the street (previously footfall was heavily concentrated on the southern side).

11.1.8 Despite the public realm improvements, people still perceive traffic congestion and the irregularity of the District and Circle Lines to be issues. High Street Kensington Station is a major public transport interchange and the High Street is also served by a large number of buses. The Circle Line service is due to be extended to Hammersmith via Paddington in December 2009, so trains will no longer go round to Kings Cross and the City. This is intended to make the service more reliable, but it is likely to decrease the frequency of trains serving the station which will reduce the relative accessibility of the centre by underground.

11.1.9 The Commonwealth Institute building is at the western end of the centre. A high quality public institutional use could help to enhance the attractiveness of the High Street and attract more visitors.

11.1.10 The Odeon cinema is opposite the Commonwealth Institute. Maintaining a high quality cinema in this location is essential.

11.1.11 The eastern end of the Kensington High Street runs to the south of Kensington Gardens. The London Plan considers that both the Royal Park and the area immediately to the west (an area which contains a number of embassies) to form part of the ‘agglomeration of vitally important activities that define London’s role as a world city’. As such it has been included within the Central Activities Zone (CAZ). The London Plan offers an ‘indicative boundary’ for the CAZ and notes that this should be refined by the Local Planning Authority. The detailed boundary is confirmed within the Proposals Map in section 2a (28).
Vision

CV 11

Vision for Kensington High Street

The centre needs to redefine its role in the next 20 years to make sure that it distinguishes its offer from Westfield, Knightsbridge and King's Road. The centre will continue its long tradition as Kensington’s High Street, serving residents, workers and visitors. It will continue to provide a good range of food and other convenience retailing and remain a destination for fashion and certain niche markets. Ease of pedestrian movement is central to this success. Re-use of the former Commonwealth Institute for a significant public institution represents an opportunity to increase visitor numbers and develop a further niche retail cluster and restaurants at the western end of the High Street. The maintenance of a cinema is essential.

Priorities for Action

Fostering Vitality

11.3.1 The Council will work with retailers, landlords, residents and other stakeholders to build upon and market the existing strengths of the centre: the young fashion cluster; bespoke travel and outdoor leisure goods; and independent retail in Kensington Church Street. In particular there is an opportunity to publicise the retail offer and other attractions of the area - Kensington Palace, Leighton House, Linley Sambourne House, Holland Park Opera, Kensington Gardens and Holland Park to visitors staying in hotels near the centre, to encourage them to visit or to stay longer particularly during the summer.

11.3.2 Due to its high public transport accessibility, Kensington High Street will be a preferred location for large-scale offices. New office developments, both large and small, would be particularly welcome on upper floors, particularly to grow the media industry in the centre. The Council supports offices rather than homes above shops in core retail frontages.

11.3.3 In order to support the key shopping role of the centre, the loss of shops to banks and estate agents will be resisted within the primary shopping area.

11.3.4 The Council will seek a new public institutional use for the Commonwealth Institute. It will also require the retention of a high-quality cinema on the Odeon site.

Keeping Life Local

11.3.5 The Council supports the centre continuing to offer a wide range of convenience retailing, with particular emphasis on food retailing from specialist delicatessens to supermarkets, for local residents, workers and visitors.

Renewing the Legacy

11.3.6 There are a number of listed buildings in and adjacent to the centre: the former Vestry Hall/Library and the 'Art Deco' former department stores (Derry and Toms (Grade II*) and Barkers) and St Mary Abbots Church, at the Kensington Church Street junction, the former Commonwealth Institute, and Kensington Palace and Holland House (both Grade I) at either end of the High Street. Most of the High Street also falls within designated conservation areas, and, just to the rear of the Barkers Building lies Kensington Square, one of the first Garden Squares in London.

11.3.7 The versatility of our built heritage is shown by the way the department stores have been remodelled to meet current retailing requirements. Similarly, the former Commonwealth Institute can be adapted to a new public institutional use that anchors the west end of the High Street. The Design Museum is actively interested in moving to this site, and the Council fully supports this initiative (32).

11.3.8 The Council also supports proposals to improve visitor facilities at Kensington Palace.

11.3.9 Lancer Square, Kensington Church Street, was redeveloped in the eighties but the square is not a particularly successful public space so the Council would support redevelopment of this site.

11.3.10 Access to High Street Kensington underground station is inadequate. The station is not listed, and thus represents a potential redevelopment opportunity.

32 This paragraph will be updated in line with events
An Engaging Public Realm

11.3.11 Significant investment has already been made in streetscape and pedestrian improvements and the scheme has been praised as a beacon of good design in the public realm. However, there remains an opportunity to improve the southern end of Kensington Church Street, and to improve the pedestrian crossings on Kensington Church Street and the east end of the High Street.

11.3.12 There is a cluster of three open spaces behind St Mary Abbot’s Church, north of the High Street, that provides a small green oasis for workers and shoppers.

11.3.13 The Commonwealth Institute and the space in front of it makes a welcome contrast to the High Street. To bring the Commonwealth Institute back into use enabling development might be required, which could include development on the frontage.(33)

Better Travel Choices

11.3.14 Since the significant public realm improvements to the High Street, cycling has increased in popularity.

11.3.15 The design of High Street Kensington Station is such that there is no disabled access and the capacity of stairways to the platforms is often not sufficient to meet demand, which can cause delay and safety problems. The Council supports refurbishment of the station to improve safety and provide stepfree access. The High Street is very well served by a range of bus routes but there is an opportunity to improve visitor information on bus routes particularly to Notting Hill Gate for Portobello Road.

Diversity of Housing

11.3.16 The centre is surrounded by some of the most prestigious housing in the Borough including Kensington Square, one of the oldest squares in London.

Respecting Environmental Limits

11.3.17 Kensington High Street is a busy road and it experiences a high level of pollution due to high traffic flows. The Council will support initiatives to improve air quality to reflect the Borough’s designation as an Air Quality Management Area.

Changes to the Town Centre Boundary

11.4.1 The boundary of the Kensington High Street centre largely follows that as shown within the Unitary Development Plan. The only exception is to the west of the centre, where the northern part of the Commonwealth Institute Local Centre has been subsumed into the ‘secondary’ area of the Major Centre. This section contains the cinema and post office as well as other shops which function as part of the centre. The nature of uses, with a high proportion of non-shop town centre uses, would make a ‘primary’ area designation inappropriate.(34)
**South Kensington**

**Introduction**

12.1.1 South Kensington is the site of the world’s first ‘designed’ cultural and educational destination and has been the blueprint for all subsequent centres of this kind. It was originally the vision of Prince Albert, Queen Victoria’s husband, and the land was purchased with part of the proceeds of the Great Exhibition of 1851. It contains the Victoria and Albert Museum and the Natural History Museum, (both of which are Grade I listed buildings) the Science Museum, and (in the City of Westminster) Imperial College and the Royal Albert Hall as well as a number of smaller institutions and archives. It constitutes an Area of Metropolitan Importance in conservation terms, and is part of the Central Activity Zone (CAZ) in the London Plan. The detailed boundary of the CAZ is confirmed within the Proposals Map in section 2a (28).

12.1.2 South Kensington receives 12 million visitors a year, with the museums being by far the largest free attraction in the capital, and Imperial College has over 12,000 students in full-time education. Most visitors travel to the area by public transport and (unless they use the underground tunnel access) have to find their way with little direction, and negotiate the very heavy traffic of the Cromwell Road, to reach the museums. The area is now a victim of its own success as the number of visitors at peak school holiday times fills the pavements beyond capacity.

12.1.3 The Exhibition Road is set within a largely residential area that also features numerous hotels, embassies and consulates. Of particular note is the concentration of French institutions, including the Consulate and the French Lycée, that serve the 200,000 to 300,000 French citizens living in London (making London the seventh largest French conurbation in terms of its French population).

12.1.4 In contrast to the large institutions along Exhibition Road the retail area south of Cromwell Road has many small shops that give it a village character. There is also a cluster of design related shops in Brompton Road and Brompton Cross and the surrounding side streets that have synergies with the Victoria and Albert Museum.

12.1.5 The surrounding area is residential in character and includes some of the best Georgian architecture in the Borough. The buildings around Thurloe Square and Alexander Square are listed, as are many of the houses in the surrounding streets. The Council is committed to preserving this residential and historic character.

**Vision**

**CV 12**

**Vision for South Kensington**

Prince Albert’s vision was of a wide range of world-class institutions connecting the science and art of the past, present and future. This holds true today but now our interpretation of culture is ever richer, embracing more of our everyday lives - entertainment, eating and drinking, and even shopping. South Kensington must continue to develop across this spectrum of cultural activity to remain a local, national and internationally significant destination. A key to our modern world is social connectivity, we must ensure that this spirit, so powerfully expressed in the soon to be completed public realm of Exhibition Road, is developed throughout South Kensington – innovative public realm proposals, generous public spaces, unique retailing and cultural experiences. All the facilities developed for residents and visitors alike must be connected to create an inspiring, memorable and thoroughly contemporary re-evocation of the original Victorian vision.

**Victorian and Albert Musuem**
Key Issues and Potential Opportunities

**Symbol** | **Description**
--- | ---
-  | Improve pedestrian access
Blue | Grade I and II* listed buildings
Orange | Selected Grade II Listed Buildings (not all Grade II listed buildings are shown)
Green | Public Open Space
Dashed | Potential development sites
Pink | Public Realm Improvements

**Imperial College**

**Royal Albert Hall**

**Exhibition Road** project will transform the area, significantly improving the environment for pedestrians.

**Imperial College**

Consider new use for Post Office Building

**Victoria and Albert Museum**

**Cromwell Road**

**Kensington Road**

**Windsor Road**

**Brompton Road**

**Hyde Park**

**Listed station but opportunity for development including retail along Pelham Street**

**Pelham Street**

**Bute Street market**

**Queen's Gate**

**Science Museum**

**Natural History Museum**

Redevelopment site

**Continue to support Bute Street market**

**Scale back use of open space for events**

**Improve Imperial College Road as a pedestrian and cycling route**

**Encourage cafés and restaurants**

**Enhance connection between Tube Station and Brompton Cross along Pelham Street**

**Street trees improvements being implemented as part of Exhibition Road Improvement Scheme**

**Improve arcade, exterior and public space by street entrances/exits**

**Kensington Core**
Priorities for Action

An Engaging Public Realm

12.3.1 The Council will deliver the Exhibition Road Project, in partnership with the City of Westminster and the Mayor of London, that will enhance connections from the tube station through to Hyde Park. This project will give greater emphasis to the needs of pedestrians by transforming Exhibition Road from a conventional street into one paved in granite as a single surface. The pedestrian link from South Kensington underground station along Thurloe Street to Exhibition Road will be improved to make way-finding clearer for visitors.

12.3.2 The area outside the Science and Natural History Museums next to Exhibition Road and Cromwell Road is used as an event space. However, it needs better management so that its primary purpose remains a public open space providing essential ‘breathing space’ for visitors. Any use of this space must respect the setting of the Grade I Listed Natural History Museum. Additional locations for temporary exhibitions need to be found.

12.3.3 Imperial College Road has the potential to be a pleasant boulevard and an alternative pedestrian and cycling route if the entrance from Queen’s Gate is remodelled. The Post Office site, on the corner with Exhibition Road, could contribute to opening up and better integrating the boulevard.

Renewing the Legacy

12.3.4 The Council will designate this area as the South Kensington Strategic Cultural Area and, working with the City of Westminster, will look to extend the area to include the Royal Albert Hall and investigate designation of the area as a World Heritage Site in recognition of its outstanding universal value as a visitor destination and as the first ‘designed’ cultural area. All development in this area should respect views, skylines, vistas and the precinct character of the Grade I listed museum buildings.

Fostering Vitality

12.3.5 Although Imperial College is located just inside the neighbouring City of Westminster, the Council accepts that it creates jobs and economic growth. People working and studying at the university are important for creating vitality and sustaining the viability of local shops and services in the Borough.

12.3.6 The Council recognises there is an opportunity to develop further the retail/restaurant/café precinct around South Kensington Station to serve the needs of visitors and residents. Some of the cafés and shops already have an international feel and this is a strength that could be built upon.

12.3.7 South Kensington Estates is seeking to improve the Thurloe Street/The Pla Place triangle. The Council will work with the estate to provide high quality convenience and restaurant uses.

12.3.8 South Kensington Station is Grade II Listed, but within this conservation constraint the Council recognises there is an opportunity to modernise the station. An appropriate and sympathetically designed development could be introduced at and over the station, but this must include provision of step-free access. Improvements to the pedestrian tunnel to the museums would also be desirable. This development could include the reintroduction of retail units along the north side of Pelham Street that would encourage footfall towards the design-led retail offer at Brompton Cross and further on to Knightsbridge. The Council will also support the conversion of offices to retail at ground floor level on the north side of Pelham Street. Any development must complement neighbouring buildings and not dominate them.

Better Travel Choices

12.3.9 South Kensington is a major public transport interchange served by the Circle, District and Piccadilly lines and a large number of buses. However, the northern parts of Exhibition Road are a long walk (up to 800 yards/730 metres/10 minutes) from South Kensington Station. Through marketing, the network could be better promoted to tourists, for example the No. 70 passes through Kensington to Portobello Road. The Council is improving the pedestrian environment around South Kensington Station, calming the traffic and making crossing easier, as part of the Exhibition Road scheme.

Keeping Life Local

12.3.10 Provided it remains viable, the Council will continue to support the Saturday Farmers’ market in Bute Street to meet local demand and
enhance the attraction of the small shops in the street. There is also an opportunity to host occasional week-day continental markets.

Diversity of Housing

12.3.11 The area surrounding the Exhibition Road institutions is residential in character, but residential development (excluding student accommodation) between Queen’s Gate and Exhibition Road north of Cromwell Road is not considered appropriate. The Council supports Imperial College and acknowledges the need for students to have accommodation close to its facilities.

Respecting Environmental Limits

12.3.12 Air quality is a significant issue in this part of the Borough because of high traffic levels on Cromwell Road. The Council will support initiatives set out in the Air Quality Action Plan and encourage proposals and design solutions which will improve air quality through low emission strategies. The Exhibition Road Project may bring localised improvements to air quality.
Brompton Cross

Introduction

13.1.1 The centre of Brompton Cross is focused around the junction of Fulham Road, Pelham Street, Brompton Road, Draycott Avenue and Sloane Avenue, with the well-known Michelin Building located at its hub. The retail area extends out along these streets, especially to the west along Fulham Road. The area is referred to as Fulham Road East in the London Plan.

13.1.2 The centre was once very well known for its home furnishing and interior design stores, of which several still exist, including the Conran Shop. More recently, several specialist international designer fashion stores have located here, which add to the high quality reputation of the centre. The vibrancy of the centre lies with the boutique nature of stores and has an interior design, fashion and gallery focus. However, one large site within the centre has been vacant for several years, which creates a gap in the retail activity along the street. This has a negative impact on the overall appearance and function of the centre. There is a higher than average number of restaurants, cafés and takeaways. The high quality of these strengthens the vibrancy and vitality of the centre.

13.1.3 The centre is located in close proximity to a cluster of internationally renowned hospitals and health research establishments, including the Royal Marsden Hospital and Royal Brompton Hospital.

13.1.4 The buildings in the area are generally very attractive with some of exceptional quality, such as the Michelin Building, which now houses the Conran Shop and restaurant. However, there are also some examples of poorer quality buildings, which do not make the most of the location and character of the area. Examples of these buildings include the Telephone Exchange, the Clearings and Elden House.

13.1.5 The radial nature of the roads helps create a successful compact centre, which is easy to move around and navigate. The centre has recently benefited from significant public realm improvements, with the removal of guard railings and improvements to pedestrian crossing facilities. The materials and condition of the paving are very high quality.

13.1.6 Fulham Road carries high volumes of traffic. But pedestrian movement is not unduly hindered by this as the pedestrian crossings are well placed. However, the overall quality of pedestrian environment could be improved, particularly at the road junctions.

13.1.7 The nearest Underground station is South Kensington, which is approximately 400m (450 yards) to the northwest along Pelham Street. The pedestrian route between the Brompton Cross and underground station is not obvious, with blank frontages and little way-marking. Pelham Street is a mix of residential on the south side, and offices (London Underground Ltd) on the north side, however, both sides of the street have long stretches of blank walls.

Vision

CV 13

Vision for Brompton Cross

The Council views Brompton Cross as a high quality specialist boutique retail centre with international appeal. The centre will also be enhanced by development which reflects its high quality character and improves pedestrian links to South Kensington Underground Station, the Museums, and Knightsbridge. The Council will encourage the return of long-term vacant retail units to retail use. The hospital facilities in the area will continue to be supported.

Priorities for Action

Fostering Vitality

13.3.1 The Council will protect and enhance the specialist boutique designer retail offer within the centre, particularly small-sized units. The existing restaurants, cafés and takeaways will also be protected.
13.3.2 The Council will look to accommodate retail growth within the existing Brompton Cross centre. Where necessary, the Council will look to expand the centre to include sites currently abutting or very close to the existing retail area, such as the Clearings and Telephone Exchange sites in Draycott Avenue, the London Underground Offices and the land along the tube cutting in Pelham Street. These sites have the potential for retail use at street level.

Renewing the Legacy

13.3.3 The Michelin Building is, in many ways, why Brompton Cross is so special. Whilst ‘only’ Grade II listed, it is of great local significance, and establishes the sense of identity for Brompton Cross. Pelham Crescent is listed Grade II*, and contains a crescent shaped garden square that adds to the quality public realm of the area.

13.3.4 By contrast, Elden House which sits next to the Michelin Building, is an example of poor 1970s ‘standard’ design. Its replacement to a standard appropriate for the Royal Borough would be welcome.

13.3.5 To the south, the housing development at Ixworth Place may hold greater historic value than currently acknowledged.

An Engaging Public Realm

13.3.6 Whilst significant improvements have been made to the public realm in the area, the Council will continue to investigate improvements, particularly to pedestrian the environment at the road junctions.

Better Travel Choices

13.3.7 The Council will work with land owners and Transport for London to improve pedestrian links along Pelham Street to South Kensington Underground Station. This will also be considered as part of the redevelopment of the station.

Keeping Life Local

13.3.8 The Council will seek to deliver a food store on the Clearings site, which will better provide for the day-to-day needs of local people.

13.3.9 The hospitals in the area will be supported as they provide a local and pan-London health function.

Diversity of Housing

13.3.10 The Council will protect existing residential uses above shops along Fulham Road West, and encourage further residential uses of upper floors.

Respecting Environmental Limits

13.3.11 The air quality is poor due to the high volume of traffic on Fulham Road and other main roads in the area.

13.3.12 The Council will support initiatives set out in the Air Quality Action Plan and encourage proposals to reduce exposure to air pollution and where possible improve air quality.
Knightsbridge

Introduction

14.1.1 Knightsbridge is the Royal Borough’s largest ‘town centre’, and one of only two ‘International Centres’ designated within the London Plan (the other being the West End which has a very different character that Knightsbridge does not seek to emulate). This designation reflects the concentration of flagship stores of many international fashion houses in the northern part of Sloane Street, as well as the presence of two of Britain's most prestigious department stores: Harrods, which is the single largest tourist attraction in the Borough, and Harvey Nichols.

14.1.2 The centre is part of London’s Central Activities Zone (CAZ) reflecting how the world-class shops and hotels in Knightsbridge contribute to London’s role as a world city. The London Plan offers an ‘indicative boundary’ for the CAZ and notes that this should be refined by the Local Planning Authority. The detailed boundary is confirmed within the Proposals Map in section 2a (28). It includes the streets that make up the International Centre and the immediate environs. The centre is based around Sloane Street and Brompton Road (see blue shaded area on page 86) and is surrounded by residential areas. Whilst most of the centre lies within Kensington and Chelsea, it straddles the boundary with the City of Westminster.

14.1.3 All of the major footfall generators - the tube station entrances, Harrods, and Harvey Nichols - are located on the south side of Brompton Road. This concentration, together with the barrier presented by heavy traffic along Brompton Road and a significant level change across the road west of Harrods, combine to make this a one-sided shopping street in terms of footfall.

14.1.4 Despite its location within the CAZ and its designation as an International Centre, one only has to walk a few metres from the busy commercial frontages to be in wholly residential streets, characterised by mansion blocks and high-quality terraces of houses.

14.1.5 Knightsbridge thus treads a fine line between the needs of a commercial centre to retain its international competitive position, and those of residents.

14.1.6 Thus, while the centre’s main function is in serving an international catchment, it also has an important role meeting the day-to-day shopping needs of local people and those visiting or working in the centre. These more local needs tend to be served by the shops in the western part of the centre, west of Beauchamp Place.

Vision

CV 14

Vision for Knightsbridge

Knightsbridge will continue to enjoy its role as the Royal Borough’s national and international shopping destination and home to some of the most exclusive shopping in London. It will also continue its role as an important residential quarter and a service centre for residents in both Kensington and Chelsea and Westminster.

Priorities for Action

Fostering Vitality

14.3.1 As a thriving International Centre there is an opportunity to create more retail floorspace, be this by the intensification of retail uses within the centre or by the expansion of the centre itself. There are, however, few opportunities within the main shopping area. Expansion into the residential areas would not be acceptable. The ground floor of the Park Tower Hotel might change to retail use, and there is also the potential to intensify retail uses within the block behind Knightsbridge Underground station.

14.3.2 Beauchamp Place appears to have lost some of its attraction in recent years and there is an opportunity to market and develop the street as a unique part of the Knightsbridge offer.

14.3.3 As a highly accessible area with excellent links to the West End, Knightsbridge has developed as a location for high-quality hotels. The Council will continue to support this role and promote the area to visitors.

14.3.4 The Council does not welcome hotels in the residential areas, although more hotels may be acceptable in the shopping area.
14 KNIGHTSBRIDGE
Key Issues and Potential Opportunities

- Potential alfresco dining, outdoor market/activity space in Montpellier Street
- Improve quality of Knightsbridge Green
- Pavillion Road car park offers the potential for local shopping or social community activities on the ground floor on Pavillion Road and residential over subject to careful design
- Revitalise Beauchamp Place
- Improve pedestrian access
- New pedestrian crossing
- Women’s Safe Passage
- Improve linkages/relationship
- High traffic volumes
- Possible new retail on ground floor of the Sheraton Park Tower Hotel and behind Knightsbridge tube station
- Streetscape improvements to Sloane Street
- Balance footfall on both sides of Brompton Road and encourage pedestrian movement towards Brompton Cross

**Symbol Description**

- Create new link
- Improve linkages/relationship
- High traffic volumes
- Improve pedestrian access
- Grade I and II* listed buildings
- Retail Uses
- Public Open Space
- Potential development sites
- Vista
Keeping Life Local

14.3.5 The Council will support the role that the centre to the west of Harrods plays in meeting the day-to-day shopping needs of residents.

14.3.6 Redevelopment of the multi-storey car park in Pavilion Road provides the possibility for the provision of appropriate uses to support the needs of local people, with social and community or neighbourhood facilities on the ground floor fronting onto the existing hotel service area, with residential above. This would need to be carefully designed to protect existing residential amenity.

An Engaging Public Realm

14.3.7 As one of the principal arterial routes into Central London, Brompton Road is dominated by heavy traffic. This is not conducive to an attractive shopping environment, although there are opportunities to improve crossings and reduce ‘pedestrian penning’. Whilst the Council notes that both the volume of traffic and change in levels between each side of the road will limit the scope for significant improvements, it will encourage Transport for London to explore initiatives to improve the public realm; to re-balance pedestrian footfall between the north and south of the street and make the environment more comfortable so people are encouraged to stay and shop for longer.

14.3.8 Streetscape improvements are in hand to Hans Crescent and also to the junction of Hans Road and Basil Street.

14.3.9 Improving pedestrian links between Knightsbridge, Hyde Park and Westminster will also be investigated.

14.3.10 While the high level pavements on the north side of Brompton Road may deter pedestrians from crossing, they protect people from traffic and are home to a series of cafés with outside seating. These are valuable assets.

14.3.11 The possibility of working with the City of Westminster to implement public realm improvements in Montpelier Street to provide space for alfresco dining, market stalls and events will be investigated.

Renewing the Legacy

14.3.12 Harrods is unique – both as a shopping experience and as a building. The Grade II* listed building visually dominates much of the north-eastern part of the centre. The Council will uphold its duties to protect the special architectural and historical interest of the listed building.

14.3.13 Most of the area has a designation of conservation area and there are numerous listed buildings reflecting the architectural quality and village character of the surrounding residential area. The Council will continue to preserve or enhance the character and appearance of these areas, building on its strong reputation in maintaining the quality of its historic environments.

Better Travel Choices

14.3.14 The Council will support provision of a pedestrian crossing phase for the crossing at the top of Sloane Street. The Council will also encourage Transport for London to explore initiatives for improving the walking environment and how to encourage people to walk further west along the Brompton Road.

14.3.15 The centre is well served by public transport. Knightsbridge Station lies at the north-eastern corner, and South Kensington Station is only 500 metres (550 yards) from the western end of the centre. Numerous buses converge on the centre from all directions. The centre is however dominated by heavy traffic.

Diversity of Housing

14.3.16 The terraces and mansion blocks of Knightsbridge and Hans Town are of the highest quality.

Respecting Environmental Limits

14.3.17 Brompton Road is one of the main routes into Central London and experiences a level of pollution that one would expect with the movement of so many cars. The Council will support initiatives which reflect the Borough’s designation as an Air Quality Management Area to reduce this pollution.
King's Road/ Sloane Square

Introduction

15.1.1 The King’s Road remains one of the Borough’s most vibrant fashion shopping centres. In its heyday in the sixties it was the street in which to shop, a position it retained into the eighties. Since then the road has evolved and, although iconic shops like Vivienne Westwood’s World’s End remain, the number of independent boutiques has declined. Some 70% of all retail floorspace in the eastern part of the centre and 40% to the west is now occupied by multiple retailers.

15.1.2 However, the nature of its shops means that the King’s Road has not slipped into being “just another” high street. It remains a shopping destination that is still greatly valued for its diversity and which attracts visitors from across the Capital. The eastern part of the centre is anchored by Peter Jones at Sloane Square. It is also characterised by a number of upmarket international chains running up Sloane Street many of which have only a few outlets in this country. This concentration on Sloane Street has developed as a result of a concerted effort by Cadogan Estates since the beginning of the nineties. The western end of the centre is again different in character, containing a healthy mix of specialist retailers, including a significant furniture and design element.

15.1.3 While the King’s Road’s primary function is as a centre for comparison shopping, it contains other attractions and points of interest: the Royal Court Theatre on Sloane Square; Cadogan Hall, (home of the Royal Philharmonic Orchestra); the Blue Bird Restaurant; the Saatchi Gallery in the Duke of York’s development; and the Chelsea Old Town Hall Registry Office, where so many famous couples have married and have been photographed on its steps. The King’s Road also plays a role as a centre where residents can fulfil their everyday shopping needs.

15.1.4 Within the London Plan, the King’s Road is divided into two closely related linear shopping areas. The King’s Road (East) Major Centre is separated from the King’s Road (West) District Centre by a short break in the retail frontage between Sydney Street and Old Church Street on the north side and Oakley Street and Glebe Place on the south side. Although this break may discourage some shoppers from visiting the entire shopping street, the King’s Road does, in many ways, function as one.

15.1.5 The King’s Road includes listed terraces of shops, the high quality open space of the Duke of York’s, and isolated gems such as the Blue Bird and Peter Jones on Sloane Square. Its distinctive architectural character, however, owes as much to the relationship between the main shopping street and its surroundings as it does to the street itself. It is the side views, the vistas, the opening up of one side of the street by a garden square, an open space or a terrace, which creates the variety and the distinctiveness that contributes to the overall attractiveness of the street and which enhance the visitor experience. As a busy intersection Sloane Square has particular problems and could be radically improved.

15.1.6 The King’s Road contains many restaurants, cafés, pubs and bars which contribute to area’s character, to its diversity and to its vitality. The Council does however recognise that the concentration of these uses within the centre is an important factor in ensuring that the amenity of the surrounding residential areas are protected.

15.1.7 The King’s Road is served by Sloane Square Underground Station in the east, with numerous buses providing access along the street. The bus routes do however peel off north and south, up Sydney Street and down Beaufort Street, and it is inevitable that pedestrian numbers fall off towards the west.

Vision

CV 15

Vision for King’s Road/Sloane Square

The King’s Road will not simply be like any other ‘successful’ high street. It will remain one of London’s most iconic and vibrant shopping streets, containing a lively and diverse mix of shops, restaurants, and world-class cultural attractions.

It will remain a place where one can shop in both independent boutiques and multiples; a place to enjoy, to promenade, a place which meets the day-to-day needs of our residents; and a place to experience some of the best theatre, concert and gallery space that London has to offer.
**Priorities for Actions**

**Fostering Vitality**

15.3.1 The Council will work in partnership with retailers, landlords, residents and other stakeholders to build awareness of the entire King’s Road offer to encourage more visitors to shop the full length of the road from Sloane Square in the east to World’s End in the west.

15.3.2 Multiple retailers have an important role to play, and will always form the spine of a town centre such as the King’s Road. However, to maintain the unique retail heritage of the King’s Road, the Council will endorse particular initiatives which support the independent or the local and which promote the King’s Road as a centre which offers more than the standard range of shops. The Council recognises that there is a particular opportunity to build upon the King’s Road’s unique retail heritage and support and encourage independent boutiques.

15.3.3 In particular the Council will require both small and ‘affordable’ shop units to be provided as part of the s106 agreements relating to appropriate new large-scale retail development in, or at the edge, of these centres. The Council will also consider how the shops it owns as part of the World’s End Estate, and currently managed under the neighbourhood shopping policy, could contribute to the establishment of new independent boutiques as well as continuing to meet the day-to-day shopping needs of local residents.

15.3.4 The Council’s Retail Needs Assessment suggests that the amount of retail floorspace should expand in the south of the Borough to meet future needs.

15.3.5 The King’s Road is not surrounded by empty sites suitable for new retail development. Indeed one of the strengths of the centre, something which gives it a distinct character, is the high quality terraces of houses which surround it. The Council will therefore look to accommodate as much of this shopping floorspace as possible within the King’s Road (East) and (West) centres. This is likely to take the form of redevelopment of some sites, the reoccupation of vacant units and by the extension of shopping floorspace into basements and upper floors. The Sloane Square Underground Station site is the exception in that it is a significant site within the centres that has been identified as having the potential for redevelopment. The majority of extensions are, however, likely to be small in scale, and the Council recognises that it may be necessary to expand the centre to include sites currently abutting or very close to the existing retail area. The Council has identified No. 250 King’s Road (Blocks A and B); the Chelsea Farmers’ Market, 125-155 Sydney Street, and the office building 102 Sydney Street as edge-of-centre sites which have the potential to include a significant amount of retail use at street level.

15.3.6 The Council will support the King’s Road as a suitable location for new offices, where this is not at the expense of primary shopping function of the centre.

15.3.7 The Council has not yet been able to assess the impact that the opening of the Saatchi Gallery in autumn 2008 has had upon the King’s Road. The Council does however recognise that the many thousands of visitors could affect the character of the retail offer. This will be closely monitored. The Council believes new cultural institutions will add to the richness and vitality of the centre.

**Better Travel Choices**

15.3.8 The Council will work with Transport for London and Crossrail Ltd to establish new underground stations on the King’s Road as part of the planned Chelsea-Hackney Line. The Council would support a new interchange in the existing Sloane Square Underground Station as well as new stations near the Chelsea Old Town Hall, and near, or at, Imperial Wharf. These stations would not be expected to open before 2025. These stations would improve public transport accessibility to the Fulham Road (West) area as well as helping draw visitors west along the King’s Road. The new stations will be the subject of full planning applications as and when submitted to ensure that they do not have a detrimental effect on the local environment.

15.3.9 Some people feel that a shuttle bus running along the King’s Road would be beneficial, however, given the number of existing buses which already run along the road this may only add to congestion. The Council will explore the better marketing of bus services to visitors to aid their visit. This will include links to nearby stations, including the Imperial Wharf station on the West London Line.
Keeping Life Local

15.3.10 In common with many of the Borough’s other higher order centres, the King's Road plays an important role in serving the day-to-day shopping needs of the residents of the area. The Council will support initiatives intended to maintain a variety of shops and other services which help meet these needs. In particular the Council will support the provision of a new bank in the western part of the King's Road, as well as a GP’s Surgery.

15.3.11 The Council recognises the particular role that the Chelsea Old Town Hall facilities (including the library and assembly rooms) and the Sports Centre play in allowing community life in Chelsea to flourish.

A Quality Public Realm

15.3.12 The King's Road offers a high quality street environment. However if the Town Centre is to remain one of London’s key shopping areas the enhancement and maintenance of the public realm is essential. Public realm is, however, about more than just streetscape; it is about maintaining the existing contrast of the bustling commercial street with the quiet green spaces or residential squares leading directly from it. Any development in and around the King's Road should support this balance and build upon the King's Road's ambiance as a place to promenade.

Diversity of Housing

15.3.13 The Council supports initiatives to bring the vacant properties above shops back into residential use. This supports both the vitality of the King’s Road by maintaining activity after the shops close and helps maximise the Borough’s housing stock. Two teaching hospitals lie in the area, the Chelsea and Westminster and the Royal Brompton. The Council, therefore, recognises that it must consider the housing needs of the associated key workers and students. Requirements for all housing types are considered at a borough-wide level in the Diversity of Housing chapter of this document.

Respecting Environmental Limits

15.3.14 The King’s Road is a busy route into and out of Central London and experiences a high level of pollution as the result of the movement of so many vehicles. The Council will support initiatives which reflect the Borough’s designation as an Air Quality Management Area to reduce this pollution.

Changes to the Town Centre Boundary

15.4.1 The boundaries of the King's Road (East and West) centres largely follow those shown within the 2007 Unitary Development Plan. The boundary has been amended to include the "town centre use" developments that have taken place since the designation of the centres - namely at the Duke of York's, Symons Street/Pavilion Road and College House/Lightfoot Hall. The boundaries are shown on the extracts to the proposals map (see xxx).

15.4.2 The units within the Duke of York’s Square itself (and not having a King’s Road frontage) have been designated as lying within the secondary area. Whilst these units greatly contribute to the function of the centre, the introduction of some non-shop town centre uses (allowed by the secondary designation) will not jeopardise the essential shopping function of the "core" of the centre. To the contrary, the introduction of some A3 café uses could enhance the benefits available to the centre associated with the large numbers of visitors attracted to the adjoining Saachii Gallery. The units fronting the King’s Road have a primary designation.

15.4.3 The units in Symonds Street and Lightfoot Hall have been designated as secondary areas. Both sites clearly function as parts of the centre, but both lie in areas which contain higher proportions of non-shop town centre uses. Furthermore both sites adjoin the "non-core" areas of the Council’s Unitary Development Plan.

15.4.4 The Chelsea Old Town Hall and sports centre have been included within secondary area of the King's Road (East) Major Centre as they are civic uses which significantly contribute to the non-shop draw of the centre.
Notting Hill Gate

Introduction

16.1.1 Until 1864 Notting Hill Gate was the site of a turnpike toll gate on the old Roman Road between London and the West. It is still one of the main vehicle routes into London. Much of the current retail centre received planning permission in 1957/58, using land left over from the road widening to ease traffic congestion, which also resulted in combining the Central and District Line stations into a new station under the road. The surrounding area, including some of the shops, consists of a high-quality Victorian townscape.

16.1.2 The centre once had a ‘bohemian’ character. However, apart from being a gateway to Portobello Road, the only remnants of this past are the antique shops along Kensington Church Street, boutiques along Pembridge Road, the Coronet and the Gate cinemas and the Gate Theatre.

16.1.3 The centre\(^{36}\) has always had a retail function. Although, it has struggled to find its identity against strong competition from the high-quality local shops along Holland Park Avenue and the wider Notting Hill retail offer. The centre benefits from a good mix of uses, including retail throughout, a valued Saturday Farmers’ Market, offices in Newcombe House, Astley House and United House, education in David Game House, residential units in Campden Hill Towers and cultural uses, including two cinemas and a theatre. The centre is increasingly dominated by a proliferation of poor-quality fast food outlets, coffee shops, bureaux de change and estate agents, which have a negative effect on the centre. It is widely accepted that the centre lacks a clear function and identity, especially as a centre with high-quality local shops and restaurants, which cater for the local community.

16.1.4 Many of the buildings that received planning permission in 1957/58 are tired and unattractive. Other buildings like the Coronet Cinema are of a noticeable architectural quality, but have not been well maintained. There is a variety of architectural styles, building heights and no consistency to the street frontage with many blank walls along the street. There are two tower blocks: Newcombe House, a 12 storey office block, and Campden Hill Towers, an 18 storey residential block. Their architectural form, together with that of United House, Hobson House, Astley House and David Game House, negatively impacts on the character of Notting Hill Gate and the wider area. Newcombe House is identified as an “eyesore” in the Core Strategy\(^{37}\). The shopfronts are also generally of poor quality, with few helping to create a distinctive identity within the centre.

16.1.5 Notting Hill Gate has excellent public transport accessibility, with many bus routes and the Central, Circle and District Lines, providing an important public transport interchange. The centre is within Public Transport Accessibility Level (PTAL) 6a, as shown on the PTAL map in Chapter 32. It also has very high traffic volumes. There is guard railing down the central reservation, stopping pedestrians from crossing and making it feel like a dual carriageway. Pedestrian movement is further frustrated by the location of the station entrances within the pavement reducing space for pedestrians; the lack of pedestrian crossings; and a general proliferation of street clutter.

16.1.6 At the base of Newcombe House there is a small square, with a further “piazza” at first floor level. There is wide agreement that these are not quality spaces. The street level space is essentially a wider pavement, the upper level is difficult to access and both have blank frontages. The height and orientation of Newcombe House overshadows these spaces and causes wind funnelling that makes them uncomfortable. Public art has been installed by the Notting Hill Gate Improvements Group.

16.1.7 Notting Hill Gate station is one of the main gateways to Portobello Road, but the pavements are narrow and cannot accommodate the number of visitors, especially on Fridays and Saturdays. There is no sense of arrival for visitors and no signage or clear wayfinding to Portobello Road.

16.1.8 Many of the issues facing Notting Hill Gate will need to be resolved through close working between the Council, landowners and other interested stakeholders, which may or may not be conducted through the planning process.

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36 Notting Hill Gate is designated as a District Centre in the London Plan. These centres have traditionally provided convenience goods and services for more local communities.

37 See Policy CL2 in ‘New Buildings, Extensions and Modifications to Existing Buildings’ in Renewing the Legacy.
Key Issues and Potential Opportunities

- Improve legibility of route to Portobello Markets
- Refurbish Campden Hill Towers
- Remove pedestrian guardrail to improve pedestrian crossing environment
- Improve pavement congestion areas
- Better use/arrangement of pavement space
- Improve shopfronts and define vista,
- Potential redevelopment opportunities
- Newcombe House redevelopment opportunity

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**Vision**

CV 16

**Vision for Notting Hill Gate**

Notting Hill Gate will be significantly strengthened as a District Shopping Centre, with enhanced shops and restaurants that reflect the needs of the local catchment, with premium-quality brands and outlets. Boutiques and premium-quality retailers will become a feature of the area, as they are in Kensington Church Street and Pembridge Road. The centre will continue to be a major office location.

Notting Hill has a long-standing reputation for arts and culture; Notting Hill Gate will capitalise on this in developing the arts and cultural offer.

The street will become more pedestrian-friendly, with improved crossing facilities, fewer barriers, less street clutter, reduced vehicle impacts and station entrances relocated within buildings. All development will be of the most exceptional design and architectural quality, creating a ‘wow factor’ that excites and delights residents and visitors. Pedestrian links to Portobello Road Market will also be enhanced through good design, legibility and clear wayfinding.

**Priorities for Actions**

**Fostering Vitality**

16.3.1 In order to deliver the vision of a significantly strengthened District Shopping Centre, the Council will work with landowners and other interested stakeholders to establish high-quality shops and restaurants which meet the needs of the local catchment and not already over subscribed in the centre. The Council will carefully monitor the proportion of food and drink uses, particularly hot-food takeaways, estate agents and bureaux de change in the centre.

16.3.2 Planning permission will not be granted for new hot-food takeaways, estate agents and bureaux de change in Notting Hill Gate. When planning permission is granted for any other A2, A3 and A4 uses within the centre (38), it will be conditional on restricting future changes to estate agents and bureaux de change. This position will be regularly reviewed and updated as necessary. The Council will also explore opportunities for using Article 4 Directions to control permitted changes of use.

16.3.3 As one of the areas of highest accessibility within the Borough, the centre’s role as a major office location continues to be important. It offers a range of office accommodation, including both larger offices and smaller office space more suitable to business start-ups. The Council will also protect the existing arts and cultural uses, and, where possible, encourage the provision of additional arts and cultural uses in new development.

16.3.4 The Council will also require any future major developments in Notting Hill Gate to include a mix of unit sizes, and, where appropriate, “affordable shops”.

**Renewing the Legacy**

16.3.5 Redevelopment within Notting Hill Gate presents us with the opportunity to correct the mistakes of the postwar period, and create a new distinctive identity of lasting value to future generations.

16.3.6 Exceptional architectural and design quality will complement a significantly strengthened revitalised retail offer, drawing on innovative and modern approaches to create ‘iconic’ buildings and open space. Iconic does not necessarily mean tall, as Barkers in Kensington High Street demonstrates. Building heights will need to respect the character and appearance of adjoining conservation areas (39). The Council will work closely with land owners to bring this about.

16.3.7 As an eyesore, the Council will adopt flexible planning standards to bring about the redevelopment of Newcombe House as a catalyst for the regeneration of the wider area (40).

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38 A2 uses are Financial and Professional Services; A3 uses are Restaurants & Cafés and A4 uses are Drinking Establishments.
39 draft Building Heights Supplementary Planning Document and the Notting Hill Gate District Centre Framework, 2009
40 The policy for eyesores is set out in New Buildings and Extensions in the Renewing the Legacy strategic objective.
16.3.8 The Council will encourage the refurbishment of the Georgian properties along the northeastern side of Notting Hill Gate, and explore opportunities to improve their Victorian shopfronts and/or create wider pavements.

16.3.9 The Council will also encourage every reasonable endeavour to secure the full restoration of the Grade II listed Coronet Cinema.

An Engaging Public Realm and Better Travel Choices

16.3.10 Improving the pedestrian environment by reducing vehicle dominance is a priority for Notting Hill Gate. A comprehensive package of proposals to reconfigure and update the public realm to the highest standards is needed, this will also contribute to creating an ‘iconic’ identity for the area.

16.3.11 The pedestrian environment may be significantly enhanced through the removal of street clutter, including the central guard railing and the relocation of the station entrances; narrowing vehicle lanes; widening pavements and central reservations; more informal and formal crossing facilities; improved wayfinding to Portobello Road and better arrangement of open space.

16.3.12 To significantly increase pavement capacity, the Council will work with partners to explore the relocation of the station entrances so they no longer block the pavements and provide a separate exit for visitors to Portobello Road. This will be achieved through major development, pooling funds from s.106 agreements and working in partnership with London Underground and Transport for London.

Keeping Life Local

16.3.13 Notting Hill Gate will be enhanced and significantly improved as a District Centre for local people. Provision of a new food store could encourage greater local use of the centre, although servicing must be satisfactorily resolved.

Diversity of Housing

16.3.14 Town centre living can improve the vibrancy and vitality of retail centres. There is some opportunity for new residential uses on the upper floors.

16.3.15 The Council also acknowledges that refurbishment is the only viable option for improving Campden Hill Towers.

Respecting Environmental Limits

16.3.16 The Council will encourage proposals and design solutions which improve air quality and reduce noise along Notting Hill Gate. Major redevelopment of the centre will also offer an opportunity for a low pollution strategy and district heat source, which will be especially efficient as energy loads can be shared between the mix of uses. This district heat source might be located in the basement of Newcombe House.
Fulham Road

Introduction

17.1.1 Fulham Road West Town Centre is a ‘district centre’ (41) serving a predominantly local market. Owing to its vibrant nightlife in the 1960s, it became known as ‘funset strip’ or ‘the beach’ in one area. This reputation continues today.

17.1.2 Fulham Road West offers a good mix of convenience and lower-order comparison shopping with a high number of small independent specialist retailers, including a cluster of furniture, DIY, hardware and homewares stores. There is a large number of high quality restaurants, bars and nightclubs contribute to the centre’s vibrant nightlife, but there are some tensions with the surrounding residential area. The centre also contains several smaller format supermarkets and a cinema.

17.1.3 The Chelsea and Westminster Hospital is located on the south side of Fulham Road. It was built with shop units on the ground floor facing the street and the Council recognises footfall created by the hospital plays an important role in maintaining the vitality of these shops.

17.1.4 The buildings along Fulham Road West are mostly well maintained with some examples of high quality shopfronts. However, the street’s overall appearance is somewhat “tired”. There are only small sections of the Fulham Road West frontage included in The Boltons and Sloane/Stanley Conservation Areas. In contrast, the majority of the surrounding streets are contained within the conservation areas.

17.1.5 The volume of traffic along the Fulham Road significantly impacts on the pedestrian environment. Pavements in some places are narrow and cluttered. This restricts pedestrian movement. At the western end where the one-way system crosses Fulham Road, pedestrian movement is very difficult and the quality of the public realm is poor. The area is served by a number of bus routes, but there is no underground station.

17.1.6 The public realm immediately outside the hospital also needs to be improved.

17.1.7 Chelsea Football Club’s Stamford Bridge Stadium is located a short distance from Fulham Road West, in the neighbouring London Borough of Hammersmith and Fulham. On match days traffic congestion can be an issue, with pedestrian congestion also creating a problem as people from the restaurants and bars overflow onto the pavement.

Vision

CV 17

Vision for Fulham Road West

Fulham Road West will remain a centre providing for the daily needs of local people, while also offering a variety of high quality specialist shopping. The proportion of food and drink uses, together with their hours of operation, will be carefully managed to ensure a complimentary environment with the retail uses and surrounding residential area. The appearance of the centre will be enhanced through improvements to shop fronts. Pedestrian and cycle links to the north and south will be improved. The Council will support the hospital's role in contributing to the centre's vitality.

Priorities for Action

Keeping Life Local

17.3.1 Fulham Road West Town Centre provides local shops and community services such as health care to local residents, workers and students. The Council recognises the importance of this district centre in catering for local needs and will work towards reinvigorating these facilities and services. The Council acknowledges the contribution that the Chelsea and Westminster Hospital plays in delivering health care, to both local and London-wide residents alike.

41 The London Plan sets out a hierarchy/classification of centres across London, there are 160 district centres within London
17 FULHAM ROAD (West)
Key Issues and Potential Opportunities

**SYMBOL DESCRIPTION**

- Improve linkages/relationship
- High traffic volumes
- Improve pedestrian access
- Improve cycle access
- Grade I and II* listed buildings
- Selected Grade II Listed Buildings (not all Grade II listed buildings are shown)
- Retail Uses
- Main line railway
- Public Realm improvements
- Public Open Space
- Private green spaces (not all private green spaces are shown)

**Map Details**

- Unravel one-way system
- Opportunities for quiet recreation and Pedestrian and Cycle link from cemetery to Thames
- Improve shopfronts and remove street clutter
- Chelsea and Westminster Hospital
- North-South cycle link
- Redline Gardens
- Drayton Gardens
- Evelyn Gardens
- To Battersea Bridge
- filmed in Hammersmith and Fulham
An Engaging Public Realm

17.3.2 The Council will continue to maintain the public realm to a very high quality. The Council will also work in partnership with the Hospital to bring about significant improvements along Fulham Road by continuing to encourage the removal of street clutter.

17.3.3 The Brompton Cemetery is located at the western end of Fulham Road West. Ownership of Brompton Cemetery will shortly pass to the Council. The cemetery is the resting place for a large number of well known writers, explorers, musicians and scientists. Better use of this space for passive recreational purposes, and for new pedestrian and cycle links, will be explored while still protecting the historic character of the cemetery.

Better Travel Choices

17.3.4 The Council will continue to work with partners to explore opportunities to unravel the Earl’s Court One-Way system and improve pedestrian crossings over Fulham Road and the side roads.

17.3.5 The Council will work with Transport for London and Crossrail Ltd to establish a new underground station on the King’s Road as part of the planned Chelsea-Hackney Line. The Chelsea-Hackney Line is not expected to be open before 2025. The planned station near the Chelsea Old Town Hall in the King’s Road will improve public transport accessibility to the Fulham Road West area. Improved pedestrian links to train and underground stations will be encouraged.

Fostering Vitality

17.3.6 The existing retail and restaurant offer contributes to the character of the centre. This must be balanced against the primary function of the centre to provide for local residents’ shopping needs and with the amenity of the surrounding residential areas. The proportion of food and drink uses, together with their hours of operation, will be carefully managed to ensure that residential amenity is maintained.

Renewing the Legacy

17.3.7 The Council will encourage uptake of shopfront improvement grants throughout the centre.

Diversity of Housing

17.3.8 The Council will protect existing residential units above shops along the Fulham Road West, and encourage further residential uses on the upper floors.

Respecting Environmental Limits

17.3.9 Air quality, from the volume of traffic, is a particular concern. The Council will support initiatives set out in the Air Quality Action Plan and will encourage proposals and design solutions which improve air quality through low emission strategies. There is also the potential for a green link to be created through the Brompton Cemetery to the King’s Road.
Lots Road/World's End

Introduction

18.1.1 The area is characterised by a vibrant mix of uses, including social and private housing, retail and light industry. There is, however, a sense of isolation from Lots Road and, therefore, connections are vital to the wider area.

18.1.2 The World's End Estate contains 742 residential units, parades of shops, a theatre and a nursery.

18.1.3 Further west is the Lots Road Employment Zone. This in an area containing a cluster of antiques and art-related firms focused on the Bonhams and Lots Road auction houses as well as the more usual designers and business services. The southern part of the area contains the now decommissioned Lots Road Power Station. A planning application was approved by the Secretary of State in 2006 for a mixed-use development on this site, including retail, businesses and over 400 new dwellings. Implementation of this permission has yet to have been started. The Edwardian housing stock also adds to the “industrial” feel of this area. It is not designated as a conservation area.

18.1.4 Construction of the new Chelsea Academy has already begun in the western corner of Lots Road. The Academy will be a Church of England secondary school specialising in the sciences and catering for 810 eleven to sixteen year olds with a sixth form for an additional 250 students.

18.1.5 A much needed overland train station is opening in September 2009 in the Chelsea Harbour area (Imperial Wharf Station on the West London Line) in the London Borough of Hammersmith and Fulham. A pedestrian bridge is being built at Imperial Wharf which will enhance the pedestrian and cycling links along the Thames. There is potential for a pedestrian bridge to be built either within or alongside the existing Cremorne Railway Bridge that would link North Battersea with Imperial Wharf Station. The Council will welcome the construction of this pedestrian bridge.

18.1.6 This is an area which is currently undergoing significant change and will continue to change in the future due to the Chelsea Academy and Lots Road Power Station development.

Vision

CV 18

Vision for Lots Road/World’s End

The opening of the new secondary school will bring people into the area. Improvements to the built and natural environment will transform the area into a place people choose to visit. Investigating the designation of a conservation area in the Lots Road area is an important part of this. The Lots Road Power Station site development will play a vital role in improving the vitality of the area by providing mixed-uses including housing and mooring facilities. Better pedestrian links from Lots Road to the World’s End shops will help overcome the isolation with the wider townscape of Lots Road and reintegrate World’s End. Connectivity with the riverside will be supported by completing the Thames Path.

Priorities for Actions

Renewing the Legacy

18.3.1 The Council recognises the importance of conserving the industrial character of the Lots Road area which is enhanced by the pumping station listed building, Lots Road Power Station, its Edwardian housing stock and traditional corner shops, public houses and cafes. There is a need to preserve and maintain the existing built environment by assessing the case for it to be made a conservation area. There is a need for high quality design standards throughout the area.

18.3.2 The World’s End Estate was built as a set piece, and conceived as a fortress. While many people do not like its appearance and its dominating presence, the design integrity must nonetheless be respected.

An Engaging Public Realm

18.3.3 The World’s End Estate needs to be improved to make it friendlier for residents and visitors, reducing its poor legibility and the fear of crime by increasing its links with the King’s Road and opening up the World’s End Place. Reconfiguring the layout of the estate will not be easy, but opportunities may present themselves to
integrate the estate better with its surroundings and to make better use of the parking facilities underneath it.

18.3.4 Streetscape improvements have already been made in the Lots Road area but further improvements should be implemented following the completion of the Chelsea Academy, partially funded through s.106 contributions.

18.3.5 Existing green open space will be protected and consideration will be given to the creation of new open space when possible. Westfield Park is a local park well loved by residents and provides a valuable open space in the Lots Road area. It has been upgraded recently but further improvements such as layout, landscaping and security could be carried out in the future.

Keeping Life Local

18.3.6 Some of the shops along the King’s Road, by the World’s End Estate, are not thriving. Investment is needed to maintain local shops by improving shop frontages, and providing a more inviting environment for local residents. The local residents would also benefit from a thriving, higher quality supermarket and other community facilities such as health facilities.

18.3.7 The one-way system presents a significant barrier to accessing these shops from Lots Road. Pedestrian facilities are needed. The inclusion of a retail element and social and community uses in the redevelopment of the Lots Road Power Station site could assist in meeting the day-to-day needs of residents of this part of the Borough.

Diversity of Housing

18.3.8 The area offers a diverse range of housing. Further housing will be provided as part of the Lots Road Scheme.

Better Travel Choices

18.3.9 With the opening of the new train station in the area, there will be a significant improvement to travel choices, including pedestrian and cycling links along and across the Thames, but further improvements are needed. The Council will support enhanced pedestrian, cyclist and bus links in the area and will seek to secure benefits from the Chelsea-Hackney line, including potential interchanges onto the West London Line at Imperial Wharf. The one-way system with a high volume of heavy traffic and poor pedestrian crossings makes for a poor pedestrian environment. The Council will work to unravel the one-way system. The Council will seek to improve the Thames Path. Existing gaps will be closed as development opportunities come forward. River transport will be supported including commuter links to the City and the West End.

Respecting Environmental Limits

18.3.10 The river frontage is a unique feature that needs to be maximised. The biodiversity potential of Chelsea Creek should be exploited. The Creek could also be used as a recreational waterway providing physical access to the river and connecting the Royal Borough to the London Borough of Hammersmith and Fulham. If opportunities arise as redevelopment takes place, the Council will explore the possibility of expanding the opening of the Creek to the north using it as a green corridor and providing pedestrian bridges. However, any development in this area should consider the potential flood risk from the River Thames.

18.3.11 Air quality is affected by busy roads. The Council will support initiatives set out in the Air Quality Action Plan and encourage proposals and design solutions which will improve air quality through low emission strategies. The safeguarded Cremorne Wharf will be preserved for waste management purposes and could be reactivated for river cargo handling purposes.

Fostering Vitality

18.3.12 The Lots Road Employment Zone, has less of an industrial feel to the area than the other two employment zones within the Borough. This zone is currently dominated by antiques and art-related firms but there has been a recent emergence of interior design and business services into the area. This eclectic mix offers a unique character to the area which the Council supports and will protect. The employment zone will continue to cater for small business and light industry.
18 LOTS ROAD and WORLD’S END

Key Issues and Potential Opportunities

- Recreational Corridor between Chelsea Creek and Brompton Cemetery
- Improve presence of theatre and improve visibility
- Redevelop/improve shops and frontages
- Improve pedestrian shopping environment
- Improve edges of Square
- World’s End Estate
- Provide public access along river front
- Opportunities for links and visual connections to water
- Investigate designating a new conservation area
- Foster design, furniture, auctioning cluster
- Improve access to Chelsea Creek and improve eco-environment
- Improve links to future rail station Imperial Wharf
- New Chelsea Academy
- Power station redevelopment to act as catalyst for further improvements
- Retain and refurbish corner store shopfronts as part of heritage legacy of area

**Symbol Description**

- Improve linkages/relationship
- High traffic volumes
- Improve pedestrian access
- Selected Grade II Listed Buildings (not all Grade II listed buildings are shown)
- Employment Uses
- Retail Uses
- Main line railway
- Public Realm Improvements
- Public Open Space
- Strategic development sites, allocated in the Core Strategy
- Potential development sites

[Map showing various locations and improvements]
SECTION 2: DELIVERY STRATEGY

Section 2a: Allocations and Designations

Section 2b: Policies and Actions

Section 2c: Infrastructure

Section 2d: Monitoring, Risks and Contingencies
Strategic Sites
Allocations

Introduction

19.1.1 The Council has identified eight Strategic Sites, each of which is located within one of the 14 Places and their development is considered central to the achievement of the Strategic Objectives for the areas and the Core Strategy as a whole. Not all the Places contain Strategic Sites and some Places contain more than one Strategic Site, but these are areas where generally greater change is envisaged and as such, all the Strategic Sites, with one exception, fall into areas of regeneration.

19.1.2 Each site is identified by a red line on a proposals map. The proposed allocation sets out the scale of development proposed and what form it might take. In most cases this will be a mix of uses which are accompanied by the specific requirements. We have set out the delivery agencies that may be involved and the possible timescales for development.

19.1.3 We recognise that key infrastructure will be required for a specific amount of development to happen and therefore there is a section on the potential for the site. This outlines what scale of development might be possible on a site if the identified constraints can be overcome. Known s.106 requirements (which are normally concerned with infrastructure) are also listed.
20.1.1 There are seven sites which make up the Kensal Gasworks Site. Six of these sites lie to the north of the railway: the west site (the current gas holders site itself), the central site (currently vacant), the east site (Sainsbury's supermarket), Canalside House, the Water Tower and the Boathouse Centre. To the south of the railway lies the south site (the North Pole railway depot). These sites have been combined into a single Strategic Site due to their regeneration potential. The sites are located in the north of the Borough and are situated to the west of Ladbroke Grove. The site as a whole, is dissected by the Great Western Railway and the tracks will also form part of the Crossrail network in the future.

20.1.2 The site shares the western boundary with the London Borough of Hammersmith and Fulham and also borders the London Borough of Brent and the City of Westminster borders. This makes the site extremely important in the strategic development of the wider area.

20.1.3 In the Core Strategy, 14 Places have been identified in the Borough to which special attention will be paid. Kensal Gasworks is located in the Kensal Place, where the Strategic Objectives of the plan as a whole have been listed in order of priority. For Kensal, the order is as follows: Respecting Environmental Limits, Better Travel Choices, Diversity of Housing, Keeping Life Local, An Engaging Public Realm, Renewing the Legacy and Fostering Vitality.

Why this site is of strategic significance to the Borough

20.1.4 Kensal represents a significant opportunity to act as a catalyst not only for the regeneration of the north of the Borough but for north/west-central London as a whole.

20.1.5 A new Crossrail station, which will provide a high speed link to the West End, The City and Canary Wharf will dramatically enhance accessibility and create the opportunity to develop homes and jobs. This would be a significant development that could act as a catalyst for further major redevelopment in North Kensington.
**Allocation and Potential**

**Proposed allocation and site potential**

20.2.1 It is clear that if constraints can be overcome (see below), the site has considerable potential. This is reflected in the commitment from the GLA to designate Kensal as an Opportunity Area in the revised London Plan.\(^{43}\)

20.2.2 The site is therefore allocated for upwards of 2,500 new dwellings and an excess of 12,000m\(^2\) of non-residential floorspace including social and community facilities to provide for local needs. The sites have the potential to deliver a high-density development which meet a high standard of environmental sustainability. A renewed Sainsbury’s supermarket which provides a better relationship with Ladbroke Grove would form the basis of a new town centre and enhanced shopping offer to support a larger residential population.

20.2.3 Whilst a Crossrail station in Kensal is not included in the Crossrail Act, the railway tracks have been ‘plain lined’ to allow for station to be built in this location. Further work is currently being undertaken but there would seem to be no technical reasons why this cannot be achieved. It is most likely to provide the ‘turnback’ facility which is currently planned for Paddington New Yard. This would be moved to Kensal and allowing its simultaneous use as a station. Additional costs incurred in this would fall to the developers of the site. Additional improvements to bus services will also be required.

20.2.4 Development is also likely to require substantially improved infrastructure including a new road and other public transport links. The London Borough of Hammersmith and Fulham would be a partner in improving access to the west.

20.2.5 Improved connections over both the railway lines and the canal and a usable public realm around the canalside will be developed to connect the site into its surrounding context, aid permeability, create a legible street network and make best use of the site's assets. A responsive public realm around the canal-side will be developed.

20.2.6 The facilities currently provided by Canalside House and the Boathouse Centre should also be reprovided elsewhere on the site in improved accommodation. Relocation of these facilities together with the demolition of the Water Tower will be required so as to achieve a comprehensive redevelopment.

20.2.7 The location of the Sainsbury’s store, which currently provides dead frontage to the canal and is set back from Ladbroke Grove, provides an awkward vehicle-dominant setting. Its relocation within the site is a prerequisite of a successful design.

20.2.8 On-site waste management facilities should be provided to deal with the development’s waste arisings; which should include a recycling sorting facility. The site is not expected to include waste facilities which deal with the Borough’s wider waste needs. Development must also achieve a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car use.

20.2.9 The Memorial site of the victims of the Paddington rail disaster has been included in the strategic site. This is to ensure that the redevelopment will not disadvantage visitors to the memorial in the future.

20.2.10 Provision must be made for Combined Cooling, Heating and Power (CCHP) plant or similar to serve the new development, with the potential to form part of a wider network in future.

**Constraints**

20.2.11 The constraints for the site are:

- The possibility of a Crossrail station not coming to fruition
- National Grid, who own the gas holders have informed the Council that they are looking to remove them by 2017. The gas holders site will therefore form a later stage of the development
- The Health and Safety Executive require that, whilst in situ, the gas holder have a “consultation zone” around them in which residential development is not permitted
- There is a requirement for the area west of the gas holders to be retained for the provision of electricity infrastructure. Part of this site may also be required for a gas pressure reduction station, replacing the gas holders.
- Access to the site is constrained by the single road leading from Ladbroke Grove and unless...
this access is improved and the new development embraces a low dependency on private car ownership

- Public transport accessibility to the sites is relatively low and will have to be significantly improved to enable the full development potential of the sites to be realised.
- British Rail Residuary Board who own the south site have informed the Council that they intend to utilise the current depot site for the railway uses. However, this will be subject to consultation.
- Borough Grade I and II Sites of Nature Conservation Importance and identified green corridors exist near the site
- Land contamination issues exist on the site.

**Known site-specific Section 106 requirements (if not provided as part of the development)**

**20.2.12** The known s106 requirements for the site are:

- Crossrail Station
- Contribution to social and community uses
- Affordable housing
- Bridges over the canal and railway
- Improvements to Little Wormwood Scrubs and Kensal Green Cemetery (subject to access through the cemetery and linking bridge over the canal)
- Improved transport infrastructure including better bus links
- Landscaping and amenity improvements to the Grand Union Canal
- Other s.106 contributions to be assessed in accordance with the emerging s.106 Planning Obligations Supplementary Planning Document

**Delivery Milestones**

**20.3.3** Kensal Gasworks will be a phased development.

- 2009: Scope Planning Framework and enter into Planning Performance Agreement with Landowners
- 2009-2010: Prepare and adopt Planning Framework

**20.3.4** Phase 1 (central and eastern Sites, The Boathouse Centre and Canalside House):

- 2010-2011: Grant Planning Permission (eastern and central sites)
- 2011: Commence work on site
- 2017: Crossrail Open and phase complete

**20.3.5** Phase 2 (southern and western sites):

- 2017-18: Grant Planning Permission for southern and western sites
- 2018: Decommissioning of gasholders and commencing decontamination as necessary
- 2019: Start work on site
- 2023: Phase complete

**Funding arrangements**

**20.3.6** Primarily private development.

**Site Information**

**Site address**

**20.4.1** The addresses for each of the sites are:

- Kensal Gasworks, Canal Way (west site)
- The Former Kensal Green Gasworks Site, Canal Way (central site)
- 2 Canal Way (east site)
- Former North Pole Railway Depot, Barlby Road with the site extending into the London Borough of Hammersmith and Fulham (south site)
- 383 Ladbroke Grove (Canalside House)
- 1-16 Canal Close (The Boathouse Centre)
- The Water Tower, Canal Close

Wards

20.4.2 Golborne and St Charles

Site area

20.4.3 The combined site area is 16.65 hectares (41.14 acres)

Site owners

20.4.4 The current site owners are:

- Western Site – National Grid
- Central Site – Ballymore
- Eastern Sites – Sainsbury’s
- Southern Site – British Rail Board (Residuary)
- Canalside House – Royal Borough of Kensington and Chelsea
- The Boathouse Centre – Royal Borough of Kensington and Chelsea
- Water Tower – private ownership

Current uses

20.4.5 The current uses of the site are:

- Western Site - Gas storage holders
- Central Site - vacant brownfield land
- Eastern Site - Sainsbury’s retail
- North Pole Depot - vacant, former North Pole Depot rail maintenance depot
- Canalside House - Office and community space
- The Boathouse Centre - Residential and community and sports facilities
- The Water Tower - Redundant

Existing permissions

20.4.6 Planning permission has only been granted for the Water Tower site, however, an application was submitted in 2006 for the central site for 790 residential units (negotiated to 730 units) and 14,895m$^2$ (160,330 sq ft) of non-residential uses. This application was subsequently withdrawn in December 2008 (following a change of ownership of the site).
Wornington Green

Introduction

21.1.1 Worlington Green Estate is a postwar estate that is located in the north-east of the Borough. It is located in Golborne Ward, which is the most deprived ward in the Borough.

21.1.2 The Estate currently contains 538 flats and houses, accommodating approximately 1,700 residents. These were constructed between 1964 and 1985 in predominantly large deck blocks, typical of public housing of the period. There is also a well used community centre (Venture Centre) and public park (Althone Gardens).

21.1.3 The current housing on the site fails to meet Decent Homes Standards. Kensington Housing Trust, who own the site have expressed a strong preference to redevelop the estate, using receipts from additional private housing to fund the re-provision of the 538 existing social rented homes.

Why the site is of strategic importance to the Borough

21.1.4 The site is of strategic importance to the Borough because of its size and the disruption that will be caused to local residents of the estate and to the surrounding area. In addition, it will reconnect Portobello Road to Ladbroke Grove at the Balby Road junction, which will make a significant improvement to pedestrian movement along Portobello Road, stimulating the northern end of Portobello Road and its market and also helping Golborne Road and its market.

21.1.5 It is also the first Estate Renewal scheme in the Borough, and because of its potential to achieve significant shift in the Diversity of Housing is of strategic importance.

Wornington Green site plan
Allocation and Potential

Proposed allocation and site potential

21.2.1 New development would be required to provide the following minimums:

- Residential – Redevelopment on this site will comprise of a minimum of 538 affordable units and a minimum of 150 private dwellings
- Leisure and Community Facilities – Replacement of the Venture Centre, including the Adventure Playground and Ball Court – 2,500m² (GEA) (27,000 sq ft)
- Open Space – Replacement Athlone Gardens – approximately 10,000m² (GEA) (108,000 sq ft)
- Tertiary education facilities
- Provision of CCHP or similar, which serves the estate and which can, in future, be adapted to serve a wider area
- Replacement of storage used by market traders in Munroe Mews

21.2.2 Given the scale of the redevelopment, the Council does not only have aims for the physical development but also how the development will take place. The redevelopment priorities for this site are to:

- To keep the community together, current tenants who want to remain at Wornington Green will be guaranteed a home on the new development and the vast majority of residents should only have to move once from their current home into their new home as part of the redevelopment
- Ensure redevelopment of Wornington Green is carried out as quickly as possible to minimise the length of time that residents and adjoining neighbours are disturbed
- Require as part of the final development a new park that it is at least the size of Athlone Gardens and improved quality. A good quality open space, at least half the size of Athlone Gardens, must be available for public use throughout the construction period

Constraints

21.2.3 Constraints of the site are:

- Funding - phase 1 is dependent on achieving Homes and Communities Agency (HCA) funding. Discussions are currently taking place and this is not regarded as a high risk.
- Flood risk of the site.

Known site-specific s106 requirements (if not provided as part of the development)

21.2.4 S106 requirements for the site are:

- The securing and timing of affordable housing
- A site management plan
- The reinstatement of an improved Athlone Gardens, Venture Centre and adventure playground
- Play space and play equipment
- Any required improvements to public transport arising from the development
- Public art
- A healthcare contribution
- An education contribution
- A construction training contribution
- Provision of a community hall/youth facility
- Provision of a Safer Neighbourhood Police base, should one be required
- Walking, cycling and public realm improvements
- Arrangements for on-street residents’ permit-free parking
- A Construction Traffic Management Plan

Delivery

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

21.3.1 The Wornington Green Supplementary Planning Document is likely to be adopted in Sept/Oct 2009 (44).

Delivery agencies

21.3.2 The Royal Borough of Kensington and Chelsea, Kensington Housing Trust, Catalyst Housing Group, NHS Kensington and Chelsea, Homes and Communities Agency and possibly private housing in later phases of development.

Delivery milestones

21.3.3 The delivery milestones are:
Funding arrangements

21.3.4 Kensington Housing Trust/Catalyst Housing Group, Homes and Communities Agency and possibly a private housing developer.

Site Information

Site address

21.4.1 Wornington Green Estate, Wornington Road.

Ward

21.4.2 Golborne.

Site area

21.4.3 The site area is 5.3 hectares (13.1 acres).

Site owners

21.4.4 Kensington Housing Trust (KHT).

Current uses

21.4.5 Residential use with associated open space and community uses.

Existing permissions

21.4.6 None.
Land adjacent to Trellick Tower

Introduction

22.1.1 The site encompasses the former Edenham Care Home and land adjoining Trellick Tower, which is located in the north-east of the Borough and is situated in Golborne Ward.

Why the site is of strategic importance to the Borough

22.1.2 Trellick Tower is a Grade II* listed building and is an iconic historic building within the Borough, which is in need of costly restoration. Its maintenance and enhancement is crucial to the Renewing the Legacy' Strategic Objective of the Core Strategy and therefore, the development of the surrounding land is considered vital in funding the restoration.

22.1.3 Failure to allocate the site will result in a delay in the implementation of the restoration of Trellick Tower.
Allocation and Potential

Proposed Allocation

22.2.1 A minimum of 60 residential units, to fund regeneration including improvements to social and community facilities and housing, restoration of the Grade II* Listed Trellick Tower. The design of the development should consider community safety.

Site Potential

22.2.2 The site has the potential for:

- Additional capacity is likely for further dwellings subject to detailed design considerations.
- Leisure facilities could be accommodated.
- New studio workspace units (Class B1) in small formats up to 100m² would be beneficial.
- Additional social and community uses, including health provision could be included as part of any redevelopment.

Constraints

22.2.3 The current site constraints are:

- Listed building constraints: the setting of the Grade II* Listed Trellick Tower.

Known site-specific s106 requirements (if not provided as part of the development)

22.2.4 If the development is undertaken by the Royal Borough, a s106 planning obligation is not legally possible. Instead a Trust Fund would be established (similar to that created for Holland Park School), to ensure that the profits from a redevelopment are reinvested in the restoration of Trellick Tower and/or other social, community and regeneration benefits.

Existing or planned development plan or supplementary plan documents

22.2.5 None planned.

Delivery

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

22.3.1 None.
North Kensington Sports Centre

Introduction

23.1.1 The North Kensington Sports Centre is located in the north west of the borough, to the south of the Westway. This site is within Latimer (Section 1b, Chapter 9), where the strategic objectives for the place as a whole have been given the following priority order: Renewing the Legacy and An Engaging Public Realm; Diversity of Housing; Keeping Life Local; Fostering Vitality; Better Travel Choices; and Respecting Environmental Limits.

Why the site is of strategic importance to the Borough

23.1.2 It is a strategic site because it has been identified to accommodate the new secondary school required in the north of the borough. The site is also currently an important sports and leisure facility in this part of the borough.

Allocation and Potential

Proposed allocation

23.2.1 The proposed allocation for the site would be:

- A new secondary school with an area no less than 6,000m² (65,000 sq ft). The school will include its own sports facilities, including external sports pitches with green turf, planting and landscaping to contribute to the visual amenity of the surrounding properties.
- The existing public sports centre will be refurbished or replaced. If replaced, the new sports centre will offer equivalent sports facilities to the existing centre, including a swimming pool and facilities based on demand, built in a way that is flexible for the future. The public and school sports facilities could be located next to one another, making the school facilities more easily accessible by the community out of hours, and aiding in the management of both facilities.
- The inclusion of external recreation facilities similar to the existing ball court and play area.
- A site layout that significantly improves the legibility and permeability of the street network in the area.
- An element of residential development depending on the layout of the site. This development would be regarded as enabling the provision of the school.
- Given the size of the site, there will be limited incidental open space.
- Incorporation of CCHP or similar that can form the starting point for a district network should wider housing estate renewal take place in the area.

Site potential

23.2.2 The site lies at the heart of an area identified for a wider masterplan exercise and subsequent Area Action Plan or Supplementary Planning Document. The Council’s freehold ownership extends to approximately 1,700 residential units (of which approximately 340 are leasehold), leisure facilities, operational and commercial properties. There are no existing planning permission for development on this site.

23.2.3 Other drivers for growth in the area include improving the retail offer along the Bramley Road Neighbourhood Centre in small or large format, up to 1,500m² (GEA) (17,000 sq ft) and improving the connectivity within and through the area by re-establishing a traditional street pattern, establishing a connection from the area into the White City Opportunity area with the possible creation of a bus route.

Constraints

23.2.4 The current site constraints are:
- The school will be part funded by the Building Schools for the Future.
- Separate (but possibly linked) leisure facilities need to be provided for both the community, and for the school.
- Potential Flood risk of the site.
- Land contamination issues exist on the site.

Known site-specific s106 requirements (if not provided as part of the development)

23.2.5 The s106 requirements are:
- A contribution towards improving the public transport infrastructure.
- Others s106 requirements are likely to be identified through the s106 Planning Obligations Supplementary Planning Document.

Delivery

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

23.3.1 An Area Action Plan will be prepared for the wider Latimer area.

Delivery agency

23.3.2 RBKC, Private Developer(s), Greater London Authority

Delivery milestones

23.3.3 A bid to Building Schools for the Future will be made shortly, with a planning application to be submitted in 2010/2011. The school is likely to be completed by 2014 and fully utilised by 2018. The extent to which the existing sports centre will be renovated or replaced will be resolved as part of the detailed site design and related funding arrangements for the school.

Funding arrangements

23.3.4 RBKC, Building Schools for the Future funding 2011/12 and private investment.

Site Information

Site address

23.4.1 North Kensington Sports Centre and adjoining land, Walmer Road (including the area next to Grenfell Tower).

Ward

23.4.2 Notting Barns

Site area

23.4.3 1.9 hectares (4.7 acres)

Site owners

23.4.4 Royal Borough of Kensington and Chelsea (RBKC)
Current uses

23.4.5 Sports and leisure centre (Class D1), including dance, gym & sports halls, large & small swimming pools, café, football pitches, car parking and incidental open space.
The former Commonwealth Institute

Introduction

24.1.1 The former Commonwealth Institute site lies at the western end of the Kensington High Street ‘Major Town Centre’ (45) immediately to the south of Holland Park. It falls within the Kensington High Street Place, Chapter 16 of this document.

24.1.2 For the Kensington High Street Place, the strategic objectives of the plan as a whole have been given the following priority order: Fostering Vitality, Keeping Life Local, Renewing the Legacy, an Engaging Public Realm, Better Travel Choices, Diversity of Housing and Respecting Environmental Limits.

Why the site is of strategic importance to the Borough

24.1.3 This site has been allocated as a strategic site despite its relatively small size given the potential that it has in assisting in achieving the vision for the Kensington High Street Place. The re-use of the site as a major trip-generating exhibition space could help anchor the western end of Kensington High Street and give it a new focus at a time where the centre is likely to be under considerable pressure from both the current market down turn and from the shopping centre at Westfield London. In addition, a use needs to be found to secure the long-term future of this unique Grade II* listed building.

45 The London Plan classifies London’s town centres into five levels. Kensington High Street is one of thirty five major centres, classed as an “important shopping and service centre”
Allocation and Potential

Proposed allocation and site potential

24.2.1 Re-use of the Commonwealth Institute as a high trip-generating arts and culture use, preferably an ‘exhibition’ use. If this favoured use does not prove possible an appropriate alternative would be an assembly and leisure or theatre use.

24.2.2 9,300 m² (net) (100,100 sq ft) of exhibition or assembly and leisure floorspace is likely to be appropriate in the ‘tent’ building.

24.2.3 The main requirement for any development on the site is to find a suitable use and preserve the tent building now and in the future.

24.2.4 A limited amount of residential or commercial development may be necessary to enable the re use of the ‘tent’ building for a public institutional use.

24.2.5 The design of any development must consider community safety.

Constraints

24.2.6 The current site constraints are:

- The Commonwealth Institute is Grade II* listed and is surrounded by gardens which are listed as Grade II in the Register of Parks and Gardens of Historic Interest.
- The site backs onto Holland Park, a park also listed as Grade II in the Register of Parks and Gardens of Historic Interest.
- A number of trees lie upon the site all of which are protected by Tree Preservation Orders.
- It lies within and is surrounded by conservation areas.

Known site specific s106 requirements (if not provided as part if the development)

24.2.7 S.106 contributions will be assessed in accordance with the emerging s106 Planning Obligations Supplementary Planning Document.

Delivery

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

24.3.1 The “Tent in the Park” Supplementary Planning Document (SPD) was adopted in June 2009.

Delivery agency

24.3.2 Site owners.

Delivery milestones

24.3.3 A major planning application was submitted to the Council in May 2009 for the refurbishment of the ‘tent’ building and its use as an exhibition space, for the erection of two residential buildings and a mixed-use building containing elements of retail, restaurant and a café.

24.3.4 If this planning application is considered acceptable the refurbishment of the tent building is likely to take place between 2010 and 2012. The enabling residential and part residential buildings would follow (46).

Funding arrangements

24.3.5 Private investment.

Site Information

Site address

24.4.1 Commonwealth Institute, 250 Kensington High Street, W8.

Ward

24.4.2 Holland.

Site area

24.4.3 1.37 hectares (3.4 acres).

Site owners

24.4.4 Chelsfield plc and the Ilchester Estate.

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This section will be kept under review, and updated accordingly
Current uses

24.4.5 Vacant exhibition space (Class D1).

Existing permissions

24.4.6 There are no relevant extant planning or listed building permissions on this site.

The 'Tent in the Park'
**Warwick Road (5 sites including 100 West Cromwell Road)**

**Introduction**

25.1.1 These sites lie on the western boundary of the Borough, bordering the London Borough of Hammersmith and Fulham, adjacent to the West London Line. There are five sites in total: Charles House, the Former Territorial Army Site, Empress Telephone Exchange, Homebase and, further to the south, 100 West Cromwell Road. Two of the sites have planning permission and another has an agreed outline planning permission, subject to there being no direction to the contrary by the Greater London Authority (GLA). Therefore, strictly speaking allocation is not necessary. However, these sites have been included for information purposes to ensure the full picture of future development in the Borough is conveyed.

25.1.2 In the Core Strategy 14 Places have been identified in the Borough to which particular attention will be paid. One of these is for Earl’s Court (Chapter 10) and the sites fall within this study area. For Earl’s Court, the Strategic Objectives of the plan as a whole have been given the following priority order: Better Travel Choices, Renewing the Legacy and Fostering Vitality, Keeping Life Local, Diversity of Housing, an Engaging Public Realm and Respecting Environmental Limits.

**Why the site is of strategic importance to the Borough**

25.1.3 The site will meet a significant proportion of the housing target in the Borough by creating a high quality residential environment with an opportunity for a coordinated sustainable development and related infrastructure including the provision of associated community facilities. The design of the development will incorporate high standard architecture and will need to consider community safety.
Allocation and Potential

Proposed allocation

25.2.1 The proposed allocation for the sites are:

- **Charles House**: outline planning permission was granted for the redevelopment of the site to provide Class C3 (residential use) consisting of 467 market units and 63 affordable housing units, a one form entry primary school of up to 4,800m² (43,000 sq ft), 461m² (5,000 sq ft) of commercial floorspace in either Class A1 (shops), Class A2 (financial and professional services), Class A3 (café/restaurant) and/or Class A4 (drinking establishment) together with public open space forming part of a linear park.

- **Former Territorial Army (TA) Site**: planning permission has been granted for the redevelopment of the site to provide Class C3 (residential use) comprising 174 market units and 81 affordable units, 481m² (5,200 sq ft) of floorspace to be used in either Class D1 (social and community use), Class A1 (shops), Class A2 (financial and professional services) or Class A3 (restaurant and cafés), together with public open space forming part of a linear park.

- **Empress Telephone Exchange**: planning permission has been granted for the redevelopment of the site to provide Class C3 (residential use) comprising 99 market units and 59 affordable units, 542m² (5,800 sq ft) of floorspace to be used in either Class D1 (social and community use), Class A1 (shops), Class A2 (financial and professional services) or Class A3 (restaurant and cafés), together with public open space forming part of a linear park.

- **Homebase**: 400 residential units and up to 400m² (4,300 sq ft) of commercial floor space to support residential use.

- **100 West Cromwell Road**: 330 residential units, approximately 24,000m² (260,000 sq ft) with 3,000m² (32,000 sq ft) of social and community uses (Class D1) and provision of open amenity space.

- Total combined residential units: 1673.

Site potential

25.2.2 As for proposed allocations.

Constraints

25.2.3 Constraints of the site are:

- 100 West Cromwell Road is constrained by the existing podium adjacent to the Tesco Store.
- Flood risk of the site.

Known site specific s.106 requirements (if not provided as part of the development)

25.2.4 The s.106 requirements are:

- Primary school.
- Provision of affordable housing as part of residential development on all the sites.
- Public open space.
- Community sports hall.
- Crèche, education contributions.
- Landscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road site.
- Pedestrian and cycle improvements.
- Floorspace for Safer Neighbourhoods unit.
- Other s.106 contributions will be assessed in line with the emerging s.106 Supplementary Planning Document (SPD).

Delivery

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

25.3.1 The related documents are 100 West Cromwell Road Planning and Design Guidelines (to be adopted summer 2009) and Warwick Road Supplementary Planning Document (adopted January 2008).

Delivery agency

25.3.2 Private developers/ site owners.

Delivery milestones

25.3.3 The delivery milestones will vary depending on each site. Consent has been granted on two sites (Former Territorial Army and Empress Telephone Exchange). Charles House has an agreed outline planning permission subject to there being no direction of the contrary by the Mayor of London. The application for 100 West Cromwell...
Road is pending determination. Land ownership issues and the current recession are delaying implementation at the moment but we will expect them to be implemented within the next five years. We expect the implementation of the remaining sites within five to ten years. The different timescales for the site could affect the coordination of the infrastructure provision.

**Funding arrangements**

25.3.4 Private investment.

**Site Information**

**Site address**

25.4.1 There are five sites in all:

- Charles House, 375 Kensington High Street, and Radnor Arms, 247 Warwick Road;
- Former-Territorial Army (TA) site, 245 Warwick Road;
- Empress Telephone Exchange, 213-215 Warwick Road;
- Homebase, 195 Warwick Road; and
- 100 West Cromwell Road.

**Ward**

25.4.2 Abingdon

**Site area**

25.4.3 The total combined area is 5.84 hectares (14.43 acres)

- Charles House: 1.54 hectares (3.8 acres)
- Former TA Site: 0.81 hectares (2 acres)
- Empress Telephone Exchange: 0.60 hectares (1.48 acres)
- Homebase: 1.12 hectares (2.77 acres)
- 100 West Cromwell Road: 1.77 hectares (4.37 acres)

**Site owners**

25.4.4 The current site owners are:

- Charles House, Prudential Assurance Company Limited;
- Former TA Site, Embassy Development Limited and Russian Federation;
- Empress Telephone Exchange, British Telecommunications plc;
- Homebase, Prudential Assurance Company Limited;
- 100 West Cromwell Road, Tesco Stores Limited, Notting Hill Housing Trust and RBKC.

**Current uses**

25.4.5 The current site uses are:

- Charles House, Offices (Class B1);
- Former TA site, vacant;
- Empress Telephone Exchange, Telephone Exchange;
- Homebase, Retail Warehouse (Class A1);
- 100 West Cromwell Road, Retail food store-Tesco (Class A1) and residential (Class C3).

**Existing permissions**

25.4.6 The existing permissions are:

- **Charles House:** outline planning permission was granted for the redevelopment of the site to provide Class C3 (residential use) consisting of 467 market units and 63 affordable housing units, a one for entry primary school of up to 4,800m² (43,000 sq ft), 461m² (5,000 sq ft) of commercial floorspace in either Class A1(shops), Class A2 (financial and professional services), Class A3 (café/restaurant) and/or Class A4 (drinking establishment) together with public open space forming part of a linear park.
- **Former Territorial Army (TA) Site:** planning permission has been granted for the redevelopment of the site to provide Class C3 (residential use) comprising 174 market units and 81 affordable units, 481m² (5,200 sq ft) of floorspace to be used in either Class D1

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47 This text to be updated as appropriate
(social and community use), Class A1 (shops), Class A2 (financial and professional services) or Class A3 (restaurant and cafés), together with public open space forming part of a linear park.

- **Empress Telephone Exchange:** planning permission has been granted for the redevelopment of the site to provide Class C3 (residential use) comprising 99 market units and 59 affordable units, 542m² (5,800 sq ft) of floorspace to be used in either Class D1 (social and community use), Class A1 (shops), Class A2 (financial and professional services) or Class A3 (restaurant and cafés), together with public open space forming part of a linear park.

- **Homebase:** A planning application is yet to be submitted for this site. Homebase is operating from this site.

- **100 West Cromwell Road:** Application submitted for a scheme for 367 residential units with crèche, health and fitness centre and community sports hall which is yet to be determined. Revisions submitted to the above proposal, but with a reduction to 347 residential units (the subject of a separate application) which is yet to be determined.
Earl's Court

Introduction

26.1.1 This site lies on the western boundary of the Borough, bordering the London Borough of Hammersmith and Fulham, adjacent to the West London Line.

26.1.2 In the Core Strategy 14 Places have been identified in the Borough to which particular attention will be paid. One of these is for Earl’s Court (Chapter 10) and the site falls within this study area. For Earl’s Court, the Strategic Objectives of the plan as a whole have been given the following priority order: Better Travel Choices, Renewing the Legacy and Fostering Vitality, Keeping Life Local, Diversity of Housing, an Engaging Public Realm and Respecting Environmental Limits.

Why the site is of strategic importance to the Borough

26.1.3 The site is of strategic importance because of its size and its current pan-London function as an exhibition centre. The aim of this site is to provide a mixed-use development which will include residential and employment uses. The wider Earl’s Court site includes sites in the London Borough of Hammersmith and Fulham.

Allocation and Potential

Proposed allocation and site potential

26.2.1 It is clear that if the constraints can be overcome (see below), the site has considerable potential. This is reflected in the commitment from the Greater London Authority (GLA) to designate it as an Opportunity Area in the new London Plan.

Over the wider Earl's Court site a minimum of 2,500 dwellings and further non-residential floorspace may be envisaged along with a convention or exhibition function. It is foreseen that a minimum of 500 dwellings and 10,000m² of non-residential floor space will be provided in the Royal Borough together with an exhibition centre..
26.2.2 Key to the long-term success of the area is the redevelopment of the Exhibition Centre, which is now outdated and tired. Earl's Court must retain its long standing role as an important exhibition destination. This is likely to be in the form of an International Convention Centre. However, if that facility is located at Olympia (in the same ownership as Earl's Court Exhibition Centre), then a significant exhibition facility that is at least a national destination should also be included on the Earl's Court site within the Royal Borough. The exact location of any exhibition or convention use will be determined through the planning framework to be prepared jointly by the Royal Borough and the London Borough of Hammersmith and Fulham. However, it is expected to be in the locus of Earl's Court Underground Station.

26.2.3 By bringing together the sites, a comprehensive mixed-use scheme can be achieved on the wider site which is also part of the London Borough of Hammersmith and Fulham, to provide housing, employment, hotels, leisure, offices and associated facilities. There should be new educational, health and community facilities, with shops for day-to-day needs. New public open space should be provided. The on-site road pattern and connections must be designed with regard to improving traffic circulation in the surrounding area, and on primary routes in the London Borough of Hammersmith and Fulham and the Royal Borough.

26.2.4 The area should be designed as a vibrant world class new quarter of the city linking well with its surroundings, especially to the west and east. There may be scope to deck over the Transport for London (TfL) depot and West London Line. High density development is appropriate for this highly accessible location, but high density does not necessarily means high rise. The Empress State Building should not be taken as a precedent in this respect. Design must take account of the local context, local conservation areas, local views and community safety.

26.2.5 The quantity of development of different land uses must be justified by a transport capacity assessment, and the identification of deliverable improvements in the transport infrastructure. Development must improve pedestrian connections from the site and the surrounding area, to public transport facilities.

26.2.6 On-site waste management facilities should be provided to deal with the waste arising from the development. This could include a recycling sorting facility.

Constraints

26.2.7 Constraints of the site are:

- Transport capacity: while the accessibility of the site is high, with good tube and rail networks, the capacity of those networks to absorb further growth needs considerable further research, in the context of a full transport capacity assessment.
- Grade I Borough site of Nature Conservation Importance identified to the south west of the site and therefore development round this site should be carefully managed. Ways to create biodiversity should be considered.
- Flood risk of the site as it is located in Flood Risk Zones 2 and 3.

Known site specific s.106 requirements (if not provided as part of the development)

26.2.8 S106 requirements for the site are:

- Contribution to provide community facilities and additional public open space, including considering opportunities to create biodiversity.
- Contribution to achieve the unravelling of the Earl's Court One-Way System and secure highway improvements.
- Improvements to tube and rail access.
- Contribution to provide and improve pedestrian links.
- Affordable housing as part of residential requirement.
- Education contribution.
- Other s.106 contributions will be assessed in line with the emerging s.106 Supplementary Planning Document.

Delivery

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

26.3.1 A joint Planning Framework will be produced working in partnership with the London Borough of Hammersmith and Fulham. This document will provide a framework for a coordinated and phased development.
**Delivery agency**

26.3.2  Capital and Counties Plc. Other delivery agencies unknown at this stage.

**Delivery milestones**

26.3.3  The delivery milestones are:

- 2012: grant planning permission.
- 2013: start implementation on site.
- 2023: completion.

**Funding arrangements**

26.3.4  Private investment.

**Site Information**

**Site address**

26.4.1  These sites address are:

- Earl's Court Exhibition Centre, Warwick Road, land in Cluny Mews and, land located between the railway line and the rear of Philbeach Gardens.
- The site extends into the neighbouring borough of Hammersmith and Fulham.

**Ward**

26.4.2  Earl’s Court.

**Site area**

26.4.3  The site area is 7.43 hectares (18.36 acres). The wider Earl's Court site as a whole extends into the London Borough of Hammersmith and Fulham and covers an area of approximately 27 hectares (67 acres).

**Site owners**

26.4.4  Earl's Court Limited (the Exhibition Centre site), Clear Channel and Empress Limited (Cluny Mews). The wider Earl's Court site includes further ownerships including Transport for London, Network Rail and the London Borough of Hammersmith and Fulham.

**Current uses**

26.4.5  Within the Royal Borough of Kensington and Chelsea: Exhibition Centre and associated ancillary uses (D1) and offices (Class B1).

26.4.6  The wider site include a range of other uses such as Exhibition Centre and associated ancillary uses (D1), residential (C3), offices (B1) and shops (A1) amongst others.

**Existing permissions**

26.4.7  None.
Lots Road Power Station

Introduction

27.1.1 This site is not a strategic site allocation because planning permission has already been granted. The permission is still live and it is not due to expire until 2011. However, we recognise that this is an important site which will play a significant role in meeting the Borough’s housing target and on this basis, the site has been included for information purposes.

27.1.2 The site lies on the southern boundary of the Borough, between Lots Road and the Thames. In the Core Strategy 14 Places have been identified in the Borough to which particular attention will be paid. One of these is for Lots Road/World’s End (Chapter 18) and the site falls within this study area. For Lots Road/World’s End the Strategic Objectives of the plan as a whole have been given the following priority order: Renewing the Legacy; an Engaging Public Realm; Keeping Life Local; Diversity of Housing; Better Travel Choices; Respecting Environmental Limits and Fostering Vitality.

Allocation and Potential

Existing permissions

27.2.1 Permission was granted in 2006 for:

- Shops (A1): 1,198m² (12,900 sq ft)
- Financial and Professional Services (A2): 82m² (883 sq ft)
- Food and Drink (A3): 528m² (5,700 sq ft)
- Non-Residential Institutions (D1): 877m² (9,500 sq ft)
- Business (B1): 4,904m² (43,000 sq ft)
- Housing: 420 dwellings
- Open Space

Known site specific s.106 requirements (if not provided as part of the development)

27.2.2 As for existing permission, which includes:
• Contribution towards parking facilities, bus stops, riverbus services, and travel plans
• Improvements to Chelsea Harbour Pier
• Road junction improvements
• Cycle and pedestrian improvements
• Streetscape improvements
• Community facilities
• Contribution towards improvements to Westfield Park
• Affordable housing provision
• Works and maintenance of Chelsea Creek
• Adherence to design quality standards

**Delivery**

**Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared**

27.3.1 None.

**Delivery agency**

27.3.2 Private developers.

**Delivery milestones**

27.3.3 The delivery milestones are:

- 2006: permission granted.
- 2009-2011: start implementation on site, otherwise the planning permission expires.
- 2015: completion.

**Funding arrangements**

27.3.4 Private investment.

**Site Information**

**Site address**

27.4.1 The site address is 55 Lots Road.

**Ward**

27.4.2 Cremorne.

**Site area**

27.4.3 The site area is 1.77 ha (4.37 acres).

**Site owner**

27.4.4 Hutchison Whampoa Ltd.

**Current uses**

27.4.5 Vacant power station.
Proposals Map

Proposals Map

28.1.1 The map in this section details areas of change from the 2002 Unitary Development Plan Proposals Map (UDP). Where an area or designation is not included, there has been no change and the existing map.

28.1.2 A updated version will be made available as part of the full adoption of the Core Strategy. This will include all items including those covered by the existing 2002 Proposals Map, namely:

- Conservation Areas
- Metropolitan Open Land
- Areas of Metropolitan Importance
- Sites of Archaeological Importance
- Sites of Nature Conservation
- Areas Unsuitable for Diplomatic Uses
- The bridge over Chelsea Creek
- Employment Zones
- Strategic Roads
- Red Routes
- London Distributor roads
- Local Distributor roads
- Existing Thames Path
- Proposed Thames Path
- Rail Safeguarding Line
- Strategic Views of St Paul's Cathedral from King Henry Mound, Richmond Park
- Thames Policy Area
- Archaeological Priority Area

28.1.3 The main areas for change are as follows:

- Identification of the Borough’s Sites of Strategic Importance
- The amended Employment Zone Boundary in Kensal
- Updated Town Centre boundaries in Kensington High Street, King’s Road (East) and King’s Road (West)
- Inclusion of the South Kensington Strategic Cultural Area

28.1.4 In addition, information is not contained on the existing proposals maps, such as flood zones, and the local shopping centres. We are therefore taking the opportunity to update the proposals map with a wider range of information, to make it a more useful tool. This information is:

- Inclusion of the Colville Conservation Area
- Change to the Royal Hospital Conservation Area to include Chelsea Sorting Office
- Inclusion of Flood Risk Zones 2 and 3
- Town Centres as designated under London Plan’s hierarchy
- Central Activities Zone (CAZ) boundary (this defines the exact boundary - the boundary in the London Plan was conceptual)
- The safeguarded waste site at Cremorne Wharf (whilst this features in UDP Policy PU12, it does not feature on the map)

28.1.5 A detailed set of plans have been included in Section 3 of this document. This highlights the area identified above at a much closer and more practical scale. A further fold-out map will be available in the final iteration of this document to compliment the A4 plan on the next page.
Policies and Actions

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 these expresses strategic intent. So, for example, the Council's vision 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**: Flooding, Waste, Biodiversity, Air Quality and Noise.

29.1.3 Each of the sections follows a similar format.

- An introductory paragraph which summarises the issue
- The text of the Strategic Objective is then set out in the form of a vision to achieve the objective
- The vision for this theme follows, for example, to foster vitality so that the quality of life of the borough is enhanced by a wide variety of uses. This is followed by an explanation of what the implications of achieving this vision will have upon the development of the Borough over the next twenty years.

29.1.4 The planning polices differ from those in the former Unitary Development Plan in that they do not contain large amounts of background text, which reiterated government guidance and which explained relevant evidence in great detail. The chapters simply make reference to the relevant guidance and evidence and draw out that information that explains the position which the Council has taken.

29.1.5 Each of the planning policies is set out with an overarching or more strategic policy, under which are set out details of how this policy will be achieved. The exceptions to this are Keeping Life Local and Fostering Vitality, where the detail is brought together as a table covering all the different land uses, at the end of the Fostering Vitality planning policy section.

29.1.6 One of the strengths of a Core Strategy is that it can refer to a wider range of initiatives or projects that do not fall into the traditional planning sphere. Each chapter therefore includes a list of these actions that will be taken to further assist in the implementation of the seven strategic objectives. These actions are those that may be taken by the planning department, by other other council departments or by our partners. Planning may have a direct role in the implementation of these actions, but this will not necessary be the case in all situations.

29.1.7 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 it included within section 2f of the document.

29.1.8 Critical to the delivery of all the strategic objectives is the correct infrastructure. Planning, through the use of Planning Obligations (s106), is a prime way that the Council can gain the necessary resources to assist in the delivery of this vital infrastructure. The full infrastructure plan is set out in section 2e of the Core Strategy.
Policy C 1

Planning Obligations

In determining applications for planning permission, the Council will take into consideration the nature, scale and location of the proposed development, and where the need arises from the development either because of its individual or cumulative impact, will seek prescriptive, compensatory or mitigatory measures to secure the necessary social, physical or environmental infrastructure, or improvements to the proposals submitted to enable the development to proceed.

These may include:

1. environmental or infrastructure improvements - to buildings; the street (including improvements to safety and security); utility provision; open spaces including the creation of new public open space, improvements to existing open space, securing public access to private open space; nature conservation measures and mitigating the effects of a development proposal

2. economic initiatives – securing jobs for local residents, community based initiatives, employment training schemes, the provision of small business units and affordable shops, workspace nurseries and flexibly sized accommodation, partnership with regeneration initiatives.

3. provision of affordable housing - including an appropriate mix of residential units

4. provision of community, social and health facilities - including welfare, childcare; information and advisory centres; social service uses and facilities, education facilities including nurseries; health facilities including primary health care facilities and specialist functions linked to the health service and dentists; libraries and associated facilities; police and fire services infrastructure and churches and other religious facilities.

5. provision of transportation facilities - including public transport and highway improvements to cater for the impact of the development, and towards Crossrail

6. conservation of buildings of architectural or historic interest and other conservation projects such as archaeological investigation

7. sports, leisure, recreational and visitor facilities

8. cultural facilities - securing the provision of arts, cultural and entertainment facilities, new works of art or performing arts space in association with development proposals

9. play facilities - providing play provision in the Council's housing estates and catering for provision in new major residential development

10. energy efficiency and renewable energy

11. waste management and recycling to mitigate the impact of the development

12. land charges, legal, project management, monitoring and implementation costs

Planning obligations will be negotiated taking account of the proposed development, and in determining which area receives priority account will be taken of the individual characteristics of the site and the infrastructure needs of the site and the surrounding area.

The boundaries of the CAZ are shown on the Proposals Map.
Keeping Life Local

Social and Community Uses, Local Shopping Facilities and "Walkable Neighbourhoods"

Introduction

30.1.1 In spite of the 2008-2009 recession, residential land values will continue to out compete those 'local' borough functions which are essential for a successful residential neighbourhood – the local shops and community facilities. One of our strategic priorities, therefore, is to protect and promote functions that otherwise might be lost to residential use.

30.1.2 But the functions that enrich the quality of life of residents are not only 'local' functions, they can be borough-wide and indeed international facilities. This is an aspect central to upholding the residential quality of life of the Borough.

30.1.3 Keeping Life Local is an integral part of the Core Strategy's central vision of Building on Success. It lies at the heart of the Royal Borough’s residential quality of life.

CV 1.1

Our vision to keep life local is for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be easily accessible so that residential communities can flourish.

What this means for the Borough

30.2.1 A key role of the planning system is to protect the uses that have lower land values, but high value to the community. There are three main parts to this.

30.2.2 Firstly, protecting existing and facilitating new social and community uses, such as meeting halls, health facilities or libraries. Some of these facilities have more than a 'local' catchment. Some of our main hospitals offer healthcare on a national and international scale\(^{49}\), continuing London's reputation as a host city to major medical institutions. However, their location in our borough is also of significant benefit to our residents.

30.2.3 In addition, 50% of secondary school age children attending state schools are educated outside of the Borough. A new school, the Chelsea Academy, is under construction in the far south-west of the Borough, and will help to address the problem, but another new secondary school is needed in North Kensington.

30.2.4 Secondly, ensuring local shopping facilities are protected, expanded or new ones established where there is a deficiency.

30.2.5 Thirdly, ensuring that day-to-day neighbourhood facilities, such as local shops, primary schools and doctors' surgeries are within easy walking distance of people's homes. This concept of ‘Walkable Neighbourhoods’ also promotes healthier, more active lifestyles and can help to foster community cohesion through a greater sense of belonging.

Summary of Evidence - why this is significant for us

30.3.1 Social and community facilities are identified within the London Plan as enabling the community to function\(^{50}\). Their role in stimulating a sense of community and providing valuable social infrastructure through the protection and enhancement of facilities is essential to the Borough’s status as one of London’s most desirable places to live.

30.3.2 However, with high residential property values, social and community uses and other local services are being threatened in Kensington and Chelsea as they have a lower land value than other uses, in particular housing. High land values can effectively prevent new social and community facilities from being established. Maintaining the present ‘land bank’ of sites in these uses for future generations is thus essential. Where policy safeguards have been ineffective, social and community facilities have been lost to higher land value uses\(^{51}\).

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49 Such as the Royal Marsden Hospital (Cancer treatment and research) and Chelsea and Westminster Hospital (HIV/GUM unit)
50 The London Plan (consolidated with alterations since 2004) paragraph 3.100
51 For example, the loss of a care home at Vicarage Gate House in 2007
KEEPING LIFE LOCAL

Social and Community Uses, Local Shopping Facilities and Walkable Neighbourhoods

- General Practices/Surgeries
- Dental Surgeries
- Schools

- Within 400m or 5mins walk of a local or larger Town Centre
- Neighbourhood Shopping Centres
- Areas within 400m or 5mins walk of neighbourhood centres outside of the Royal Borough

Future impact of Lots Road redevelopment on walkable neighbourhood

Note: Larger shopping centres shown on 'Fostering Vitality' map
30.3.3 As well as social and community facilities, the Borough must also cater of local employment needs, this both improves the sense of belonging and can contribute to a more sustainable community. The issue of local employment is covered in more detail in Fostering Vitality.

30.3.4 The concept of Walkable Neighbourhoods will also be used to establish a local walking time appropriate for the Borough. Walkable Neighbourhoods are an excellent method of not only ensuring local facilities and day-to-day needs are available to residents but also encouraging walking and cycling as opposed to driving.

30.3.5 Having local neighbourhood facilities within a short walking distance is an essential characteristic of local life in Kensington and Chelsea. Currently 84.7% of the Borough is within an 800m (875 yard) walk of a GP surgery and 93.1% of a primary school. Walkable neighbourhoods also include local shopping facilities, but these are covered by the policy below, because they have a different spatial distribution across the borough.

30.3.6 A 10 minute walk (800m) to local facilities is widely regarded as being an appropriate distance to travel. This is calculated by using the principle that the average person walks at a speed of 5km per hour\(^\text{52}\). It is also used by NHS Kensington and Chelsea as an appropriate distance for residents to travel to GP surgeries\(^\text{53}\).

30.3.7 However, for local shopping facilities, the use of national indicators is not appropriate due to the relatively large number of centres within the borough. As such a 400 metre (440 yard) area is considered to be more appropriate in terms of assessing local shopping deficiency.

30.3.8 Currently 74.8% of the borough is located within a 5 minute (400m) walk of a neighbourhood or higher order shopping centre (of this, 1.5% are served by local centres in neighbouring boroughs). Excluding public spaces, the main areas with an established deficiency are Latimer and Kensal (east of Ladbroke Grove). In these areas, many residents will have to walk for more than 10 minutes (or 800m) of local shopping facilities and other essential services such as schools and general practitioners. Lots Road is currently seen as being deficient, however, once implemented, the planning permission for the Lots Road Power Station will in part, address the deficiency. Whilst it is noted that there is residential accommodation currently in Kensal, the area as defined in the Kensal Gasworks Strategic Site is likely to stimulate population growth over the life of the Core Strategy, meaning that social, community and neighbourhood uses will be crucial to the vitality of the area.

### Planning Policies

#### Social and Community Uses

30.4.1 For the purposes of the Core Strategy, Social and Community uses are defined as including: care homes/care facilities; community/meeting halls and rooms; doctors, dentists, hospitals and other health facilities; elderly people’s homes; hostels; laundrettes; libraries; Metropolitan Police facilities; petrol filling stations; places of worship; schools and other educational establishments; sport facilities; and youth facilities. However, this list is not exhaustive.

30.4.2 There are also uses which are valuable community assets, but which the planning system cannot be protected at present, such as post offices\(^\text{54}\).

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**Policy CK 1**

**Social and Community Uses**

The Council will require social and community uses to be protected and enhanced within the Borough.

30.4.3 See also Policies CF10a and CF10b and CF11b (i).

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\(^{52}\) Manual For Streets, Department for Transport (2007)

\(^{53}\) Kensington and Chelsea PCT 10 Year Primary Care Strategy (2008)

\(^{54}\) Under the Town and Country Planning (Use Classes) Order 1987 (as amended) post offices are classified as being in Class A1 (shops). Thus, should a post office close and be replaced by another A1 use, the Council, as Local Planning Authority, is unable to prevent its loss. However, see Section 2c "Corporate and Partner Actions" with regard to the other measures which the Council is undertaking to resist such losses.
Local Shopping Facilities

30.4.4 The evidence on local shopping deficiency shows that a policy is required to retain and greater enable easy access to shopping facilities on foot or by bicycle in order to significantly improve the quality of urban life.

Policy CK 2
Local Shopping Facilities

The Council will protect local shopping facilities and individual shops through the provision of new facilities particularly in areas of deficiency to ensure that 77% of the borough is within 5 minutes (400m or 440 yard) walk of these facilities during the lifetime of this strategy (55).

30.4.5 See also Policies CF11a (iii) and (iv) and CF11b (i).

Walkable Neighbourhoods and Neighbourhood Facilities

30.4.6 For the purposes of this plan, neighbourhood facilities are defined as being those which provide a day-to-day function, namely: primary schools and GP surgeries.

30.4.7 The evidence on Walkable Neighbourhoods in the Borough show that existing facilities need protecting and new ones establishing. Therefore a policy is required to establish a local walking time for the Borough within which residents can reach neighbourhood facilities.

Policy CK 3
Walkable Neighbourhoods and Neighbourhood Facilities

The Council will seek to maintain the current percentage of access to neighbourhood facilities and work towards increasing these where appropriate opportunities arise. These percentages are:

a. General Practitioners - 85% of the borough within an 800m/875 yard walk

b. Primary Schools - 95% of the borough within an 800m/875 yard walk

Corporate and Partner Actions

Corporate and Partnership Strategies

RBKC Strategy for Change parts 1 and 2 (Building Schools for the Future)

30.5.1 The Strategy for Change is the first key document that local authorities have to produce following their entry into the Building Schools for the Future programme. It is designed to capture both the local authority's strategy for secondary education and the requirements that this strategy places upon the physical school estate and Information and Communication Technologies provision. This was produced by the Royal Borough's Directorate for Family and Children's Services. Part 1 was approved in May 2009 with part 2 scheduled for approval in September 2009.

Primary Care Trust (PCT) Estates Strategy 2006-2011

30.5.2 Published in 2007, and maintained by NHS Kensington and Chelsea, the strategy was written to provide an overview of its current situation, the principles by which developments must be driven, the pressures and opportunities influencing future plans, and, as far as possible, an outline of the future plans under development.

PCT 10 Year Primary Care Strategy 2008-2018

30.5.3 Published in 2007, and maintained by NHS Kensington and Chelsea, this paper sets out their vision for primary care over the next 10 years and how it will be implemented. The strategy relates to GP services; community pharmacies; NHS dentistry and primary care optical services.

Metropolitan Police Authority Planning for Future Police Estate Development

30.5.4 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.

55 This figure has been calculated by mapping additional facilities in Latimer and Kensal
Metropolitan Police Authority Asset Management Plan

30.5.5 Published in November 2007, this document highlights the Metropolitan Police Authority’s strategy between 2007 and 2010. A revised draft is currently being prepared but this will not be available until late 2009/early 2010. The working draft is a private document but the Metropolitan Police Authority have explained that to the best of their knowledge, their consultation responses have been made in line with the working draft.

Corporate and Partner Actions

1. The Town Centre Initiatives Manager will work in partnership with retailers to support the viability of local shopping centres.
2. The Council’s Service Improvement department will lobby to maintain and improve access to Post Offices in the Borough.
3. Planning and Borough Development will provide for the requirements of the Metropolitan Police Service in the delivery of its estate strategy the determination of planning applications, drafting of SPDs and masterplans and through Community Infrastructure Levy and s.106 and agreements.
4. The Directorate of Planning and Borough Development will prepare masterplan for Latimer which incorporates a new local centre and secondary school.
5. The Directorate of Planning and Borough Development in partnership with the GLA will prepare a masterplan for Kensal Gas Works which delivers a mix of uses including social and community and local facilities.
6. The Directorate of Planning and Borough Development will work with NHS Kensington and Chelsea to ensure that the needs of the Primary Care Strategy are implemented where appropriate and ensuring that residents have good access to GP and hospital services.
7. 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.
8. The Directorate of Planning and Borough Development will work in partnership with Family and Children Services and other education providers (including the private sector) to deliver an exemplary standard of learning across the Borough.
9. Family and Childrens’ Services will work with the Department for Education and others, in securing funding for a new secondary school in the north of the borough, for implementation by 2014.
10. The Council’s Transportation section within Transport, Environment and Leisure Services will work in partnership with Transport for London to encourage streettecture improvements which remove barriers and improve access to social and community uses and local shopping centres and improve cycling and walking environments in the Borough.
11. 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.
12. The Family and Childrens’ Services Directorate will work with the Department for Education and others, in securing funding for the upgrading all schools through the Primary Capital Programme and Building Schools for the Future programme.
13. Property Services will consider the potential to expanding the number of units managed under the neighbourhood shopping policy.
14. Planning and Borough Development will work with NHS Kensington and Chelsea, 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.
Fostering Vitality

Town centres, retail, arts and culture and business

Introduction

31.1.1 We have a finely grained mix of uses such as shops, businesses, arts and cultural facilities, some of which are world class. These uses have benefited from the Borough’s high residential density and from visitors to the Borough. These uses have been under pressure from residential development, and there is a risk that they could decline to such an extent that it will be to the detriment of the collective quality of life of the Borough.

31.1.2 Fostering vitality is an integral part of the Core Strategy’s central vision of Building on Success. It lies at the heart of the Royal Borough’s reputation as a national and international destination.

CV 1.2

Our vision to foster vitality is that the quality of life of our predominantly residential Borough is enhanced by a wide variety of cultural, creative and commercial uses which can significantly contribute to the well being of residents and to the capital’s role as a world city.

What this means for the Borough

31.2.1 These cultural, creative and commercial uses will continue to be concentrated within the Borough’s higher order town centres namely: Portobello Road, Notting Hill Gate, Knightsbridge, Kensington High Street, Fulham Road, South Kensington and the King’s Road. This “town centre first” approach ensures that as many people as possible can enjoy the benefits that this borough has to offer, as it is our town centres which are the parts of the borough best served by public transport.

31.2.2 It is the Council’s desire to direct new shopping, large scale offices, and other town centre uses into existing higher order town centres where this is possible. The Council does however recognise that it may be appropriate to expand Knightsbridge, King’s Road, Fulham Road, and South Kensington to accommodate an increased need for shopping floorspace in the south of the borough over the next five to ten years.

31.2.3 New hotels will be encouraged in those centres with excellent links to the rest of the capital, namely Knightsbridge, King’s Road (East), South Kensington, Kensington High Street and Notting Hill Gate.

31.2.4 The strength of South Kensington as an area which offers an exceptional cultural experience will be supported further by its designation as a Strategic Cultural Area, and the inclusion of the museums complex within the Mayor’s Central Activity Zone (CAZ).

31.2.5 The Council recognises that the Borough is a dynamic place and that some areas will see improvements in their public transport accessibility in the lifetime of the plan. These areas, which are likely to include Kensal, may prove suitable locations for new concentrations of commercial development. Improvements in accessibility will not, however, be allowed to cause the homogenisation of uses within the Borough. The important role that the Employment Zones in the Latimer, Lots Road and Kensal areas play in providing a mix of light industrial and small and medium sized offices will continue to be supported. It is these premises that are of particular value to the Borough’s thriving creative and cultural business sector.

Summary of evidence - why this is significant to us

Town Centres

31.3.1 PPS6 (Planning for Town Centres) lists the main town centre uses. These are retail; leisure and entertainment (including restaurants, pubs, take-aways and cinemas); offices; and arts, culture and tourism (theatres, museums, galleries, concert halls, hotels and conference facilities). The PPS also notes that housing can be a possible town centre use when on upper floors. Social and community uses are also considered to be appropriate town centre uses. Social and
community and local convenience shopping are
considered in both this chapter and within Keeping
Life Local.

31.3.2 The Borough contains some of London’s
two finest shopping areas including Knightsbridge, the
King’s Road, Kensington High Street and the
Portobello Road. Each of these offers something
special – be this access to world class brands, to
ecclectic markets or to the quirky and the
unexpected. Indeed, the significant contribution
that Knightsbridge plays to the Capital’s retail draw
is reflect by its inclusion with the London Plan’s
CAZ (57).

31.3.3 The Retail Needs Assessment concludes
that our centres are healthy and vibrant, but that
the new shopping centre in Hammersmith and
Fulham, “Westfield London”, may attract many
shoppers from the borough’s centres. The centres
north of the Cromwell Road, and in particular
Kensington High Street are likely to be the most
affected. Anecdotal evidence does however
suggest that, to date, the impact on Kensington
High Street has not been as great as originally
feared.

31.3.4 There are however threats, and whilst the
Council recognises that multiple retailers are likely
to form the spine of many of the Borough’s centres,
some of the Borough’s iconic town centres are in
danger of becoming “cloned high streets”. 89% of
the shopping floorspace within Knightsbridge, 81%
of Kensington High Street and 68% of King’s Road
(East) is occupied by multiple retailers (58), although
many of these are top name international brands
which do have a limited representation in Britain.

31.3.5 Despite the threats, many of our centres
currently retain a high proportion of retailers which
are either independent or are not part of national
chains. This is true for the Portobello Road, with
only 18% (59) of the total retail floorspace of the
centre being occupied by multiple retailers. The
low proportion of national multiples helps maintain
the special character of some of our centres.

31.3.6 The key attraction of visitors to the
Borough is shopping, with nearly one half of all
visitor spend being in the retail sector, (an
estimated £1.5bn). Harrods and the Portobello
Road are the single most visited attractions (60),
with the antiques trade on the Portobello Road
playing a vital contribution to the character of the
area.

31.3.7 However, the Council’s Retail Commission
(61) recognises that the health of a centre does not
depend merely on the number of shops within it. A
successful centre is one which contains a diverse
mix of uses and one which retains a distinct
character.

**Retail**

31.3.8 The Retail Needs Assessment suggests
that to 2015 a total of 25,500 m² (gross)
(approximately 27,500 sq ft) of additional
comparison floorspace would be needed in the
south of the Borough if the Borough is to take
advantage of the expected increase in retail
expenditure in the area. Much of this “need” should
be accommodated within the existing centres
(Knightsbridge, King’s Road, Fulham Road and
South Kensington as well as within the network of
neighbourhood centres), be this by the filling of
vacant units or by making better use of under-used
sites.

31.3.9 Over the same period 650 m² (gross)
(approximately, 7,000 sq ft) of additional comparison
floorspace would be needed to meet expected
demand in the main centres in the north and centre
of the borough (Portobello Road, Notting Hill Gate
and Kensington High Street). The retail needs
assessment suggests that all of this “additional
floorspace” could be accommodated within existing
centres through filling of vacant units or by making
better use of under-used sites.

**Arts and Culture**

31.3.10 The Borough contains a number of major
arts and cultural attractions, including the Natural
History, Science and Victoria and Albert museums,
the Royal Court Theatre and the Saatchi Gallery
as well as hosting the Notting Hill Carnival and the
Chelsea Flower Show. It also contains a wealth of
more local attractions including the Museum of

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57 The boundary of the CAZ is shown on the Proposals map
58 GLA, London-wide Town Centres Health Check, 2006 Analysis, January 2007,
retailer is a unit which is part of a chain of at least 9.
59 ibid
61 A Balance of Trade: Everyone can help, Report of the Commission on Retail Conservation to RBKC, May 2007
Brands, eight cinemas and eight smaller theatres as well as being home to more than six hundred arts organisations and artists (62).

31.3.11 The South Kensington Museums’ role in defining London as a world city is reflected by their inclusion within the London Plan’s Central Activities Zone. Their popularity and their importance is indisputable, with over eight and a half million visits being made to the Natural History, the Victoria and Albert and Science Museums in 2007 (63).

Hotels

31.3.12 Tourism is one of the Borough’s key economic drivers. In 2008, it was estimated that some 3.1 billion pounds was spent by tourists in the Borough (64).

31.3.13 About half of this is spent in the Borough’s shops. A quarter relates to stays in hotels. With 191 hotels (28,500 bed spaces) (65) the borough contains a significant proportion of the capital’s stock of visitor accommodation.

31.3.14 39% of the Borough’s jobs (66) are in the hotels and restaurant sector, a figure significantly greater than any other sector of the economy. This compares with a figure of 21% for the wider central London Area.

31.3.15 Whilst hotels are spread throughout the Borough there are particular concentrations in the Earl’s Court and Courtfield wards that have caused some conflict with the residential nature of the surrounding areas.

Business uses (67)

31.3.16 Business uses employ some 34,500 people within the Royal Borough, or 31% of all jobs within Kensington and Chelsea. This is less than the national average of 41%, a figure which reflects the small proportion of industrial jobs, at just 5% compared to the national average of 21% (68).

31.3.17 The office sector is significant, providing 29,000, or a quarter of all jobs in the borough. This proportion is greater than the national average, and with 587,000 m² of floorspace makes the borough of Kensington and Chelsea the 12 largest office provider in the capital (69).

31.3.18 The average business unit in the Borough measures 230 sq. m. (2,475 sq ft) – less than half the London average of 425 m² (4,550 sq ft) (70).

31.3.19 There is forecast demand for an additional 17% office jobs between 2001 and 2021. This equates to a need for an additional 114,000m² (1230,000 sq ft) of office floorspace (71). In contrast the forecast demand for jobs in industry is predicted to decline by a quarter in the same period.

31.3.20 The Kensal, Freston Road/ Latimer Road and Lots Road Employment Zones are the principal concentration for the Borough’s remaining light industrial uses although other parts of the north of the borough, and in particular Campden ward, do make a significant contribution to this sector (72). These uses are valuable as it is the smaller business units that usually provide disproportionately more jobs for local people than larger units (73). In a borough with some of the highest land values in the country there is a danger that lower value land use such as light industrial uses or small offices will be replaced by higher value uses such as housing or large scale offices.

31.3.21 The Borough has not been designated by the Mayor for London as a strategic office location. It does however contain locally important concentrations of offices, particularly in the wards around Kensington High Street and South

64 RBKC, Study of the Visitor Economy, 2009.
65 RBKC Annual monitoring
67 Business uses are considered to be those which fall under Class B of the Use Classes Order, and include office, light industrial and storage uses. It therefore excludes the retail, catering and hotel sectors.
69 ibid
70 RBKC, Employment Land Study, Roger Tym & Partners, January 2007
71 ibid
72 ibid
73 ibid
Kensington and to a lesser extent within the other higher order centres and the Borough’s employment zones.

31.3.22 As a share of total employment in the borough, the cultural and creative sector is unusually large, accounting for around 30% of all business units in the borough, or about three times the national average. Some 16,600 people were employed in the borough in the “creative jobs” in 2006, in 4000 separate businesses.  

Planning Policies

Successful Town Centres

31.4.1 It is important to keep concentrations of shops together at the heart of a town centre to make it easy to compare goods between retailers. This ‘critical mass’ of shops is necessary to encourage shoppers into a centre and to encourage its vitality. Town centres are, however, about more than just shopping. They are suitable places for other town centre uses, which support the borough’s function as a place to live and which to work, and uses such as restaurants and bars, which draw people into the centres and encourage them to linger. Town centre uses are set out in PPS6. These include retail; leisure and entertainment and sports and recreation uses (including restaurants, pubs and bars, nightclubs and health and fitness centres; offices (both commercial and those of public bodies); and arts cultural and tourism facilities. Housing can be an appropriate town centre use where part of a mixed use, multi-storey development.

Policy CF 1

Successful Town Centres

The Council will secure the success and vitality of our town centres by protecting and promoting shops and ensuring the centres contain a diverse and varied mix of uses.

Retail Development within Town Centres

31.4.2 The Borough contains four levels of town centres. Three of these, the Borough’s higher order centres, form part the London town centre network as designated within the London Plan. These are:

- **International Centre**: Knightsbridge
- **Major Centres**: King’s Road (East) and Kensington High Street
- **District Centres**: South Kensington, King’s Road (West), Notting Hill Gate, Fulham Road (East) and Fulham Road (West).

31.4.3 Portobello Road and Westbourne Grove have been designated by the Council as separate Special District Centres to reflect their unique function in having both a substantial local and international draw. Earl's Court Road has been classed as a Neighbourhood rather than a District Centre to recognise the ongoing review of the London Town Centre Network being carried out by the GLA in preparation of the forthcoming London Plan.

31.4.4 These higher order town centres are the main shopping areas in the Borough, offering both comparison and day-to-day convenience shopping for residents and for those visiting the borough or working within it.

31.4.5 The Council has drawn up visions for each of the Borough’s higher order centres. These are included within the Places section of the core strategy (Chapters 5 to 18). Detailed changes to specific town centre boundaries are set out in the Places section where applicable.

31.4.6 The fourth type of centre, the Borough’s Neighbourhood Centres, have a different role - to meet the day-to-day needs of those living and working in the borough. Neighbourhood centres are therefore integral to building up the walkable neighbourhood as outlined in the Keeping Life Local section.

31.4.7 The Neighbourhood Centres are: Barlby Road, Ladbroke Grove (North), Golborne Road (North), North Pole Road, St Helen’s Gardens, Ladbroke Grove Station, All Saints Road, Westbourne Park Road, Clarendon Cross, Holland Park Avenue, Holland Road, Napier Road, Kensington High Street (West), Thackeray Street, Pembroke Road, Earl’s Court Road, Stratford Road, Gloucester Road, Cromwell Road Air Terminal, Gloucester Road (South), Old Brompton Road (West), Old Brompton Road (East), Ifield Road, The Billings, Fulham Road (Old Church Street), Walton Street, Lowndes Street, Pont Street, Sloane

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74 RBKC, Understanding the creative and cultural sector in Kensington & Chelsea, BOP Consulting, 2008.
75 London Town Centre Network, Review for the London Plan, Provisional findings. GLA April 2009.
Avenue, Elystan Street, Chelsea Manor Street, Lower Sloane Street, World’s End and Fulham Road/ Brompton Cemetery.

31.4.8 Golborne Road has been designated a **Special Neighbourhood Centre** to reflect its wider function and the close links between the Golborne and Portobello Markets.

### Policy CF 2

**Retail Development within Town Centres**

The Council will require the scale and nature of development within a town centre to reflect the position of the centre within the hierarchy and to assist in the implementation of the vision for that centre as set out within the *Places* section.

### New Town Centre Uses

31.4.9 The Council endorses the "town centre first" approach and "sequential test" for new town centre uses as set out within PPS6 and the London Plan. The PPS6 definition of an edge of centre site (within 300 m of a town centre boundary) is not however considered to be relevant in the Borough as this would include almost the entire borough. For the Royal Borough, therefore, an edge of centre site must adjoin the centre.

31.4.10 PPS6 notes that in assessing proposals for new town centre uses, Local Planning Authorities must take into account the impact that proposals will have upon the physical regeneration, employment, economic growth and social inclusion in an area. This may be of particular relevance in the north of the borough, an area which is named within the Core Strategy Vision as requiring regeneration.

### Policy CF 3

**New Town Centre Uses**

The Council will:

- Direct new large scale retail development (76) to existing higher order town centres.
- Support new town centre uses in sites adjoining Knightsbridge, King’s Road (East and West), Fulham Road (East and West), and South Kensington where no suitable sites can be identified within these centres.
- Support the new retail floorspace in other areas where applicants can demonstrate need; where the development would meet the requirements of the sequential test and where it will not have an unacceptable impact on existing centres; or where new floorspace would be central to underpinning the Council’s regeneration objectives and where the vitality of any existing centre will not be harmed.

### New Town Centres

31.4.11 The *Keeping Life Local* section introduces the concept of walkable neighbourhoods, and includes a map which shows those parts of the borough that are not within a five minute walk of a centre. The main areas of deficiency are the Latimer and Kensal areas. New centres in these areas will meet this deficiency, with the scale of development within these new centres reflecting the nature of the proposed development in the wider area.

### Policy CF 4

**New Town centres**

The Council will support the creation of new centres in the Latimer and Kensal areas to address identified retail deficiency.

### Location of Business Uses

31.4.12 The continued concentration of large scale office developments within town centres and other accessible areas is important as it supports both the continued vitality of the Borough’s town centres and ensures that as many people as possible can reach these areas without having to rely on the private car. This is a central tenet of a sustainable pattern of development. The Council considers an area which has a PTAL (77) score of 4 or greater to have high public transport accessibility.

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76 Large scale retail development is considered to be development which results in a net increase in retail floorspace of 1000 sq. m.

77 Public Transport Accessibility Level
**Policy CF 5**

**Location of Business Uses**

The Council will consolidate large scale business uses in areas of high public transport accessibility.

**Employment Zones**

31.4.13 In order to maintain a broad mix of employment opportunities, and to protect the small businesses units favoured by local employees, the Council will support the Employment Zones as the remaining concentrations of light industrial, workshop, creative and cultural industries and small business uses outside the town centres.

**Policy CF 6**

**Employment Zones**

The Council will protect and permit the Lots Road, Freston/Latimer Road and Kensal Employment Zones for light industrial uses, for workshops, for small and medium scale offices, for the creative and cultural industry and for other uses which support the function of the zones. The Council will not support the creation of new large scale offices within the Employment Zones.

**Creative and Cultural Businesses**

31.4.14 The Borough has long been a centre for innovation, initially attracting artists and artisans, and now as a centre for the new medias, for the film, the music and the fashion businesses, for advertising and publishing, for architects and for the antiques trade. These remain vibrant industries that contribute to the Borough’s economy and to its reputation as a desirable place in which to work.

31.4.15 As a local planning authority it is difficult for the Council to use the planning system to promote one form of business over another. However, it does recognise that the provision of a mix of unit sizes, flexible work-spaces and lower cost units can all help the creative and cultural sector set up, expand and thrive within the Borough.

31.4.16 The Council also recognises that the creative industry thrives on the linkages associated with being parts of wider ‘clusters’. Therefore, whilst the policies within the fostering vitality chapter support the creation of premises suitable for the creative and cultural business sectors across the Borough, concentrations the creative industries are specifically supported in the Kensal and Earl’s Court Places.

**Policy CF 7**

**Creative and Cultural Businesses**

The Council will promote and protect the work-spaces needed to support the creative and cultural industry across the Borough.(78).

**Arts and Culture uses**

31.4.17 The Borough’s arts and cultural uses include museums, art galleries, exhibition spaces, theatres, cinemas and studios. Several of these facilities are enjoyed by more than just a local audience, but have a national, and in some cases international, draw.

**Policy CF 8**

**Arts and Culture Uses**

The Council supports the Borough’s role in world class culture, will welcome new cultural institutions in appropriate locations across the borough and protect, nurture and encourage those which already exist. In particular the Council will support proposals which enhance the cultural draw of South Kensington, King’s Road/Sloane Square, the Notting Hill Gate and Portobello Road area and Kensington High Street.

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78 The 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.
Hotels

31.4.18 In 2012 London will host the Olympics and Paralympics. This is likely to see a huge influx of visitors into the capital, visitors who will need somewhere to stay. As one of London’s main providers or hotel accommodation the borough will play a significant role in ensuring the success of the event.

31.4.19 Whilst hotels contribute greatly to both the Borough’s economy and to its reputation they are not always good neighbours. Poorly run hotels can cause problems, and a concentration of hotels in a residential area can change the area’s character. The role of all of the Borough’s hotels will therefore be reviewed in 2012. The Council does however recognise that the benefits of hotels can be maximised, and their negative impact minimised, when hotels are located in the borough’s international or major centres; when they lie close to major tourist attractions; or when they lie in areas which enjoy excellent links to the capital.

South Kensington Strategic Cultural Area

31.4.20 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 our neighbours in the City of Westminster to widen the area designated to include the 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 section of the Core Strategy.

31.4.21 The boundary of the Strategic Cultural Area is shown on the proposals map.

Policy CF 9

The South Kensington Strategic Cultural Area

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

31.4.22 The following table considers the main uses which have a role in fostering the vitality of the borough and which add the detail necessary to ensure the successful implementation of the strategic policies.

<table>
<thead>
<tr>
<th>Protection of existing uses</th>
<th>Permit new floorspace</th>
</tr>
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<tbody>
<tr>
<td>CF 10a</td>
<td>CF10b</td>
</tr>
<tr>
<td>The Council will:</td>
<td>The Council will:</td>
</tr>
<tr>
<td>i. protect land and/or buildings where the current or last use was a social or community use for re-use for the same or for a different social or community use;</td>
<td>i. permit new, and the expansion of existing, social and community uses that predominantly serve, or which provide significant benefits to, borough residents;</td>
</tr>
<tr>
<td>ii. protect a social and community use in its existing use if the loss of that facility would result in a significant shortfall in capacity;</td>
<td>ii. permit new social and community uses except where the proposal is for the change of use of an individual flat or group of flats within a residential block;</td>
</tr>
<tr>
<td>iii. protect all arts and cultural uses; and</td>
<td>iii. permit enabling development on land where the current or last use was a social and community or art and cultural use in order to significantly improve that use, or, in exceptional circumstances, in order to provide an alternative social and community or arts and cultural use on site or improve</td>
</tr>
<tr>
<td>iv. require a replacement of similar capacity upon redevelopment of any cinema or theatre.</td>
<td>iv. require a replacement of similar capacity upon redevelopment of any cinema or theatre.</td>
</tr>
</tbody>
</table>

Policy CF 10

Social and Community (79) and Arts and Cultural uses (80)

The Policy is contained within CF 10a and CF 10b.

79 These are defined within the Keeping Life Local Chapter and include care homes/care facilities; community/meeting halls; doctors, dentists, hospitals and other health facilities; elderly peoples’ homes; hostels; laundrettes; libraries; petrol filling stations; places of worship; schools and other educational establishments; sport facilities; and youth facilities.

80 Include museums, art galleries, exhibition spaces, theatres, cinemas and studios.
<table>
<thead>
<tr>
<th>Protection of existing uses</th>
<th>Permit new floorspace</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. protect retail floor space at ground floor level in primary areas within the higher order centres (81).</td>
<td>social and community or arts and cultural uses elsewhere within the borough;</td>
</tr>
<tr>
<td>ii. protect retail floor space at ground floor level within secondary areas of higher order town centres unless the change is to a town centre use (82) and where 2/3 of the ground floor units in the relevant street frontage will remain in an A1 (shop) use and so long as there are no more than 3 non-A1 uses in a row;</td>
<td>iv. require applications including enabling development to submit a financial appraisal toolkit to ascertain the appropriate level of enabling development required. s106 contributions will be reviewed in the context of this financial appraisal;</td>
</tr>
<tr>
<td>iii. protect retail uses above or below ground floor level unless the applicant can demonstrate that loss will not adversely affect the essential shopping character and function of the centre;</td>
<td>v. require the applicant to fund the independent assessment of any viability study accompanying an application;</td>
</tr>
<tr>
<td>iv. protect all shops within the neighbourhood centres, unless the proposal is to change to a social and community use, and where 2/3 of the relevant street frontage (83) remains in an A1 use (shop);</td>
<td>vi. provide a new secondary school for the communities of North Kensington; and</td>
</tr>
<tr>
<td>v. protect individual shops outside designated centres;</td>
<td>vii. permit new arts and cultural uses, or the expansion of these uses, which are likely to generate large numbers of visitors in areas of the borough which have a PTAL score of 4 or above, or will achieve this level through improvements to public transport during the lifetime of the plan. Arts and cultural uses which are likely to attract fewer visitors will be welcomed throughout the borough.</td>
</tr>
</tbody>
</table>

**Policy CF 11**

**Retail**

The Policy is contained within CF 11a and CF 11b

<table>
<thead>
<tr>
<th>CF 11a</th>
<th>CF 11b</th>
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<tbody>
<tr>
<td>The Council will:</td>
<td>The Council will:</td>
</tr>
<tr>
<td>i. protect retail floor space at ground floor level in primary areas within the higher order centres (81).</td>
<td>i. permit new shops (A1) of less than 400 m² (gross external) (4,300 sq ft) in areas of retail deficiency as shown on plan x within the Keeping Life Local section of this document;</td>
</tr>
<tr>
<td>ii. protect retail floor space at ground floor level within secondary areas of higher order town centres unless the change is to a town centre use (82) and where 2/3 of the ground floor units in the relevant street frontage will remain in an A1 (shop) use and so long as there are no more than 3 non-A1 uses in a row;</td>
<td>ii. require new large scale retail development or mixed use development with a significant retail element (84) to provide a range of shop unit sizes and, where appropriate, affordable shops to be managed under the Council’s Neighbourhood Shopping Policy. Affordable shops can be provided off site within the same centre where appropriate;</td>
</tr>
<tr>
<td>iii. protect retail uses above or below ground floor level unless the applicant can demonstrate that loss will not adversely affect the essential shopping character and function of the centre;</td>
<td>iii. support new street markets and the expansion of the Portobello Street Market north towards Golborne Road; and</td>
</tr>
<tr>
<td>iv. protect all shops within the neighbourhood centres, unless the proposal is to change to a social and community use, and where 2/3 of the relevant street frontage (83) remains in an A1 use (shop);</td>
<td>iv. support the provision of additional storage for street traders.</td>
</tr>
</tbody>
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81 These boundaries are to be reviewed.
82 These include retail; leisure and entertainment and sports and recreation uses (including restaurants, clubs and bars, nightclubs and health and fitness centres; offices (both commercial and those of public bodies); and arts cultural and tourism facilities.
84 a net increase of retail floorspace of greater than 1000 sq m (10,750 sq ft)
83 Relevant street frontage is the ground floor frontage between successive intersecting vehicular highways
<table>
<thead>
<tr>
<th>Protection of existing uses</th>
<th>Permit new floorspace</th>
</tr>
</thead>
</table>
| vi. protect all of the borough’s street markets including those at Portobello Road, Golborne Road and Bute Street; and vii. protect existing storage lockups for street traders, or require their equivalent re-provision. | CF12  
The Council will: i. permit restaurants, cafés, drinking establishments and hot food take-aways within existing centres where they comply with the criteria set out within CT 11a and b; and ii. permit outside centres where will not result in the loss of usable retail space and where there is no material reduction in residential character or any material increase in traffic or parking. |

**Policy CF 12**  
**Restaurants and Cafes, drinking establishments and hot food take-aways**  
The Policy is contained within CF12

**Policy CF 13**  
**Light industrial uses**  
The Council will protect all light industrial uses throughout the borough. The Policy is contained within CF 13a and CF 13b

**Policy CF 14**  
**Offices**  
The Council will: i. protect small offices (85) (when either stand alone or part of large business premises) throughout the borough; ii. protect medium sized offices (86) within the Employment Zones, within town centres and other accessible areas (PTAL4 of greater) or those areas which

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85 Floor area of 300 sq m or less (3,250 sq ft)  
86 300 to 1000 m². (3,250 sq ft to 10,750 sq ft)
<table>
<thead>
<tr>
<th>Protection of existing uses</th>
<th>Permit new floorspace</th>
</tr>
</thead>
<tbody>
<tr>
<td>ii. permit small (88) and medium (89) office uses, in employment zones, predominantly commercial mews and other appropriate areas; and iii. require a mix of unit sizes in large scale office developments.</td>
<td></td>
</tr>
<tr>
<td><strong>Policy CF 15</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Hotels</strong></td>
<td></td>
</tr>
<tr>
<td>The Council will protect hotels across the borough except in the Earls Court and Courtfield wards. (90)</td>
<td></td>
</tr>
<tr>
<td><strong>Policy CF 16</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Residential</strong></td>
<td></td>
</tr>
<tr>
<td>The Council will protect residential uses everywhere except in higher order town centres, employment zones, commercial mews or where the proposal is for a new social and community use which predominantly serves, or which provides significant benefits, to borough residents or an arts and cultural use.</td>
<td></td>
</tr>
</tbody>
</table>

88 Floor area of 300 sq m or less  
89 300 to 1000 sq m.  
87 Greater than 1000 sq. m. (10,750 sq ft)  
90 This approach will be reviewed in 2012 following the London Olympics and Paralympics
Policy CF 17

Other high trip generating uses

The Policy is contained within CF 17

CF 17

The Council will permit uses which generate a large number of trips within town centres or other highly accessible areas (PTAL 4 of greater) or in areas well located in terms of the place or residence of the potential users.

Corporate and Partner Actions

31.5.1 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)

31.5.2 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, of 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 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

31.5.3 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

31.5.4 Restart is a Council initiative, started 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

1. The Town Centre Initiatives Officer will work in partnership with shop keepers, land owners and other interested stakeholders to develop Town Centre Action Plans for a number of the Borough's centres. 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 will be drafted by October 2009, although continually updated to suit the changing needs of the centres.

2. The Council's Town Centre Initiatives Manager, with the assistance of other officers in Planning and Borough Development, 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 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.

5. 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.

6. 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.

7. 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.

8. 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.

The western end of Kensington High Street
Better Travel Choices

Introduction

32.1.1 We have one of the lowest rates of car ownership nationally, but many of our streets are still dominated by parking and vehicular traffic. By making it easier to live without a car, we can meet our 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.

CV 1.3

Our vision for better travel choices is for walking, cycling and public transport to be safe, easy and attractive and preferred by our residents to private car ownership and use.

What this means for the Borough

32.2.1 The provision of new, and improvements to existing, public transport services will make it easier for all Borough residents to choose to use public transport over the private car. In some areas, such as Kensal, new rail infrastructure will 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. Through constantly improving the street environment, removing and bridging existing barriers 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.

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 and will ensure 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 levels will be reduced and new residential development will increasingly include zero car parking.

Summary of Evidence - why is this significant to us

32.3.1 The following are the main transport issues that face the Borough.

- Car ownership is relatively low, around half of households have access to a car, but demand for on-street residents' parking remains high across the Borough.
- Over 10% of Borough residents work from home. For those who travel to work, just under a quarter use a car, taxi or motorcycle, whilst a half use public transport. Walking and cycling account for the rest of the trips.
- The Borough's road network is heavily constrained with limited possibility of capacity increases.
- Increases in road traffic would have serious impacts on residential amenity, therefore demand for road space must be managed. 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.
- 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.
PTAL (Public Transport Accessibility Level)
Public Transport Accessibility Levels (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'. Accessibility is generally good in the Borough but there are areas in the north west that are less accessible, particularly in terms of access to the underground network, scoring only PTAL 1.

Most of the underground network in the Borough remains inaccessible to passengers with reduced mobility, and families with buggies.

North-south links across the Borough are also weak, and improvement to these would allow residents to more readily use public transport.

The streetscape of much of the Borough is first class, which can make walking and cycling a pleasant experience, but there are still significant barriers to increasing walking and cycling in some parts of the Borough and significant improvements to the Borough’s streetscape are 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.

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

Planning Policies

Improving alternatives to car use

If the Council’s vision is to be achieved new development must include from day one all the facilities needed to encourage walking, cycling and public transport whilst not encouraging the use of private cars. In other words development must ‘build in’ the travel patterns the vision seeks. This will involve innovative facilities and measures to make walking, cycling and public transport an attractive first choice as well as low or zero levels of car parking and permit-free agreements (92) for all new additional residential development.

Policy CT 1

Improving alternatives to car use

The Council will require improvements to the alternatives to car use and restrict car parking in order to increase the proportion of journeys in the Borough that are undertaken on public transport or by walking or cycling.

To deliver this the Council will:

a. require improved access to public transport services across the Borough, particularly where access is less good relative to the rest of the Borough;

b. require improved public transport services across the Borough, particularly where services are currently less good, and improve north-south bus connections;

c. 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, or will achieve this level as a result of improvements to public transport;

d. require that step-free access be delivered at more underground stations in the Borough;

e. significantly reduce the maximum level of off-street car parking permitted in new residential development over the life of the plan, moving towards zero parking except for essential needs;

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

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

h. resist new public car parks;

i. require that where new on-street parking is created as a result of regeneration schemes it is managed so that parking...
demand is controlled and the need for off-street parking is minimised;
j. require effective Travel Plans for all types of development;
k. require improvements to the walking and cycling environment and appropriate facilities in new development to make walking and cycling an attractive option;
l. return the streets within the Earl's Court One-Way System to two-way operation, and require developments to contribute to this objective.

New and enhanced rail infrastructure

32.4.2 New rail infrastructure will greatly improve access to public transport in the north-west and very south of the Borough where public transport access is not currently as good as elsewhere. A new Crossrail station at Kensal would unlock significant regeneration opportunities. There is also scope to increase line capacity and the quality and accessibility of the existing stations on the West London Line.

Policy CT 2

New and enhanced rail infrastructure

The Council will require improved access to existing and planned new rail infrastructure in the Borough.
To deliver this the Council will:
a. require a Crossrail Station in Kensal near Ladbroke Grove to be established;
b. promote the creation of a new station on the West London Line at North Pole Road;
c. protect the safeguarded route and associated land for the Chelsea-Hackney underground line including a station at Sloane Square and near Chelsea Old Town Hall on the King's Road;
d. promote a station further west, potentially at Imperial Wharf, as part of the Chelsea-Hackney underground line;
e. seek improvements to the accessibility of the West Brompton Station and measures to increase the capacity of the West London Line.

Corporate and Partner Actions

Introduction

32.5.1 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 the objective.

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

RBKC Transport and Streetscape Policies 2008

32.5.2 The document 'Transport and Streetscape Policies' covers a range of principles the Council is using to improve road safety, to reduce the environmental impact of cars and improve the design of the Borough's roads and pavements.

RBKC Sustainable Modes of Travel Survey 2009

32.5.3 The Sustainable Modes of Travel Strategy is produced annually and is a summary of current patterns of travel to school and existing travel infrastructure in the Borough. The purpose of the strategy is to aid parents and schools in making better travel choices. The strategy sets out actions to increase the level of pupils travelling safely and sustainably.

RBKC Local Implementation Plan 2007-2011

32.5.4 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). The LIP contains broad policy statements on a number of matters that are key to the delivery of the policies set out above such as public transport,
cycling, road safety, parking, school travel plans as well as the schemes the Council intends to deliver.

**Mayor’s Transport Strategy 2001**

32.5.5 The Mayor's Transport Strategy (MTS) was published in 2001 by Ken Livingstone and sets out his 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. The MTS also includes policies to tackle congestion on London's streets which included proposing a central London congestion charge, now implemented. The MTS looks at how conditions can be improved for all users of London's streets - car users, buses, and people walking and cycling. It includes plans to improve travel options for disabled people and includes proposals to address the needs of business, for deliveries, servicing and freight.

32.5.6 Mayor Johnson has announced that he is replacing the existing MTS. Public consultation is taking place in 2009 and the new document will be adopted in 2010.

**Corporate or partnership actions**

1. The Transportation and Highways Department will work with Transport for London to identify the need for and deliver new public transport facilities including improvements to the Borough’s bus and Underground services and improving accessibility within the Borough’s rail and Underground stations;

2. The Transportation 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 and Network Rail to improve the Boroughs rail infrastructure and services;

3. The Transportation 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 Transportation 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;

5. The Transportation and Highways Department will continue to work with the car club operators to provide an extensive network of on-street car club bays and with the Planning and Borough Development Department will secure publicly available car club bays in new development when opportunities arise;

6. The Transportation and Highways Department will secure funding from TfL through the Local Implementation Plan process for improvements to public transport, streetscape, walking and cycling facilities and other complimentary transport measures that serve to improve the attractiveness of non-car modes;

7. The Transportation and Highways and Planning and Borough Development Departments 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;

8. If the initial London Cycle Hire Scheme is successful following its launch in 2010, the Transportation and Highways and Planning and Borough Development Departments will work with the Mayor of London and TfL to expand it further; and

9. The Transportation and Highways and Planning and Borough Development Departments will ensure charging facilities are provided for electric vehicles in the Borough’s off-street car parks and in new development.
An Engaging Public Realm

A sense of place, attractive streets, parks and outdoor spaces

Introduction

33.1.1 Kensington and Chelsea is distinguished by a high quality network of streets, squares and public spaces. The public realm is widely recognised and valued for providing the setting for our rich architectural heritage. This is a strategic matter for the Royal Borough, being central to our success as an attractive place to live, work and visit. Establishing a new street network, based on our historic patterns, will be at the heart of the successful regeneration of the north, and enhancing the public realm will be a key part of maintaining the success of the Borough as a whole.

33.1.2 The public realm is not just the two dimensional streetscape, although that is an important component. The public realm is the full three-dimensional space of streets and parks, and how they connect together and contribute to making our neighbourhoods and centres distinctive and memorable. It is the public realm, therefore, which gives the Borough its strong sense of place. The way buildings relate to streets, and the way streets relate to one another, are thus as important as the management and maintenance of the streetscape and our parks and gardens.

33.1.3 An Engaging Public Realm is an integral part of the Core Strategy’s central vision of Building on Success. It is regarded as critical by residents to their quality of life, and also underpins the national and international reputation of Kensington and Chelsea.

CV 1.4

Our vision for an engaging public realm is to endow a strong local sense of place by maintaining and extending our excellent public realm to all parts of the Borough.

What this means for the Borough

33.2.1 Our streets, spaces and places provide a range of opportunities for external living, whilst making it easier and more attractive to walk, cycle and take public transport.

33.2.2 Open spaces support physical as well as passive activities, from playing sport to sitting and relaxing. They are places where people meet and come together. Paying particular attention to making the public realm safer and more enjoyable improves external living, whilst also enhancing the appearance of the Borough.

33.2.3 However, there are parts of the Borough where the public realm is of lesser quality and in need of significant attention, such as under the Westway, Cromwell Road, the Earl’s Court one-way system, the Kensal area and around Worlds’ End and Latimer. Establishing a new and improved street network drawing from the Borough’s historic patterns and public spaces will be at the heart of the successful regeneration of these areas.

Summary of evidence - why this is significant to us

Street Network

33.3.1 The public realm, particularly the street network, plays a vital role in providing good transportation and mobility. These networks and spaces provide excellent levels of “permeability”\(^{93}\), reflected in spatial analysis of pedestrian movements for large parts of the Borough, but not all. Parts of the Borough are truncated by the canal, railway lines, the Westway and other major roads, which create access barriers. Parks and cemeteries can also form access barriers in some cases, particularly at night. Postwar estate layouts and more recently the growth of “gated communities” also create permeability barriers, shown on blue areas on the map below. These areas need to be reconnected.

\(^{93}\) The degree to which one can connect to, or pass through areas
AN ENGAGING PUBLIC REALM

This map shows all of the Borough’s roads and the way in which they are connected to each other. This, in its purest form, illustrates the most likely routes pedestrian would choose in the absence of trip-generating uses (shops, GPs, schools, etc.)
Street Form

33.3.2 The relationship between streets, buildings and parking often determines our feelings about a place. A street form that is open and is naturally overlooked by occupied buildings provides a positive environment, whereas a secluded street enclosed by windowless walls can create safety issues. It is important that the Borough's street form creates an environment that is safe, functional and attractive.

33.3.3 The Borough has a wide variety of street forms, ranging from cobbled mews with two rows of terraced cottages facing each other in close proximity, to the uniformity of the Victorian terraced housing on long linear streets. The variation of relationships between the buildings and streets within the Borough interact differently, but are complementary.

Street Life

33.3.4 Not only does the public realm have aesthetic value but the outdoor spaces that make up our public realm also promote individual health and social well-being by providing opportunities for physical activity and meeting places for social interaction. The public realm also provides a source of local economy with our parks and townscape attracting many visitors, which in turn encourage enterprise and helps to keep local people in employment (94).

33.3.5 Street traders, pavement cafés and festivals all bring life to the public realm, with Portobello Market, Duke of York’s Square and the Notting Hill Carnival being good examples of such. However, the multifunctional use of space in the public realm needs to be carefully managed to ensure that all users are catered for in a safe and successful manner.

Streetscape

33.3.6 The excellent quality of our public realm is constantly under threat from poorly designed or uncoordinated development. This includes the paraphernalia used to control traffic and pedestrians, public utility equipment, street furniture and advertising. This undermines the very quality that everyone values. The Council launched the "Renewing the Legacy: 21 Projects for the 21st Century" initiative in 2000, which included the creation of the Royal Borough Streetscape Guide, which sets out principles of good design such as more white lighting, the use of York stone, less clutter, smarter street furniture, better design and more public art (95).

33.3.7 The Exhibition Road redevelopment is a prime example of the Council’s innovative approach to single surface and de-cluttering the streets, where the design principles of single surface rests on making drivers more aware of their surroundings, thereby lowering traffic speeds in the presence of pedestrians and improving safety. This approach has been modelled on Kensington High Street which has received international praise for its ground-breaking approach to clutter reduction and streetscape improvements.

33.3.8 There is very high public satisfaction with the appearance and maintenance of our streets and public spaces, with success derived from inherent design quality, use of high quality materials and craftsmanship, and regular maintenance. The Royal Borough is ranked third out of all London Boroughs in terms of residents’ overall satisfaction with the local area (96).

Parks, Gardens, Open Spaces and Waterways

33.3.9 Green open spaces and street trees provide important opportunities for biodiversity and habitats for wildlife. They also help to address climate change issues and are important for human psychology. There are 100 garden squares within the Borough. There are also 15 open spaces on England’s Registered Parks and Gardens (97), including the Kensington Gardens, Brompton and Kensal cemeteries and Kensington Roof Gardens, which is the only roof garden on the national register. There are 7,000 street trees and approximately 500 Tree Preservation Orders.

33.3.10 Holland Park and Kensington Gardens are the main public open spaces of the Borough. Hyde Park, although largely in neighbouring borough of the City of Westminster also makes a particular contribution to open space in the Borough. However, much of the Borough, particularly in the south, lies beyond a 5 minute (400m) walk to the nearest public open space (98).
In spite of this, there is a strong green amenity to this area, with numerous garden squares and street trees. There are limited opportunities to create larger areas of public open space in these areas because of the location of potential development opportunities. Small areas of open space might be possible, but these are often better managed if they are communal to the adjacent development, rather than public – as the garden square tradition of this Borough demonstrates. The provision of new public open space is, therefore, not seen as a strategic issue for this Borough, and will be assessed on a case by case basis. Contributions towards the maintenance of the existing public open spaces will be sought. By contrast, communal external open space can greatly improve the quality of life of residents, and can be designed into quite small schemes. This will, therefore, be the focus of our policy.

33.3.11 Front gardens also offer a valuable contribution to the streetscape. The loss of front gardens to off-street parking has long had harmful effects upon visual amenity and townscape quality, as well as reducing public safety.

33.3.12 The Borough is bounded by the Grand Union Canal in the north, which is currently viewed as a physical barrier to movement. However, it is a valuable public realm asset and its potential to provide for improved amenity space and pedestrian and cycle links should be explored.

33.3.13 The River Thames forms the southern boundary, and like the Grand Union Canal to the north, the Thames’ potential as a leisure, recreation and transport resource remains under utilised.

Trees and Landscape

33.3.14 There is a growing awareness that trees and landscaping provides a positive contribution to urban drainage by reducing run-off and increasing the absorption of rain water, in turn reducing the overall impacts of flooding. This is often referred to as sustainable urban drainage (SUDS). SUDS offer a longer term solution to traditional underground pipe drainage systems, whilst at the same time offering a habitat for wildlife and protecting and enhancing water quality. These aspects are dealt with in the Respecting Environmental Limits section of the plan.

Servicing

33.3.15 The servicing of sites, such as vehicle parking, refuse storage and loading bays are essential for a site to function as intended. Although the Borough is primarily residential in nature it is also a strategic traffic route into and out of London, with high traffic flows on the Borough’s streets. Servicing in the Borough can therefore give rise to traffic congestion, conflict with pedestrians, and has the potential to create disturbance particularly in or adjacent to residential areas.

33.3.16 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 and is not 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.
Planning Policies

Street Network

33.4.1 The Victorian and Edwardian terraced houses provided for grid street patterns, with good connectivity. The postwar estates do not follow the historical street patterns, and this has often given rise to functional problems. Improved co-ordination of the Borough's street form enhances the experience for pedestrians, cyclist and vehicles. It provides for safer routes to school, contributes to road safety, reduces the need to travel, improves the accessibility to London's transport system and thus aids social inclusion.

Policy CR 1

Street Network

The Council will require a well connected and legible network of streets to be maintained and enhanced. In areas of regeneration and large scale redevelopment where the pattern needs to be established, they should be inspired by the Borough's historic street patterns.

To deliver this the Council will:

a. require the creation of better links by establishing new links and the removal of barriers that disconnect access for pedestrians and cyclists;

b. require new street networks to be established with a clear hierarchy and choice of routes, designed to optimise connectivity, accessibility and legibility, and to reflect the historic and finely grained block structure of the Borough in areas of large scale redevelopment;

c. adopt all new streets constructed in the Borough to ensure they complement the existing street network and are safe and attractive;

d. resist the gating of existing streets and new gated communities;

e. require new streets to be designed to minimise opportunities for crime.

Street Form

33.4.2 Streets provide a multi-functional role; they provide access to buildings, movement through areas and also create a sense of ‘place’. Street form is the relationship between streets and buildings and dictates how successful the street is in performing its multi-functional role.

Policy CR 2

Street Form

The Council will require that where new streets are proposed, or where development could make significant change to the form of the existing streets, the resultant street form and character must draw from the traditional qualities and form of our existing high quality streets.

To deliver this the Council will:

a. require appropriate street widths to be established with regard to the legibility of the street hierarchy;

b. require the ratio of building height related to street width to give a coherent and comfortable form to the spaces enclosed by new buildings;

c. require building lines and building scales to be consistent and related to context;

d. require a frequency and rhythm of building entrances and windows that support active street frontages and maximise community safety;

e. require a clear distinction to be maintained between public, private and communal space through the retention and provision of characteristic boundary treatments, forecourts and front gardens;

f. require existing street trees to be maintained and to extend the tradition of street trees across the Borough.
Street Life

33.4.3 As the evidence illustrates, the Borough is highly built-up in nature and this is why the Council is keen to maximise the benefit of the public realm by encouraging the shared use of public spaces.

Policy CR 3

Street Life

The Council will require opportunities to be taken within the street environment to create ‘places’ that support the full array of outdoor life, adding to their attractiveness and vitality. To deliver this the Council will:

a. permit new markets on public highways where the benefits associated with the market are considered to be overwhelming and where they fit in with our broader retail strategy and its strategic objectives for town centres;

b. permit new isolated street trading pitches where they contribute to the character and appearance of the street, have no adverse impact on residential amenity and do not impede pedestrian flows;

c. permit the use of pavements for outdoor dining and pavement cafés within our town centres, subject to maintaining their primary function as public footways;

d. permit the occasional use of parks, gardens and open spaces for special events, but only where this is well-managed, has no adverse impact upon local residential amenity, and does not cumulatively impact upon the predominant use as open space;

e. direct temporary private or public events towards existing or new public spaces;

f. require an Events Management Plan and a Management Strategy for repeated use of an open space during the year.
Streetscape

33.4.4 The majority of the Borough has been designated as conservation areas. The emphasis within these areas is on preserving and enhancing character or appearance. Street furniture such as lamp-posts and signs can detract from this local character, as well as hinder the safe passage for people with sensory and mobility difficulties. This is one way to improve Conservation Areas.

Policy CR 4

Streetscape

The Council will require improvements to the visual and functional quality of our streets, ensuring they are designed and maintained to a very high standard.

To deliver this the Council will:

a. require all work to, or affecting the public highway, to be carried out in accordance with the Council’s adopted Streetscape Manual;

b. require all redundant or non-essential street furniture to be removed;

c. require that where there is an exceptional need for new street furniture that it is of high quality design and construction, and placed with great care, so as to relate well to the character and function of the street;

d. permit advertising on buildings only where by reason of size, siting, design, content, materials or method of illumination, it does not harm the appearance of the building or streetscene, and does not adversely affect public safety;

e. resist temporary or permanent advertising hoardings, or freestanding adverts on streets and forecourts, or advertisements attached to street furniture;

f. require new public art as part of all major developments (100) that is of high quality design of the new building or carefully located within the public realm.

Parks, Gardens, Open Spaces and Waterways

33.4.5 The benefit of open space is wider than pure aesthetics, it also provides a valuable recreational resource, and contributes to wildlife habitats and has benefits in minimising noise and air pollution. The Borough has a strong history and tradition of high quality parks and gardens, such as Kensington Gardens, the Physic Garden and Holland Park.

Policy CR 5

Parks, Gardens, Open Spaces and Waterways

The Council will protect, enhance and make the most of existing parks, gardens and open spaces, and require new high quality outdoor spaces to be provided where possible.

To deliver this the Council will:

a. resist the loss of existing Metropolitan Open Land and other public open space;

b. resist the loss of private communal open space and private open space that gives visual amenity to the public;

c. resist development that has an adverse effect upon the Parks and Gardens that are on the Borough’s Register of Special Historic Interest in England, or their setting (101);

d. resist development that has an adverse effect on the Borough’s garden squares including proposals for subterranean development, and to promote the enhancement of garden squares;

e. require all major development outside a 400m radius of the nearest public open space to make provision for new open space which is suitable for a range of uses.

(100) For dwellings, a major development is one where the number of dwellings to be constructed is 10 or more. Where the number of dwellings to be constructed is not given in the application, a site area of 0.5 hectares or more should be used as the definition of a major development. For all other uses, a major development is one where the floorspace to be built is 1000 square metres or more, or where the site area is 1 hectare or more.

(101) Register of Parks and Gardens of Special Historic Interest in England compiled by English Heritage.
outdoor activities and for users of all ages including the provision of external playspace. This may be in the form of communal garden space;

f. require all open space that forms part of a proposal to be designed and landscaped to a high standard;

g. require opportunities to be taken to improve public access to, and along, waterways, and promote their use for leisure activities.

Trees and Landscape

33.4.6 In order to make the most of our existing open space, trees and landscaping is considered an important aspect of any development to improve quality of life within the Borough and contribute to its high quality character. The Borough has approximately 7,000 street trees and was the first Council to employ Arboricultural Officers in London. Trees on private open space, such as those located within residential gardens can also contribute to the public realm.

Policy CR 6

Trees and landscape

The Council will require development to provide tree planting and landscaping that compliments the existing high quality greenery to deliver amenity and biodiversity benefits. To deliver this the Council will:

a. require landscape design to be fit for purpose and function;

b. require landscape design to be of a high quality and compatible with the surrounding landscape character;

c. resist development which results in the damage or loss of trees of amenity value;

d. require development to have regard to the existing trees;

e. require landscaping to be clearly defined as public or private space;

f. require landscaping to maximise the benefit to wildlife habitat.

Servicing

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

Policy CR 7

Servicing

The Council will require servicing facilities 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 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 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, include detail on how vehicles will be managed, and include controls on the types and sizes of vehicles to ensure they are appropriate to the local area and are environmentally acceptable;

c. require that where developments cannot provide on-site servicing space that it can be demonstrated that the proposal can function satisfactorily without giving rise to adverse effects on traffic congestion, pedestrian safety and convenience, residential amenity or impacting on bus routes. A Servicing Management Plan will also be required in these instances;

d. require on-site servicing space and entrances to be designed in an attractive, visually unobtrusive manner, which is sensitive to the character and
Corporate and Partner Actions

Introduction

33.5.1 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

33.5.2 The Council’s Transport, Environment and Leisure Services (TELS) has a 10 year Parks Strategy to improve and invest in its main parks. This includes a rolling programme of consultation followed by improvements to the parks. The plan aspires to increase the number of public open spaces managed by the Council, including Brompton Cemetery. The management of Little Wormwood Scrubs was transferred from the London Borough of Hammersmith and Fulham to the Royal Borough in 2008. The aim is that once the management of Little Wormwood Scrubs and Brompton Cemetery is transferred, TELS will embark on a major programme of maintenance and improvement. TELS also plans to produce a 'Royal Borough Parkscape Guide', which includes technical guidance and a design element, by 2010.

The Royal Borough of Kensington and Chelsea Streetscape Guide 2008

33.5.3 The Transportation team 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 2005

33.5.4 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 Arboriculture Team are responsible for implementing the Tree Strategy.

The Royal Borough of Kensington and Chelsea Planning and Conservation Capital Programme 2007/08 - 2009/10

33.5.5 The Capital Programme proposes investment of £205 million from 2009/10 onwards. In terms of An Engaging Public Realm, there are a number of 'Local enhancement schemes' proposed, such as repaving and improved streetscape schemes.

The Royal Borough of Kensington and Chelsea Renewing the Legacy: 21 Projects for the 21st Century 2000

33.5.6 This document outlines a series of Council and partner-led projects that will 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 2008-2011

33.5.7 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 draw in other partners such as local authorities who drive local provision and are key to delivering a world-leading community sport infrastructure.

The Royal Borough of Kensington and Chelsea Play Strategy 2006-2009

33.5.8 In 2006, the Council's Family and Children's Services Department produced a play strategy which sets out a vision, policies and an action plan to improve access and opportunity for the Borough's children to enjoy a range of play and recreation activities. This strategy will be replaced in 2010 and will run until 2013. The Council's Family and Children's Services Department are responsible for the implementation of the majority
of the action points, although others who will play a role include the Arts and Leisure Service, Library Service and Community Safety.

The Royal Borough of Kensington and Chelsea Play Pathfinder

33.5.9 In 2008 the Royal Borough was chosen to be one of England's twenty play pathfinders. The aim of this scheme is to enhance adventure and open access play for local children in the Royal Borough. A Play Pathfinder Team has been created, with representatives from the Transport Environment and Leisure Services Business Group, Planning, Housing, Family and Children's Services Department Extended Services and the Tenant Management Organisations. The scheme runs until the end of 2010.

Corporate or Partnership Actions

- The Council will work in partnership with Transport for London and the Council's Transportation and Highways department to encourage streetscape improvements which remove barriers and improve access for local residents;
- The Planning and Borough Development Directorate will working in partnership with the Council’s Transportation and Highways Department to implement the Local Implementation Plan;
- The Planning and Borough Development Directorate will work closely with the Council's Family and Children's Services to assist in the implementation of the Play Strategy, to improve access to and to widen the nature of play facilities provided by the Council across the Borough;
- The Planning and Borough Development Directorate will work closely with the Council's Family and Children's Service Department and with the Play Pathfinder team to help increase local children's access to adventure and open access play facilities;
- The Planning and Borough Development Directorate will work with the Council's Transportation, Environment and Leisure Services Business Group to ensure the Implementation of the Streets and Physical Activity Strategy;
- The Planning and Borough Development Directorate will work in partnership with the Council's Arboricultural Department to deliver the Tree Strategy;
- 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 (102);
- The Planning and Borough Development Directorate will work in partnership with Natural England to help deliver improved Green Infrastructure;
- The Planning and Borough Development Directorate will work in partnership with National Trails to help deliver the Thames Path Management Strategy for 2006 - 2011.

102 Sport England Strategy 2008-2011
Renewing the Legacy

Conservation, enhancement and design quality.

Introduction

34.1.1 We have inherited a remarkable historic townscape and a large number of historic buildings. The exceptional quality of our built environment underpins our success as a highly desirable place in which to live, work and invest. Over 4,000 buildings are ‘listed’ and there are over 100 garden squares. Conservation Areas cover more than 70% of the Borough. The Royal Borough is known for its legacy of Georgian, Victorian and Edwardian architecture but there are also a number of twentieth century buildings which continue the legacy of high quality design. Our listed buildings and conservation areas contribute immensely to local distinctiveness both within the Borough and to London as a whole.

34.1.2 Renewing the Legacy is an integral part of the Core Strategy’s central vision of Building on Success. The exceptional quality of the built environment underpins the reputation of both Kensington and Chelsea, and our residents’ quality of life.

CV 1.5

Our vision to renew the legacy is to pass to the next generation a Borough that is of the highest quality, better than today, by taking great care to conserve and restore the glorious built heritage we have inherited and to ensure that where new development takes place it enhances the Borough, so as to ensure no diminution of the excellence we have inherited.

What this means for the Borough

34.2.1 Careful incremental improvement is needed to ensure our conservation areas remain of the highest quality. However, there are a number of small areas in the south and two large areas in the north of the Borough which are not within conservation areas. It is important that these areas are not regarded as ‘second class’ in terms of the future quality and contribution for which we should be striving. We should aspire for these areas to be our future conservation areas and exceptional design quality is needed to create a new design legacy for the Borough.

34.2.2 There is inevitable pressure for change, as the existing, often historic building stock is updated, renewed or replaced to meet today’s needs and changing lifestyles. Maintaining the character, quality and setting of the Royal Borough’s exceptional built environment is vital. The local context is of primary importance in achieving this.

34.2.3 To ensure continued design excellence in the Royal Borough, the Council and Royal Institute of British Architects (London) have appointed an Architectural Appraisal Panel. The purpose of the panel is to review key planning proposals and offer support and advice to the Council’s officers, its Design Champion and planning applicants to deliver high quality architecture within the Royal Borough.

Summary of Evidence - why this is significant to us

Context and Character

34.3.1 The Borough is a highly desirable place to live, shown by the highest average home price in England(103). This is against a backdrop of considerable residential densities but surprisingly modest building scales. For example, Victorian terraced housing in the Borough typically consists of 700 hrh(104) in 4 storeys, Edwardian terraced mansion blocks increasing this to 970hrh in 6 storeys. In North Kensington, the typical density and height of the postwar estates are 500hrh in 5-6 storeys.

34.3.2 The government’s current drive is to increase densities from those developments of the postwar period, prevalent across much of Britain. Increased densities make better use of land(105). As a result, density is being used more often as a design determinant, rather than as an indicator. We do not believe that approach is relevant for the Royal Borough, for two reasons.

103 Land Registry (2008)
104 hrh = habitable rooms per hectare
105 PPS 3: Housing, 2000
RENEWING THE LEGACY
Conservation Areas, Registered Parks and Gardens and Strategic View

Conservation Areas
From the Register of Parks and Gardens of Special Historic Interest
Strategic View

Areas containing a concentration of listed buildings

Registered Parks and Gardens
1. The Boltons
2. Brompton Cemetery
3. Cadogan Place
4. Chelsea Physic Garden
5. 100 Cheyne Walk
6. Edwards Square
7. Hans Place
8. Holland Park
9. Kensal Green Cemetery
10. Kensington Gardens
11. Ladbroke Estate
12. Royal Hospital and Ranelagh Gardens
13. St Lukes Gardens
14. Roof Gardens - 99 Kensington High Street
15. Commonwealth Institute
First, the Borough is already highly developed to a very high density. Some say we are the most densely developed Borough in Britain, others say Europe. Whatever the measure, the existing building density is a fact, and we do not therefore need to improve densities to make better use of land.

Second, the context of the Borough is highly valued, well beyond the Borough itself, and it has become a well-known and cherished part of London. To implement densities as a determinant of design would undermine our statutory duties both to have regard to the desirability of preserving or enhancing the character or appearance of conservation areas, and also to have regard to good design (106).

We will not, however, shy away from dense designs, because the Borough demonstrates that high density and high quality are compatible - our context encourages us to deliver higher density schemes.

We have a hard won reputation for requiring more for the Borough's historic urban fabric than pure preservation when it comes to assessing planning applications. ‘Design that fails to take the opportunities available for improving the character and quality of the area and the way it functions' (107) is not regarded as acceptable. We consider that the assessment of planning applications should be based on whether they are 'good enough to approve' rather than a 'bad enough to refuse' to ensure the continuance of our existing high quality environments.

New Buildings, Extensions and Modifications of existing buildings

The distinctive townscapes of the Royal Borough vary from the contrasting grandeur of the terraces, squares and crescents to the relative modesty of the mews. Together with garden squares they give a unique character to the Borough, and as such a blanket design approach to new buildings and extensions would not be appropriate. In some cases replicating the design of adjacent buildings will be more appropriate, in others a more contemporary approach will work, depending on the variety or uniformity of the surrounding context.

The modesty of building heights reflects the primarily residential character of the Borough and is the only townscape commonality. The Borough has relatively few tall buildings, Trellick Tower is the tallest. These are the exceptions to the Borough’s building height composition. Building height is therefore a sensitive feature of the townscape that needs to be assessed carefully.

Although the majority of the Borough’s building stock is of high quality, there are a small number of buildings which are considered to be eyesores (108).

The combination of the Borough’s high land values, high residential densities, modest building heights and the expanse of the conservation areas, results in a high proportion of residential extensions in the form of subterranean development. Over the last five years, there has been a 70% increase in applications for subterranean developments, with over 200 planning applications submitted in 2008.

In the past, crime prevention has not been an aspect of initial design, rather preventative features have been added at a later date. These measures are not always sensitive to the existing building or the surrounding character. Although the statistics show reductions in crime in the Borough, the reasons for the reductions are not always tangible. However, partnerships working to reduce crime have had a positive impact upon the well being of our residents (109). Police Crime Prevention Design Advisors work closely with the Council’s Planning Department and Registered Social Landlords to maximise opportunities for designing out crime and antisocial behaviour within development proposals.

Shopfronts within the Borough play a key part in establishing and defining the visual character of our high streets and shopping parades. The Borough has many fine examples of shopfront design ranging from the mid-19th century through to today. While the careful restoration of some of these early examples is important for maintaining our highly valued built heritage, particular emphasis is placed on ensuring high standards of design for all shopfronts, be they traditional, modern or contemporary in style.

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107 PPS 1: Delivering Sustainable Development, 2006
108 Forum Hotel in Gloucester Road and Newcombe House in Notting Hill Gate
109 In 2008 there were 613 fewer serious acquisitive crimes than in 2007. Kensington and Chelsea Community Safety Partnership Crime and Community Safety Plan 2009-2012
Smallscale Alterations and Additions

34.3.13 There is great pressure for stock adaptation of the existing buildings. In a typical year of over 900\(^{(110)}\) planning permissions and 600 listed building planning permissions \(^{(111)}\) are sought, 86% of these being within conservation areas. The vast majority of planning applications are from householders, looking to alter or extend their properties.

34.3.14 As the evidence shows, the Borough has a high proportion of flats as dwellings\(^{(112)}\). Whilst dwellinghouses have permitted development rights, single buildings, such as mansion blocks, which are often in multiple ownership do not have such rights and therefore the Council receives a high number of planning applications for single flatted buildings. An inconsistent approach to alterations and additions across the building must be avoided, especially given the fact that the residential units are in close proximity to each other.

34.3.15 Although alterations and additions are often regarded as a matter of little significance, given the Borough’s high quality built environment, the cumulative effect that alterations and additions can have on the character, appearance and setting of the overall streetscape is of strategic importance, and is thus included in the Core Strategy.

Historic Environment and Assets

34.3.16 The Royal Borough has a reputation for historic environments and assets and for taking conservation and design seriously. This is evident by the Council:

- providing grants totalling £50,000 for improvements within conservation areas in 2009;
- extending 2 conservation areas over the past 4 years;
- only permitted 25 applications for complete demolition of buildings and new build within conservation areas between June 2008 and April 2009.

Planning Policies

Context and Character

34.4.1 The Borough’s townscape is unique in its high quality, fine grain, historic built environment and has a reputation of a strong context and character.

Policy CL 1

Context and Character

The Council will require development to respect existing context and character, taking all opportunities available to improve the character and quality of the area and the way it functions, including being accessible for all.

To deliver this the Council will:

- assess development against those aspects of architecture and urban form which contribute to the local distinctiveness of its townscape, such as scale, height, bulk, mass, proportion, plot width, building lines, density, rhythm, roofscape, materials, historic fabric and surrounding amenity;
- require the analysis of context to be drawn from an area that is proportionate to the size of the development;
- use density as an indicator of the efficient use of land and not as a determinant in the form of the proposal and design;
- assess building heights against the context, any impact on street form, amenity and wider townscape, the proportions of the proposal and the use of the building;
- resist development which interrupts, disrupts or detracts from:
  - the long-distance view from King Henry’s Mound to St Paul’s;
  - the views and vistas into, within and out of Areas of Metropolitan Importance within the Borough;

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\(^{(110)}\) June 2008-April 2009 there were 995 planning permissions
\(^{(111)}\) June 2008-April 2009 there were 661 listed building permissions
\(^{(112)}\) RBKC Housing Needs Assessment 2009
iii. local views identified in the Council’s Conservation Area Proposal Statements or other adopted documents;
iv. views into, within and out of conservation areas;
v. the setting of listed buildings.
f. permit riverside and canalside development which enhances the waterside character and setting, including opening up views to the waterways.

New Buildings, Extensions and Modifications to existing buildings

34.4.2 The evidence illustrates that the Royal Borough has not only a distinctive townscape of high quality, but contains a wide variety of architectural styles in a relatively small areas. To renew the legacy a sensitive approach to the design of new buildings, extensions and modifications to existing buildings will be required.

Policy CL 2

New Buildings, Extensions and Modifications to existing buildings

The Council will only permit new buildings and extensions of the highest architectural and urban design quality. To deliver this the Council will:

a. require new architecture to be:
   i. *Functional* - fit for purpose, legible, safe and accessible to all
   ii. *Robust* - well built, remain in good condition and adaptable to future changes of use, lifestyle, demography and climate
   iii. *Attractive* - pleasing to the mind and eye
   iv. *Locally distinctive* - responding to its context
   v. *Sustainable* - in the use of resources, construction and operation

b. assess architecture style on a site-by-site basis in terms of:
   i. the context of the site
   ii. the building’s proposed design and use
   iii. whether the townscape is of uniform or varied character

c. resist proposals that are more than 1.5 times the height of the predominant context, except where the proposal:
   i. is 2-3 times the height of the predominant context, and not above 45m, whichever is the smaller; and
ii. is articulating a point of townscape legibility in relation to views and vistas of significance in the wider Borough landscape and/or providing a pan-London use;

iii. is not within any identified linear views; and

iv. is of exceptional design quality.

d. facilitate the redevelopment of ‘eyesores’ with buildings more suited to its context;

e. resist developments that do not design in crime prevention and public safety measures;

f. require crime prevention measures to be sensitivity balanced against visual amenity;

g. assess extensions against those aspects of the building’s character and integrity which contribute to the local distinctiveness of the townscape, such as height, building line, visual subordination, symmetry, rhythm, detailed design, important gaps and sense of garden openness;

h. assess additional storeys and roof level alterations on the basis of whether they assist in underlying a group of buildings, or would represent an isolated example, and are an appropriate architectural response to the age and style of the building;

i. permit subterranean extensions only where:

   i. the amenity of the adjoining properties is not harmed;

   ii. structural stability of the property or neighbouring properties would not be affected;

   iii. there is adequate provision for storm water drainage;

   iv. there is no loss of trees of townscape or amenity value;

j. permit development where there is no loss of important archaeological remains if:

   i. the proposal demonstrates construction can be undertaken safely; and,

   ii. the proposal does not involve excavation underneath a listed building;

k. require the retention of existing quality shopfronts and independent access to upper floors;

l. require alterations to existing and new shop fronts to have a positive impact on the host building and surrounding townscape, including the placement of advertisements and potential for independent access to upper floors.

Holland Park Mews
Smallscale Alterations and Additions

34.4.3 The cumulative effect of small changes can negatively impact on the Borough’s overall high quality townscape. Smallscale alterations and additions are considered to be minor external changes to the appearance of a building or its curtilage, servicing equipment, plants and telecommunication apparatus.

Policy CL 3
Smallscale Alterations and Additions

The Council will permit alterations and additions where they do not harm the existing quality and character of the building and its context.

To deliver this the Council will:

a. permit alterations only where the character and appearance of the existing building or the surrounding area would not be harmed;

b. resist unsympathetic small scale development which in itself can cause harm and where the cumulative effect of similar proposals would be detrimental to the character of the building;

c. ensure that telecommunications equipment and other minor additions and alterations are sited as discretely as practicable so that visual amenity is not impaired;

d. only permit development that is of a high quality form, design and materials;

e. permit alterations and additions where they improve the accessibility and safety function of the building and ensure they are sensitive to the character of the building.

Historic Environment

34.4.4 The historic environment is central to the character of the Borough and the Council has a duty under the Listed Buildings and Conservation Area Act 1990 to ‘pay special attention to the desirability to protect or enhance the character and amenity of conservation areas’.

Policy CL 4
Historic Environment

The Council will require development to preserve historic places, spaces and townscapes and to take opportunities to enhance the character or appearance of conservation areas.

To deliver this the Council will:

a. permit development in conservation areas which preserves or enhances the character and appearance of the conservation area;

b. permit developments where the setting of the conservation area has been preserved or enhanced;

c. require full planning applications in conservation areas;

d. permit substantial demolition of buildings in conservation areas where:

   i. The building or part of the building structure makes no positive contribution to the character or appearance of the area; and

   ii. a satisfactory scheme for redevelopment has been approved.

e. require planning permission for the demolition or partial demolition of buildings except dwellinghouses (114);

f. require a replacement replica of a building that makes a positive contribution to the character and appearance of a conservation area if an unforeseen collapse occurs.

114 the demolition of dwellinghouses is permitted development
Historic Assets

34.4.5 Our historic assets play a significant role in the overall historical richness of not only the Borough, but of London. The Council shall have special regard to the desirability of preserving listed buildings or scheduled monuments and their settings or any features of special architectural or historic interest which they possess (115).

Policy CL 5

Historic Assets

The Council will permit proposals that preserve or enhance the special architectural or historic interest of a listed building or scheduled ancient monument and their settings and will conserve and protect sites of archaeology interest and their settings.

To deliver this the Council will:

a. require the preservation of the historic integrity of listed buildings, scheduled monuments or other buildings or places of interest, including building facades, plan form, structure and setting;

b. require proposals to protect the setting of the listed building, scheduled monument or a site of archaeological interest;

c. require the preservation of original internal and external architectural features and later features of interest;

d. require the reinstatement of missing architectural features of the listed building or scheduled monument important to its special character (116);

e. require the removal of inappropriate additions or modifications to the listed building or scheduled monument that detract from its special character;

f. resist development which threatens the conservation, protection or setting of archaeological remains;

g. resist the change of use of a listed building that would materially harm its character;

h. strongly encourage any works to a listed building to be carried out in a correct scholarly manner by appropriate specialists.

Note: the policy on trees and development is in the 'A Quality Public Realm' chapter.

Corporate and Partner Actions

Introduction

34.5.1 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 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


34.5.2 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, which combines grade I and II* listed buildings at risk and structural scheduled monuments, at risk and vulnerable.

The Royal Borough of Kensington and Chelsea, Renewing the Legacy: 21 Projects for the 21st Century 2000

This document outlines a series of Council and partner-led 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.

115 Planning (Listed Buildings and Conservation Areas) Act 1990
116 PPG 15 sets out criteria by which demolition of listed buildings may be considered
Corporate or Partnership Actions

- The Planning and Borough Development Directorate continue to run the Architecture Appraisal Panel.
- The Planning and Borough Development Directorate will work in partnership and consult with design and conservation bodies including English Heritage and CABE.
- The Planning and Borough Development Directorate will review conservation areas and Article 4 directions as resources allow.
- 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 at 'buildings at risk register'.
- The Planning and Borough Development Directorate will continue to utilise and enforce Article 4 Directives and Section 215 powers.
- The Planning and Borough Development Directorate will continue to produce additional and update existing design guides.
- The Planning and Borough Development Directorate will work in partnership with Council's Property Services and Housing Department to deliver housing renewal.
- 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.
- The Council will make use of architectural competitions to help select architects for developments on major sites, leading to better quality design.
Diversity of Housing

Affordable & Market Housing, Housing Mix, Estate Renewal

Introduction

35.1.1 House prices in the Royal Borough are among the highest in the country. Affordability is therefore a significant issue, especially with ‘part ownership’ schemes. Demand for all types of housing is insatiable. However many houses we build, we cannot begin to satisfy demand, either for private sale or ‘affordable’ homes (117). Our strategic focus is therefore on achieving a diversity of housing in mixed communities, to reduce the potential of further polarisation between, in broad spatial terms, the north and south of the Borough.

35.1.2 In terms of the Core Strategy ‘vision’, the housing policies will have a positive impact by facilitating both the North Kensington regeneration and reinforcing Kensington and Chelsea’s international and national reputation as an attractive place to live, with prime residential areas. Residents’ quality of life should be improved by increasing the diversity of housing, providing more affordable housing and maintaining the quality of areas which are already sought after residential locations.

35.1.3 Diversity of Housing is an integral part of the Core Strategy’s central vision of Building on Success. It is central to stimulating regeneration in North Kensington, and vital to the residential quality of life.

CV 1.6

Our vision to have a diversity of housing is that at a local level it will cater for a variety of housing needs, and is built for adaptability and to a high quality.

What This Means for the Borough

35.2.1 The vision means that there will be a better mix of housing types and tenures throughout the Royal Borough, and more housing overall. It is estimated that over 65% of the net increase in new housing (118) will occur in Golborne (north), Abingdon (central) and Cremorne (south) wards. Significant sites in these wards are included in the Site Allocations Section of the Core Strategy and include Kensal gasworks site and Wornington Green (both Golborne ward), the various Warwick Road sites (Abingdon ward) and Lots Road Power Station (Cremorne ward).

Summary of evidence - why this is significant for us

New Homes and Housing Statistics

35.3.1 A minimum of 3,500 homes should be provided between 2007/8 and 2016/7 (350 units per year (119). This housing target is based on evidence of the housing capacity in the Borough (120), which formed the basis of the London Plan target. The emerging work on the London-wide Strategic Housing Land Availability Study (SHLAA) indicates that this could go up significantly, principally because of the large strategic sites that have been identified through the Core Strategy. The target may go up to between 677-877 units per annum.

35.3.2 The affordable housing target is 800 units, to be provided between 2007/8 and 2016/7 (80 units per year) (121). This target has been derived by taking account of the overall annual housing target of 350 units and estimates of the number of schemes which have an affordable housing requirement (see Supporting Information section for detailed calculations).

35.3.3 Average house prices in the Borough in the third quarter of 2008 were £1.18 million. This was the highest average in England (122).

117 Affordable Housing is defined in the Glossary.
118 The percentage figure is based on individual site figures which are used to provide ward totals. A lapse rate has not been applied to individual sites. However, a lapse rate has been applied to the borough-wide housing figures because it is considered to be appropriate at this level.
119 Mayor of London (2008), The London Plan (note: London Plan targets are based on the 2004 GLA Housing Capacity Study).
120 GLA (2004), Housing Capacity Study, GLA
121 The agreed affordable housing target in the draft Mayor’s Housing Strategy (May 2009) is 90 units a year between 2008-2011. This target is marginally higher then the Core Strategy target because it also includes an allowance for affordable housing from non-planning sources agreed with the GLA.
122 Land Registry (2008).
### Diversity of Housing

#### 35.3.4 The tenure profile in the Borough is: 43% owner occupation, 26% social rented housing, 25% private rented housing, 5.3% other. The private rented sector has the highest turnover of households compared to the other tenures (123). These figures can be compared to those for Inner London as a whole, which indicate that around 40% of homes are owner occupied, 40% are social rented housing and 20% of the Inner London stock is in the private rented sector. By comparison, over two-thirds of Outer London dwellings are owner occupied, 18% are in the social rented sector and 12% are private rented. Between 2001 and 2006 there was a 25% increase in the number of private rented properties in the capital (124).

#### 35.3.5 Between 50% and 70% of the housing stock in Golborne, St. Charles, and Notting Barns wards is social rented housing. In Colville, Norland, Earl's Court and Cremorne wards between 25% - 49% of the housing stock is social rented (125).

#### Housing Diversity

#### 35.3.6 The Council’s Strategic Housing Market Assessment (2009) estimates that there is a shortfall of around 3,950 affordable housing units per annum. Given that the overall ten year housing target for the Borough is 3,500 net additional units (based on an assessment of land availability and capacity), this figure is clearly unachievable. What it shows, however, is that there is a significant need for affordable housing in the Borough.

#### 35.3.7 There is an overall shortage of all sizes of affordable homes in the Royal Borough. The greatest shortage relative to supply of social rented housing, is for properties with four or more bedrooms. For intermediate housing nearly 70% of the demand is for one and two bedroom homes (126).

#### 35.3.8 The recommended size of new intermediate housing is 70% one and two bedroom units and 30% three and four bedroom units. In relation to new social rented housing it is 45% one and two bedroom units and 55% three and four bedroom units (127).

#### 35.3.9 Research has been undertaken to ascertain the type of affordable housing that should be provided in the Borough, taking into account the ability of a sample of households to afford different products. This research suggests that 4% of affordable housing should be equity based intermediate housing, 11% should be intermediate rented housing, and 85% should be social rented housing (128).

#### 35.3.10 The main identified shortfalls in terms of market housing are for three and four bedroom homes. Over the next 20 years, the size of new market housing likely to be required in the Borough is 20% one and two bedroom units and 80% three and four bedroom units (129). However, the Council is of the view that the Strategic Housing Market Assessment recommended figures for the future provision of affordable and market housing are a general guide for future developments, and that site characteristics will play a more significant role in determining the housing mix.

#### 35.3.11 There is considerable demand in some southern areas of the Borough for very large luxury residential units, typically around 250-300m² (2,690-3,230 sq ft) or even larger. Often schemes of this nature involve fewer than ten units, and therefore fall below the London Plan trigger for affordable housing. A floorspace threshold, rather than unit threshold, is therefore most appropriate as a trigger for affordable housing in the Borough.

#### 35.3.12 In the future, most older people will continue to live in their own homes. However, some older people will no longer be able to live at home or may not wish to do so. It is estimated that the Borough’s population of people aged 65 and above will increase by 10.6% and the population of people aged 85 and above is projected to increase by 10.8% between 2008 and 2025. Older people are most numerous in the relatively affluent south of the Borough. There are 1,186 sheltered housing units in the Borough, mostly in the north and south, with little provision in the four central wards. There are three social rented extra care housing schemes in the north of the Borough but there are no schemes in the south, and none for sale or shared ownership within the Borough. There is a need for a mixed tenure, extra care housing
scheme in the south of the Borough due to a current lack of provision in that location. The Council should review the fitness of the sheltered housing stock for future needs, in terms of its size, number of bedrooms and wheelchair accessibility, as there appears to be a large number of bedsits with little provision for the likely increase in older couples (130).

35.3.13 It is estimated that there are 11,700 households (14% of all households) in the Royal Borough with one or more members in an identified ‘additional needs’ group, such as people with a physical or learning disability, as well as the frail elderly. Research has indicated that the households in the north of the Borough are more likely to have an additional need. Households with additional needs have much lower than average incomes and are far more likely to be in unsuitable housing (i.e. requiring adaptations to the home) compared to households overall (131).

35.3.14 A London-wide gypsy and traveller needs assessment has identified that there is a need to provide between 6 and 12 gypsy and traveller pitches in the Borough for the period 2007-2017 (132). The shortage and high cost of land means that there will be limited opportunities for new gypsy and traveller pitches. However, the Borough will work with partners, RSLs, developers and neighbouring authorities to meet the identified need. A site(s) will be allocated as part of a forthcoming specific Gypsy and Traveller DPD.

Amenity Space

35.3.15 The Borough is very densely developed and therefore protection of existing amenity is paramount. The creation of new external amenity spaces associated with new developments is also very important. Exposure and access to greenspaces can have a wide range of social, environmental, economic and health benefits (133). There is evidence that access to outdoor environments can provide health benefits at a number of levels, for example through physical activity and through informal recreation which can provide relief from depression and stress (134).

External amenity space and green spaces benefit people of all ages. Green roofs also provide ecological benefits.

Estate Renewal

35.3.16 The Council is undertaking a Housing Stock Options Review to provide clear advice on the options that are available to resolve the Housing Revenue Account deficit, secure long term investment to renew the Council’s housing stock, and ensure that there is an adequate supply of affordable housing to meet future needs. Estate renewal is one option under consideration as part of this review. The most likely source of funding to replace existing affordable housing is from the sale of new private housing provided alongside the replacement social housing, with estates being rebuilt to a higher density. This would, if undertaken, be carried out in a phased way over 20 years or more. The range of options under review is detailed within various Stock Options publications and the Housing Strategy. The Council plans to reach a view on the best available option by Autumn 2009 (135).

Policies

Housing Targets

35.4.1 The evidence on housing provision shows that we need to have a policy to address maximising housing provision and to meet the London Plan housing target.

Policy CH 1

Housing Targets

a. The Council will make provision for a minimum of 3,500 net additional housing

130 Institute of Public Care (May 2008), Older People’s Housing Needs – Research Paper, Royal Borough of Kensington and Chelsea.
131 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment.
135 This will be kept up to date.
units to be provided between 2007/8 and 2016/17 (350 units per year). This target will be rolled forward to 2028, until it is replaced. (136)

b. The Council will make provision for the maximum amount of affordable housing with a target of at least 800 units (80 units per annum) from all sources, to be provided in the Borough between 2007/08 and 2016/17, and to be adjusted in the light of the revised housing target (see appendix for further information).

c. The Council will require affordable housing tenures to be provided such that they work towards a Borough-wide target of 85% social rented housing and 15% Intermediate housing.

Housing Diversity

35.4.2 The evidence on housing diversity shows that we need to have a policy to address housing mix, older people’s housing, affordable housing and gypsy and traveller issues.

Policy CH 2

Housing Diversity

The Council will ensure new housing development is provided so as to further refine the grain of the mix of housing across the Borough.

To deliver this the Council will:

a. require new housing developments to include a mix of types, tenures and sizes of homes to reflect the varying needs in the Borough and current evidence;

b. require homes to be built to lifetime homes standards and a minimum of 10% should be ‘wheelchair accessible’ (137);

c. protect existing housing schemes and care homes for older people where they are viable and meet, or are capable of meeting, modern standards of care;

d. encourage development proposals for extra care housing, particularly in the south of the Borough. The Council would not seek affordable housing from proposals for care homes or extra care housing schemes (138);

e. require planning permission for proposals which involve the amalgamation of six units or more into a smaller number of units or a single home;

f. protect houses in multiple occupation except where a proposal concerns conversion into self-contained studio flats. Any such proposal will be subject to a Section 106 agreement to ensure the flats remain as studios in perpetuity;

g. require the provision of 50% affordable housing (1:1 ratio), on gross residential floor space in excess of 800m² (139);

h. require provision to be in the form of a commuted sum in lieu of affordable housing where less than 1,200m² of residential floor space is proposed;

i. require provision of affordable homes on site where more than 1,200m² of residential floor space is proposed, unless exceptional circumstances exist;

j. require any off-site affordable housing to be provided in the designated area shown on the Housing Diversity map in this chapter. All wards are suitable except for the following: Golborne, St.Charles, Notting Barns, Colville, Norland, Earl’s Court and Cremorne wards;

136 A new Borough housing target will be based upon the work undertaken for the GLA/Borough Strategic Housing Land Availability Study (SHLAA). The current draft target is 408 units per year. However, this figure is subject to further testing which may impact on the target. The final figure is likely to be subject to an Examination in Public of the London Plan. Once a target has been adopted in a new London Plan, this will be taken forward by the Council and it will supersede the current target of 350 units per annum.

137 For further information on the standards to be met see GLA (September 2007) ‘Wheelchair Accessible Housing: Best Practice Guidance: Designing Homes That Can Be Easily Adapted for Residents Who are Wheelchair Users.

138 The Council regards extra care housing as falling within Use Class C2: Residential Institutions.

139 See Supporting Information section for detailed calculations relating to this threshold.
k. require an application to be made for any ‘off-site’ housing concurrently with the main planning application and that the two applications are linked through a Section 106 agreement or unilateral undertaking;

l. require that affordable housing and market housing look the same and are mixed throughout the development, so as to avoid two visually separate communities being created;

m. require a viability assessment, using the GLA toolkit or an agreed alternative, to be submitted where schemes fail to provide 50% affordable housing on floorspace in excess of 800m²;

n. require the applicant to fund the independent assessment of any viability study accompanying an application;

o. in Golborne, St.Charles, Notting Barns, Norland, Colville, Earl’s Court and Cremorne wards affordable housing should include a minimum of 15% intermediate housing. In all other wards a minimum of 85% social rented housing should be provided;

p. require the provision of shared ownership accommodation at an affordable price;

q. resist the lost of residential hostels (140);

r. protect the existing Westway Travellers’ site which the Council jointly manages with the London Borough of Hammersmith and Fulham. Sites for temporary or permanent use will be identified in the forthcoming Gypsy and Traveller DPD and should meet the following criteria:

i. the site can provide for a satisfactory arrangement of pitches, permanent buildings and open space;

ii. the use of the site would have no significant adverse effect on the amenity of occupiers of adjoining land;

iii. the use of the site would be acceptable in terms of the visual amenity, and;

iv. the use could be supported by adequate social infrastructure in the locality.

Residential Amenity and Amenity Space

35.4.3 The evidence on residential amenity shows that we need to have a policy to address the protection of residential amenity, and to ensure that new developments provide amenity space appropriate to the nature of the development.

Policy CH 3

Residential Amenity

The Council will require that existing residential amenity is protected and that new housing achieves high standards of residential amenity including optimising the provision of external space.

To deliver this the Council will:

a. require good daylight and sunlight conditions for buildings and amenity spaces and that conditions enjoyed by existing adjoining buildings and amenity spaces are not significantly reduced;

b. require visual privacy of residents and the working population;

c. require that there is no harmful increase in the sense of enclosure to nearby residential properties;

d. require that there is no significant impact on residential amenity due to increases in noise, odours or vibration;

140 The term ‘residential hostel’ is rigidly defined by the Council as 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 a ‘tourist hostel’ which is primarily for visitors.
Estate Renewal

35.4.4 The evidence on estate renewal shows that we need to have a policy to address the future redevelopment of housing estates in the Royal Borough.

Policy CH 4

Estate Renewal

The Council will require that the full redevelopment of estates built for social rented housing will only be permitted where there is a compelling case that the long term benefits outweigh the considerable uncertainty and disruption such projects will cause.

To deliver this the Council will:

a. require that there will be no net loss of social rented housing provision;

b. guarantee all existing tenants a new home, with those wishing to stay in the area being able to do so;

c. ensure that the mix of house sizes for the re-provided social rented housing will be determined by the housing needs of the tenants of the estate at the time of the project taking place, and by the housing needs of the Borough;

d. require that new social rented, intermediate and market housing is integrated across the development with the same external appearance;

e. require the affordable and market housing to have equivalent amenity in relation to factors including views, daylight, noise and proximity to open space, playspace, community facilities, and shops;

f. require that where estate renewal is being funded through the provision of private housing or other commercial development, schemes must be supported by a financial appraisal;

g. the requirement that 50% of the total amount of housing should be affordable, subject to viability, will not apply to the amount of new market housing that is required to fund the newly provided social rented units;

h. recognise that cross subsidy between estates may also be required where proposals involve several estates. The principles set out above for one estate would be applied to two or more estates, taken as a whole.

Corporate and Partner Actions

Introduction

35.5.1 Delivering the strategic objective of Housing Diversity 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

Royal Borough of Kensington and Chelsea Stock Options Reports

35.5.2 Various documents have been produced by the Council, setting out the options for the redevelopment of the Council's housing estates. In Autumn 2009, a new report will set out the Council's views on options and recommendations regarding the future of the Council's housing estates.
Mayor of London (May 2009) Draft Housing Strategy

35.5.3 This draft strategy covers many housing topics. It includes the Council's three year annual affordable housing target and detail regarding gypsy and traveller pitch requirements. These issues are of particular relevance to the Core Strategy. The final version will be published in 2010.

Institute of Public Care (May 2008) Older Persons Housing Strategy

35.5.4 The Institute of Public Care was commissioned by the Council in October 2007, to assist in the development of an older people's housing strategy. The report is based on an analysis of local information and statistics about older people and housing, and indicates the strategic direction that the Council could follow over the next decade in relation to this topic. The main aims of the research were to establish whether or not the Royal Borough 'has the right profile of accommodation and related services to meet older people's needs across the continuum of housing, health and social care needs' and 'whether the existing provision is fit for the future.'

Housing Strategy 2003-2008

35.5.5 The Council's Housing Strategy has at its heart the following mission statement: 'Housing services in Kensington and Chelsea aim to improve the lives of residents and customers. This will be achieved directly through service provision, commissioning and performance management, and indirectly through working with central Government, the Police, health services, voluntary sector and others to support local communities.'

35.5.6 The Housing Strategy covers the following topics including homelessness, options to meet housing need, better asset management, engaging communities, independent living, and improving performance. A new strategy is currently being prepared and will be available in draft during 2009.

Corporate or Partnership Actions

1. The Council's Directorate of Planning and Borough Development and the Housing Department will work pro-actively with developers to bring forward housing sites.
2. The Council's Directorate of Planning and Borough Development and the Housing Department will work with the Homes and Communities Agency, housing associations, residents and other partners, to deliver estate renewal projects and to ensure high quality affordable housing is developed.
3. The Council's Environmental Health Department will continue to work towards reducing the number of empty properties in the borough, as set out in the Private Sector Housing Renewal Policy 2004, by providing grants for the refurbishment of empty properties.
4. The Council's Supporting People programme will continue to provide needs led services for older persons through developing options for the modernisation of sheltered housing services.
5. The Housing Needs Section and the Council's Access Officer will provide specialist input on planning applications for new dwellings to ensure where relevant, new accommodation meets Lifetime Homes standards and satisfies the criteria for meeting wheelchair standards.
6. The Council's Environmental Health Department will monitor HMOs and use their powers, as necessary, to ensure they meet various quality and safety standards.
Respecting Environmental Limits

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

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 Across the planet, we use too many natural resources too quickly, and beyond the capacity of one 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.

36.1.3 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.

36.1.4 Most of our energy and fuel comes from oil, which emits carbon dioxide when burned. Carbon dioxide is one of the six principle 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 increase the risk of flooding. Over two thirds of our waste is currently transported by barge down the river Thames to landfill. Although this will change when the Belvedere Energy from Waste plant is fully commissioned in 2011. 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 (141).

36.1.5 In addition to these global concerns mentioned above, there are several important local concerns. Vehicles, including those vehicles passing through the Borough, together with the old inefficient boilers in most of our buildings produce greenhouse gases which increase air pollution. The ambient noise levels in many parts of the Borough are high, which are made worse by equipment and plant attached to buildings, road traffic, construction, noisy neighbours and pubs/clubs.

36.1.6 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.

CV 1.7

Our vision 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.

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 (142). We have a statutory duty to contribute to the mitigation of, and adaptation to, climate change (143). Therefore, we need to carefully manage development to ensure that the natural and historic environments do not conflict but complement one another.

141 Global Biodiversity Outlook 2 Report, United Nations, 2006
142 Climate Change and the Historic Environment, English Heritage, January 2008
143 Planning Act 2008
RESPECTING ENVIRONMENTAL LIMITS
Climate Change, Flooding, Waste, Biodiversity, Air Quality.

Sites of Metropolitan Importance
Sites of Borough Importance (Grade I)
Sites of Borough Importance (Grade II)
Sites of Local Importance
Potential Blue Ribbon Network
Potential Green Corridors
Garden Squares and other green spaces
Existing waste management sites
Potential on-site waste management facilities
Indicative flood risk zones*
Areas of significantly higher air pollution**
Sites with potential for CCHP or similar

* refer to the Strategic Flood Risk Assessment for specific Flood Risk Zones
** The entire borough is designated as an Air Quality Management Area.
Summary of evidence - why this is significant to us

36.3.1 There is a wealth of evidence, local, regional and national, on the impact of human activity on environmental limits. However, the following key facts relate specifically to the Royal Borough.

36.3.2 Planning Policy Statement 1, Delivering Sustainable Development, 2005 states that "Development plans should contribute to global sustainability by addressing the causes and potential impacts of climate change; through policies which reduce energy use, reduce emissions, promote the development of renewable energy resources, and take climate change impacts into account in the location and design of development".

36.3.3 "In the UK, we are likely to see more extreme weather events, including hotter and drier summers, flooding and rising sea-levels....". In developing the Core Strategy and supporting local development documents, planning authorities should provide a framework that promotes and encourages renewable and low-carbon energy generation. The supplement to PPS1 also draws the link between the need to secure progress against the UK's long-term emission targets, zero carbon development, making sustainable communities resilient to the impacts of climate change and promoting innovation and investment in renewable energy.

36.3.4 The United Kingdom emitted 531,736,000 tonnes of carbon dioxide in 2006, compared to approximately 558,000,000 tonnes in 1990. This constitutes a 5% saving from 1990. The Royal Borough emitted approximately 1,456,000 tonnes of carbon dioxide in 2006, compared to a rough estimate of 1,528,800 tonnes in 1990.

36.3.5 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.

36.3.6 In 2006, the Royal Borough emitted an estimated 8.21 tonnes of CO₂ per capita, which is above the London average of 6.60 tonnes but below the National average of 8.78 tonnes. There was also a general increase in CO₂ emissions from 2005.

36.3.7 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.

36.3.8 Although a higher proportion of the Borough's emissions arise from industrial and commercial uses, DEFRA's projections show that a significant proportion of CO₂ savings can be made within the domestic sector.

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).

36.3.10 Achieving Code for Sustainable Homes Level 4 will cost approximately 7% more than delivering to current Building Regulations standards.

36.3.11 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 construction.

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144 Supplement to Planning Policy Statement 1, Planning and Climate Change, 2007
145 Department for the Environment and Rural Affairs (Defra) / AEA Technology Plc Environmental Statistics 2007/08. The Government did not calculate carbon dioxide emissions to be same level of accuracy in 1990. The 1990 figures are calculated using the 5% saving from 2006 figures. No figures exist for carbon dioxide emissions in the Borough in 1990. Therefore, these figures are also estimated using the government's National 5% reduction from 2006 figures.
146 require source from SSD
147 Department for the Environment and Rural Affairs (DEFRA) / AEA Technology Plc Environmental Statistics 2007/08
148 require source from SSD
149 Environment Agency, RBKC Fact Sheet, prepared as part of the Environment Agency’s State of the Environment - London
rebuilding. The embodied energy in the bricks of a typical Victorian terraced house would drive a car more than ten times around the world (151).

36.3.12 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 (152).


36.3.14 Very little of the Borough is located in Flood Zone 2 and 3. The majority of the Borough is located within Flood Zone 1, with a 1 in 1,000 year risk of flooding. The threat of fluvial flooding is low, but sewer flooding occurred in the Holland and Norland wards in 1981 and 2007 (153).

36.3.15 Winter rainfall will increase as a result of global warming, although summer rainfall will decrease. Sea levels will also rise, particularly in the south of the Borough (154).

36.3.16 In the medium to longer term it is likely that the height of flood defences along the River Thames will have to be raised. Setting buildings back from the river’s edge will enable this to be done in a more cost effective, aesthetically acceptable and more sustainable way (155).

36.3.17 In 2007/08, the Council collected 92,206 tonnes (28,300,000 tonnes nationally) of municipal waste (including 62,176 tonnes of domestic waste), of which 78.3% was sent to landfill. 21.7% of this waste was recycled or composted, which is lower than the national average of 35.5%. These figures have improved in 2008/09 to 88,069 tonnes of municipal waste (including 59,533 tonnes of domestic waste), of which 76.3% was sent to landfill and 23.7% recycled or composted (national figures for 2008/09 will be updated once available).

The average of waste produced by household in 2007/08 was 349 kg in the Royal Borough, compared with a London average of 429 kg and an England average of 433 kg (156).

36.3.18 Over two thirds of the Borough’s municipal waste is transported by barge from Wandsworth by the Western Riverside Waste Authority. Although this will change once the Belvedere Energy from Waste plant is fully commissioned in 2011. The remaining waste is composted and recycled. Recyclable material is transported to different locations in the UK and abroad.

36.3.19 The biodiversity resource in the Borough is remarkably rich, with 24 Sites of Nature Conservation Importance (SNCIs).

36.3.20 51 protected species have been recorded within the Borough’s SNCIs, with a further 7 protected species recorded within 100m (110 yards) of the designated sites.

36.3.21 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 (157).

36.3.22 The entire Borough is designated as an Air Quality Management Area (AQMA) due to exceeding levels of nitrogen dioxide (NO$_2$) and particulate matter (PM$_{10}$ and PM$_{2.5}$) (158).

36.3.23 The Borough currently emits an estimated 879 tonnes of NO$_x$ per annum, compared to a London borough average of 2020 tonnes per annum, and an estimated 35 tonnes of PM$_{10}$ (particulate matter) per year, compared to a London average of 94 tonnes (159).

36.3.24 The largest source of NO$_x$ is domestic gas burning while the largest source of PM$_{10}$ is road traffic exhaust emissions.

151 http://www.hlf.org.uk/future/factsandfigures.html (Embodied energy is the total primary energy consumed during the resource extraction, transportation, manufacturing and fabrication of a product. http://www.bath.ac.uk/mech-eng/sert/embodied/)

152 Climate Change and the Historic Environment, English Heritage. January 2008

153 RBKC draft Strategic Flood Risk Assessment. Flood Zones refer to the probability of river and sea flooding, ignoring the presence of defences.

154 http://ukcp09.defra.gov.uk/content/view/16/6/index.html

155 London Plan Policy 4A.13

156 http://www.audit-commission.gov.uk/SiteCollectionDocuments/Downloads/200708bvpidataquartiles190309.xls


159 National figures are taken from the London Atmospheric Emissions Inventory 2006 GLA (released April 2009)
36.3.25 The worst air quality is found along the main vehicle routes, with poor air quality found in the areas between these routes.

36.3.26 The dominant sources of noise in the borough are road traffic, construction including DIY, noisy neighbours, pubs/clubs and noisy building services plant and equipment.

Planning Policies

Climate Change

36.4.1 The evidence on climate change shows that we need a policy to ensure that development mitigates against, and adapt to, climate change.

Policy CE 1

Climate Change

The Council recognises DEFRA’s targets to reduce carbon dioxide emissions by 26% against 1990 levels by 2020 and will require development to make significant contributions towards this target.

To deliver this the Council will:

a. require an assessment to demonstrate that a proportion of the energy supply is secured through energy efficient design, construction and materials; and decentralised, renewable and low-carbon energy sources as part of the Code for Sustainable Homes / BREEAM assessment to achieve the following standards:

i. Residential Development: Code for Sustainable Homes (161):
   - Up to 2012: Level Four
   - 2013 to 2015: Level Five
   - 2016 onwards: Level Six

ii. Non Residential Development: Relevant BREEAM Assessment (162):
   - Up to 2015: Excellent
   - 2016 onwards: Outstanding

Policy CE1a will apply to:

- all new buildings;
- all extensions and conversions defined as major development;
- the entire dwelling where subterranean extensions are proposed; and
- other development identified in due course.

b. require development at Kensal, Wornington Green, North Kensington Sports Centre and Earl’s Court to provide a Combined Cooling Heat and Power (CCHP) plant or similar;

c. require all CCHP plant or similar in the borough to be provided in a manner that allows them to be connected into a district energy network in the future (except for micro CCHP or similar);

d. develop mechanisms to allow s.106 contributions to be used to further reduce CO₂ emissions and mitigate or adapt to climate change.

Flooding

36.4.2 The evidence on flooding shows that we need a policy to ensure that development considers potential flood risk from all sources and incorporates measures to mitigate this risk, especially the risk of surface and sewer flooding.

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160 The Climate Change Act 2008 requires a reduction in CO₂ emissions of at least 26% by 2020 and 60% by 2050, against a 1990 baseline.

161 The Code for Sustainable Homes is the Government’s national standard for measuring the environmental performance of new residential development. Points are awarded for energy, water, drainage, materials, waste, pollution, health & well being, management and site ecology.

www.communities.gov.uk/planningandbuilding/theenvironment/codesustainable1. Energy and water efficiency requirements in the 2006 Building Regulations are currently being updated to meet the following CISH Levels: Three by 2010; Four by 2013 and Six by 2016.

162 BREEAM is the Building Research Establishment’s Environmental Assessment Methodology for measuring the environmental performance of nearly every land use, including schools, healthcare or bespoke uses. However, BREEAM for residential (EcoHomes) has been replaced by the Code for Sustainable Homes - http://www.breeam.org/page_1col.jsp?id=54
**Policy CE 2**

**Flooding**

The Council will require developments to adapt to fluvial flooding and to mitigate the effects of and adapt to surface water and sewer flooding.

To deliver this the Council will:

1. resist vulnerable development, including self contained basement dwellings, in Flood Risk Zone 3 as defined in the Strategic Flood Risk Assessment;  
2. require a site specific Flood Risk Assessment, including an ‘Exception Test’ for all development in Flood Risk Zone 2 and 3 as defined in the SFRA, and for all sites greater than 1ha;  
3. require development at risk from flooding in Flood Risk Zones 2 & 3 or sites greater than 1ha to incorporate suitable flood defence or flood mitigation measures in accordance with the recommendations of the site specific Flood Risk Assessment;  
4. require development to incorporate sustainable urban drainage, or other measures to reduce both the volume and the speed of water run off to the drainage system that improves upon the current situation ensuring that surface water run-off is managed as close to its source as possible in line with the hierarchy in the London Plan. Major development must make a significant improvement to the current volume and speed of water run off to the drainage system;  
5. require, in due course, developments known to be at risk of surface water and or sewer flooding to incorporate appropriate adaptation measures;  
6. require development adjacent to the Thames to be set back from the Thames flood defence to enable the sustainable and cost effective upgrade of flood defences over the next 50 to 100 years.

**Waste**

36.4.3 The evidence on waste management shows that we need to examine new ways of dealing with waste in the Borough. On this basis a separate DPD will be produced which will set out how the Council will meet its waste apportionment figure and move towards a more sustainable way of dealing with the Borough's waste.

**Policy CE 3**

**Waste**

The Council will meet the waste apportionment figure as set out in the London Plan and will ensure that waste is managed in accordance with the waste hierarchy, which is to reduce, reuse or recycle waste as close as possible to where it is produced.

To deliver this the Council will:

1. prepare a specific waste DPD to show how the waste apportionment figure of 309,000 tonnes per annum by 2020 required by the London Plan will be met. This will include:
   
   i. working in partnership with the GLA and neighbouring boroughs to meet the apportionment figure;  
   ii. safeguarding the Cremorne Wharf site and maximising its use for waste management and cargo-handling purposes.

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163 The Council’s Strategic Flood Risk Assessment (SFRA) seeks to predict the potential location and likelihood that flooding may occur in the borough, taking into account all sources of flood risk including the impacts of climate change: www.rbkc.gov.uk/Planning/localdevelopmentframework/ldf_strategic_flood_assess.asp

b. require on-site waste treatment facilities as part of development at Kensal and Earl's Court to handle waste arising from the new uses on the site (this could include recycling facilities and anaerobic digestion);

c. require provision of adequate storage space for ease of refuse collection in all developments;

d. require that development proposals make use of the rail and the waterway network for the transportation of construction waste and other waste;

e. require applicants for major developments to prepare and implement Site Waste Management Plans for demolition and construction waste.

Biodiversity

36.4.4 The evidence on biodiversity shows that we need a policy to protect the existing biodiversity in the borough and create opportunities to attract biodiversity into the Borough.

Policy CE 4

Biodiversity

The Council will enhance and improve the biodiversity value of the Borough.

To deliver this the Council will:

a. protect Sites of Nature Conservation Importance, or provide significantly improved habitats in accordance with the national, regional and local Biodiversity Action Plans;

b. protect Green Corridors and require that development proposals create opportunities to extend or link Green Corridors;

c. require a site specific Ecological Impact Assessment for all major developments in or adjacent to Sites of Nature Conservation Importance or Green Corridors;

d. require major development proposals to create opportunities for attracting biodiversity and habitat creation, through measures such as green corridors, nest boxes, swift bricks, green / brown roofs, water course enhancements and planting for habitat creation, having regard to the national, regional and local Biodiversity Action Plan.

Air Quality

36.4.5 The evidence on air quality shows that we need a policy to ensure that air quality does not get worse but is improved.

Policy CE 5

Air Quality

The Council will require that development proposals do not make local air quality worse, including the consideration of pollution from vehicles, construction and the heating of buildings, and where possible improves local air quality.

To deliver this the Council will:

a. resist development proposals which increase the current local air pollution and, were appropriate, require development proposals to create opportunities to improve air quality;

b. resist biomass combustion unless its use will not have a detrimental impact on air quality;

c. require, in due course, agreements through s.106 to fund improvements to local air quality through action planning and quality monitoring;

d. require development proposals to implement the Air Quality Management Plan.
Noise

36.4.6 The evidence on noise pollution shows that we need a policy to ensure that new sources of noise, such as small and localised plant, equipment or construction, do not effect residential amenity and some new development mitigates the impacts of existing noise.

Policy CE 6
Noise

The Council will carefully control the impact of noise generating sources likely to affect residential amenity. The Council will also require new noise sensitive developments to mitigate and protect occupiers against existing ambient noise or any existing specific sources of noise.

To deliver this the Council will:

a. resist developments which fail to meet national, regional and local noise standards;

b. resist all applications for noise generating development that would have an unacceptable noise impact on residential amenity;

c. require that noise sensitive development is located in the most favourable locations and mitigates against existing sources of noise by careful design and materials, such as acoustic glass and insulation.

Corporate and Partner Actions

Introduction

36.5.1 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 actions 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

Climate Change Strategy 2008 – 2015

36.5.2 The Council's Transport, Environment and Leisure Services has produced a seven year strategy which aims to make a difference on three levels: in the operation of the Council's 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 (CO₂), water vapour, methane (CH₄) and nitrous oxides (NO₂)) and on how the Council can help our residents to adapt to the impacts of climate change on our community.

Environmental Strategy 2006 – 2011

36.5.3 The Environmental Strategy is a five-year strategy produced by the Council’s Transport, Environment and Leisure Services and adopted in 2006. It sets out proposals to advance environmental sustainability both in the conduct of the Council's own business and as a community leader. It aims for the Council to take responsibility for its impact on the wider world focusing on the following areas: sustainable energy, waste and recycling, transport, pollution and environmental quality, development and construction, procurement and resource use, ecology and biodiversity.

Carbon Management Programme

36.5.4 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

36.5.5 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 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.

Draft Biodiversity Action Plan

36.5.6 The Royal Borough’s draft 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

36.5.7 The Air Quality Strategy has been 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 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.

The Air Quality Action Plan Renewal 2008 (Draft for consultation)

36.5.8 The Royal Borough’s Air Quality Action Plan Renewal sets out how to meet local air pollution goals and objectives, such as encouraging people to change their behaviour and circumstances to use fuel more efficiently; better insulate buildings; promote cleaner and more economical road vehicles; and promote the use of less polluting modes of transport.

Local Air Quality Management 2008 (Progress report)

36.5.9 The Royal Borough’s Local Air Quality Management progress report provides information on the review and assessment of air quality in the borough. This review includes monitoring data collected during 2007 on the key pollutants identified in the National Air Quality Strategy, which include carbon monoxide, benzene, 1,3-Butadiene, lead, nitrogen dioxide (NO₂), sulphur dioxide and particulate matter (PM₁₀).

London Ambient Noise Strategy

36.5.10 The Ambient Noise Strategy has been prepared by the GLA and sets out a comprehensive agenda aimed at securing support for minimising noise and improving soundscape quality across the capital. The important issues considered include securing good, 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.

Corporate or Partnership Actions

1. The Council as a whole, and the Directorate of Transport, Environment and Leisure Services in particular will Implement the Council’s Climate Change Strategy.
3. The Directorate of Planning and Borough Development will review the policy requirements for extensions and refurbishments in 2012, with a view to increasing the contributions to environmental sustainability.
4. The Directorate of Planning and Borough Development along with the Directorate of Transport, Environment and Leisure Services 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 Thames Tunnel Tideway has a minimal impact on the Borough.
6. The Directorate of Planning and Borough Development along with the Directorate of Transport, Environment and Leisure Services will actively support Thames Water in the implementation of improvements to Counters Creek sewer by spring 2010, reducing the risk of sewer flooding in the west of the Borough.
7. The Directorate of Planning and Borough Development will lobby the government for the policy and resources for the Environment Agency to require and consider site-specific FRAs.
8. The Directorate of Planning and Borough Development along with the Directorate of Transport, Environment and Leisure Services
will actively work with the Environment Agency and Thames Water to identify areas with critical drainage problems.


10. The Directorate of Transport, Environment and Leisure Services 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 2011.

12. The Directorate of Transport, Environment and Leisure Services and the Council as a whole will work to meet our Local Area Agreement targets for household recycling, of 33% by 2010/11, and improve performance year on year thereafter.

13. The Directorate of Transport, Environment and Leisure Services 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 Transport, Environment and Leisure Services will work with the GLA to enhance the function of the Blue Ribbon Network, and particularly the use of the Thames for transport.

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

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

17. The Directorate of Transport, Environment and Leisure Services will work with the GLA in their responsibility for preparing London Noise Action Plans.

18. The Directorate of Transport, Environment and Leisure 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, Environment and Leisure Services will provide comments on various consultation documents, including the Heathrow Airport Action Plan.
## Infrastructure Schedule

### Infrastructure Delivery Plan: Infrastructure Schedule

37.1.1 The Infrastructure Delivery Plan (IDP) is part of the evidence base informing the preparation of spatial policy in the Local Development Framework (LDF). The LDF will play an important role in delivering the vision set out in the Sustainable Community Strategy for Kensington and Chelsea. The purpose of the IDP is to provide an infrastructure assessment for the borough. This includes working in partnership with physical, social and green infrastructure providers to establish what infrastructure provision there is in the Borough, and identifying any gaps or capacity issues within this existing provision.

37.1.2 The scope of facilities that have been investigated as part of this infrastructure capacity assessment includes the following: Transport; Utilities and Waste; Social Infrastructure; Environmental and Green Infrastructure; and Culture and Leisure. This is to ensure that the IDP embraces all matters necessary for the achievement of LDF policies, proposals and aspirations.

37.1.3 From this, it can be shown that the following schedules contain key infrastructure requirements within the Borough. The schedules follow best practice in explaining the where, what, why, who, and when of infrastructure requirements.

<table>
<thead>
<tr>
<th>Where</th>
<th>its location.</th>
</tr>
</thead>
<tbody>
<tr>
<td>What</td>
<td>name the piece of infrastructure.</td>
</tr>
<tr>
<td>Why</td>
<td>why it is needed, what leads to it being required, e.g. population increase.</td>
</tr>
<tr>
<td>Lead delivery organisation / management organisation</td>
<td>Together these provide the ‘who’ information.</td>
</tr>
<tr>
<td>Cost</td>
<td>is a required component, where it is known. In some cases the cost is to be confirmed and will be updated on an on-going basis.</td>
</tr>
<tr>
<td>When</td>
<td>the time scale that the new infrastructure is required.</td>
</tr>
</tbody>
</table>

**Sources of funding** – This will assist to identify funding gaps need to be addressed.

**Any dependencies** – critical things needed to deliver the infrastructure.

37.1.4 The preparation of an integrated infrastructure plan is essential for local authorities and their partners to fulfil their place shaping role. The revised PPS12 identifies the Core Strategy as the means of ‘orchestrating the necessary social, physical and green infrastructure required to ensure that sustainable communities are created’.

37.1.5 To produce an effective infrastructure plan partner organisations need to actively engage in the process. Where a funding gap may exist, it may be possible to seek contributions to pay for the necessary costs associated with the development, including education; employment and training; community and health facilities; open space and play provision; public realm improvements; transport and town centre affordable retail. A proportion of each contribution will be ear-marked for each of these uses and must be spent on those uses.
<table>
<thead>
<tr>
<th>where</th>
<th>what</th>
<th>why</th>
<th>specific requirements</th>
<th>lead delivery organisation</th>
<th>management organisation</th>
<th>cost</th>
<th>when</th>
<th>sources of funding</th>
<th>any dependencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kensal Gasworks</td>
<td>Crossrail Station (see specific item on Crossrail Station, below). Affordable Housing. Bridges over the canal and railway. Improved transport infrastructure including better bus links. Contribution to improved LWS and cemetery. A CCHP and on-site waste management facilities will be expected.</td>
<td>To enable the development to be in line with Core Strategy.</td>
<td>To be formulated as part of development proposals.</td>
<td>RBKC. Greater London Authority (GLA). Ballymore. Sainsbury’s. National Grid. British Rail Board (Residuary). Crossrail Limited. Network Rail.</td>
<td>Various bodies incl. RBKC.</td>
<td>To be costed.</td>
<td>2011 onwards.</td>
<td>Multiple: developer contributions. Private finance.</td>
<td>Full development proceeding and development viability.</td>
</tr>
<tr>
<td>Kensal Gasworks: Metropolitan Police Service (MPS) requirements</td>
<td>The MPS have advised that significant population gain will create need for additional resources. Possible relocation of existing facilities.</td>
<td>To be closer to community and to respond within areas needed.</td>
<td>Specific requirements depend upon detail of the developments. The securing of premises within the development would be advantageous to MPS.</td>
<td>MPS</td>
<td>MPS</td>
<td>Standard formula applies.</td>
<td>Within development time frame.</td>
<td>MPS. S106 contributions.</td>
<td>Nature of development.</td>
</tr>
<tr>
<td>Kensal Gasworks: NHS K&amp;C requirements</td>
<td>Additional GP premises may be required in area subject to population factors.</td>
<td>Potential significant population gain in an area which will have a need for facilities.</td>
<td>Premises to be provided or secured. Additional to existing. Costs relate to provision: Number of GPs and other health services and premises</td>
<td>NHS K&amp;C</td>
<td>NHS K&amp;C</td>
<td>Variable Items contained within emerging Estate Strategy.</td>
<td>Within development timeframe</td>
<td>Developer contribution. NHS K&amp;C</td>
<td>Population numbers within development.</td>
</tr>
<tr>
<td>where</td>
<td>what</td>
<td>why</td>
<td>specific requirements</td>
<td>lead delivery organisation</td>
<td>management organisation</td>
<td>cost</td>
<td>when</td>
<td>sources of funding</td>
<td>any dependencies</td>
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<td>------------------</td>
</tr>
<tr>
<td><strong>Kensal Gasworks site:</strong></td>
<td>Education needs</td>
<td>Education places (new school).</td>
<td>arrangements e.g. subsidised lease or freehold arrangement.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Kensal Gasworks site:</strong></td>
<td>Crossrail Station.</td>
<td>Regeneration of North Kensington, improved transport accessibility.</td>
<td>To be determined by level of development. May not be envisaged, but keep under review.</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Subject to exact development</td>
<td>In line with development timeframe.</td>
<td>S106 contributions.</td>
<td></td>
</tr>
<tr>
<td><strong>Kensal Gasworks site:</strong></td>
<td>Crossrail Station.</td>
<td>Crossrail Ltd</td>
<td>Crossrail Ltd</td>
<td></td>
<td>£20m</td>
<td>Keep under review.</td>
<td>TFL. DIT. S106 contributions.</td>
<td>Agreement with Crossrail Ltd</td>
<td></td>
</tr>
<tr>
<td><strong>Wornington Green</strong></td>
<td>Affordable housing.</td>
<td>The current housing on the site fails to meet the Decent Homes Standards. Kensington Housing Trust have expressed a strong preference to redevelop the estate, using receipts from private housing to fund the reprovision of the existing social rented housing. This to be subsidised with HCA contribution.</td>
<td>To be formulated as part of development proposals.</td>
<td>RBKC. Kensington Housing Trust, Homes and Communities Agency and potentially a private housing developer.</td>
<td>KHT.</td>
<td>Dependent on scale.</td>
<td>Start on-site planned for 2010/11</td>
<td>Kensington Housing Trust/Catalyst Housing Group, Homes and Communities Agency and potentially a private housing developer.</td>
<td>Stock option findings</td>
</tr>
<tr>
<td><strong>Wornington Green:</strong></td>
<td>NHS K&amp;C requirements</td>
<td>New premises possibly required.</td>
<td>3 practices located in area with additional requirements.</td>
<td>NHS K&amp;C</td>
<td>NHS K&amp;C</td>
<td>Dependent on scale.</td>
<td>Within development time frame</td>
<td>NHS K&amp;C. Developer contributions</td>
<td>The proceeding of development</td>
</tr>
<tr>
<td><strong>Wornington Green:</strong></td>
<td>MPS requirements</td>
<td>Police and Safer Neighbourhood team premises.</td>
<td>Increased population and need to be closer to community.</td>
<td>MPS</td>
<td></td>
<td>According to formula.</td>
<td>Within development timeframe.</td>
<td>MPS and developer contribution.</td>
<td></td>
</tr>
</tbody>
</table>

**The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington**

24 July 2009

Infrastructure Schedule
<table>
<thead>
<tr>
<th>Where</th>
<th>Why</th>
<th>Specific requirements</th>
<th>Lead delivery organisation</th>
<th>Cost</th>
<th>Management organisation</th>
<th>Sources of funding</th>
<th>Any dependencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edenham Site: NHS K&amp;C requirement.</td>
<td>Additional requirements arising from development within Woolwich Green</td>
<td>To allow local provision of leisure facilities.</td>
<td>RBKC</td>
<td>To be costing.</td>
<td>NHS K&amp;C, S106</td>
<td>NHS K&amp;C and S106</td>
<td>Site assembly</td>
</tr>
<tr>
<td>Latimer Area: North Kensington Sports Centre requirement.</td>
<td>Necessary social infrastructure that arise from the residential and commercial growth, including dual use facilities that would be available for the local community and the proposed new school.</td>
<td>Under supply of school places.</td>
<td>RBKC</td>
<td>To be specified.</td>
<td>NHS K&amp;C</td>
<td>NHS K&amp;C (S106 contributions).</td>
<td>Development proceeding</td>
</tr>
<tr>
<td>Latimer area</td>
<td>New secondary school serving north of the Borough.</td>
<td>Frequency ad stock upgrading. Details are with TIL.</td>
<td>DfES</td>
<td>£8M</td>
<td>RBKC - Corporate Property, RBKC - Planning &amp; Development.</td>
<td>To be decided.</td>
<td>To be decided.</td>
</tr>
<tr>
<td>Latimer</td>
<td>Improved and extended bus services (295, 316, 366)</td>
<td>Improved pedestrian links between north of borough and White City.</td>
<td>TfL</td>
<td>£6M</td>
<td>TFL - Transport for London.</td>
<td>To be decided.</td>
<td>To be decided.</td>
</tr>
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<td>£6M</td>
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<td>To be decided.</td>
<td>To be decided.</td>
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<td>why</td>
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<td>cost</td>
<td>when</td>
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<tr>
<td>The former Commonwealth Institute</td>
<td>Provision of a world class exhibition space. A limited amount of residential or commercial development may be necessary to enable the reuse of the “tent” building.</td>
<td>Re-use of the Commonwealth Institute as a high trip generating arts and culture use, preferably an “Exhibition” use. If this favoured use does not prove possible an appropriate alternative would be, an assembly and leisure or a theatre use.</td>
<td>As set out in Planning Brief.</td>
<td>Private.</td>
<td>Private/ RBKC</td>
<td>£23M.</td>
<td>2010-2015 or before.</td>
</tr>
<tr>
<td>Warwick Road (5 sites including 100 West Cromwell Road)</td>
<td>Primary school. Provision of affordable housing as part of residential development on all the sites. Public open space. Community sports hall. Crèche, education contributions. Landscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road site.</td>
<td>The sites provide a significant contribution towards addressing the Royal Borough’s residential quota with an opportunity for a coordinated sustainable development and related infrastructure.</td>
<td>As set out in planning brief.</td>
<td>Private developers/ site owners.</td>
<td>RBKC/private</td>
<td>Detailed cost of requirements from each site not available.</td>
<td>2010-2015</td>
</tr>
<tr>
<td>Community facilities in Earl’s Court area, provided as part of 100 West Cromwell Road</td>
<td>Community facilities - secured in redevelopment.</td>
<td>Objective of keeping life local.</td>
<td>To be determined in accordance with local need.</td>
<td>RBKC.</td>
<td>Service provider. Possibly NHS Kensington &amp; Chelsea.</td>
<td>Will be according to need/ requirement.</td>
<td>Within development timescale.</td>
</tr>
<tr>
<td>Earl’s Court</td>
<td>Affordable housing as part of residential requirement.</td>
<td>Residential development will require provision of affordable housing in line with Core Strategy and London Plan policy.</td>
<td>As set out in Affordable Housing Policy.</td>
<td>Capital and Counties plc.</td>
<td>RBKC.</td>
<td>To be costed.</td>
<td>The site is likely to be redeveloped after the</td>
</tr>
</tbody>
</table>

The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington 24 July 2009

Infrastructure Schedule
<table>
<thead>
<tr>
<th>where</th>
<th>what</th>
<th>why</th>
<th>specific requirements</th>
<th>lead delivery organisation</th>
<th>management organisation</th>
<th>cost</th>
<th>when</th>
<th>sources of funding</th>
<th>any dependencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Earl’s Court one-way system</td>
<td>&quot;Unravelling&quot; the Earl’s Court one-way system.</td>
<td>Improved pedestrian movement and improved town centres at Earl’s Court and Fulham Road.</td>
<td>New north-south link to west of railway line.</td>
<td>RBK.</td>
<td>TIL.</td>
<td>To be costed.</td>
<td>2012 onwards</td>
<td>Developer contributions.</td>
<td>TFL agreement</td>
</tr>
<tr>
<td>Earl’s Court/ Warwick Road area: NHS K&amp;C requirements.</td>
<td>Possible expansion of Abingdon Health Centre to accommodate growth.</td>
<td>Major redevelopment in the area will require additional facilities.</td>
<td>For adequate GP provision.</td>
<td>NHS K&amp;C.</td>
<td>Variable.</td>
<td>Within the time of development</td>
<td>Developer contributions and NHS K&amp;C</td>
<td>TFL agreement</td>
<td></td>
</tr>
<tr>
<td>Earl’s Court Station and West Brompton Station</td>
<td>Potential for improved public transport interchange.</td>
<td>Improved pedestrian movement and enhanced transport accessibility.</td>
<td>Interchange and pedestrian routes between stations.</td>
<td>RBKC/ TIL.</td>
<td>TIL.</td>
<td>To be costed.</td>
<td>2012</td>
<td>TFL/ RBKC and private (developer contributions)</td>
<td>Developer contributions.</td>
</tr>
<tr>
<td>Bridge over Grand Union Canal, close to Trellick.</td>
<td>Improved existing bridge; footbridge link connecting Harrow and Golborne Road.</td>
<td>Pedestrian ease of movement.</td>
<td>Improvements to existing bridge.</td>
<td>RBKC.</td>
<td>RBKC.</td>
<td>£0.5M</td>
<td>Developer contributions. TFL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westbourne Park Tube Station</td>
<td>Opening up rear entrance.</td>
<td>Beneficial to safety and pedestrian flow, and wider Golbourne and Trellick area.</td>
<td>Improvements to rear of station, and additional revenue costs associated with the opening.</td>
<td>TIL.</td>
<td>TIL.</td>
<td>£200k for works. Ongoing maintenance via commuted sum for management. To be identified.</td>
<td>Developer contributions.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lots Road/ World’s End Estate</td>
<td>River path provision.</td>
<td>Improved pedestrian links and connectivity.</td>
<td>Footpath access and provision to be included within development.</td>
<td>RBKC.</td>
<td>RBKC</td>
<td>Funded as part of development.</td>
<td>Within development</td>
<td>Developer contribution</td>
<td></td>
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</tbody>
</table>

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The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington
<table>
<thead>
<tr>
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<th>sources of funding</th>
<th>any dependencies</th>
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</thead>
<tbody>
<tr>
<td>Lots Road and World’s End</td>
<td>Chelsea-Hackney Line improvements, West London Line/ Chelsea-Hackney Interchange.</td>
<td>To overcome the poor PTAL score.</td>
<td>Improvements from Chelsea-Hackney line, including interchange.</td>
<td>TFL.</td>
<td></td>
<td></td>
<td>2027</td>
<td>TFL, Developer Contribution.</td>
<td></td>
</tr>
<tr>
<td>Along the Westway</td>
<td>Lighting and public art along the Westway, including hanging gardens.</td>
<td>Environmental enhancements - to meet the vision of improving the Westway area.</td>
<td>Environmental enhancements.</td>
<td>RBKC.</td>
<td>RBKC, Highway Agency.</td>
<td>TBC.</td>
<td>When development contributions have been secured and accumulated.</td>
<td>Developer contributions.</td>
<td></td>
</tr>
<tr>
<td>Westway: NHS K&amp;C Requirements</td>
<td>Primary Care facilities at Maxilla School Site.</td>
<td>Co-location of services.</td>
<td>Health facility integrated with school proposal.</td>
<td>NHS K&amp;C</td>
<td>NHS K&amp;C</td>
<td>£2.5m</td>
<td>As part of development</td>
<td>NHS K&amp;C</td>
<td>Development proceeding</td>
</tr>
<tr>
<td>Westway - Travellers’ Site</td>
<td>Improved access and additional pitches.</td>
<td>A requirement and Borough commitment.</td>
<td>Additional pitches to be provided in line with need.</td>
<td>RBKC</td>
<td></td>
<td>TBC</td>
<td>In accordance with need.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notting Hill Gate</td>
<td>Enhanced pedestrian way finding to Portobello Market.</td>
<td>Through good design and clear way finding.</td>
<td></td>
<td>RBKC</td>
<td>RBKC</td>
<td>TBC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notting Hill Gate</td>
<td>Relocation of Tube Station entrances.</td>
<td>Improved pedestrian flow</td>
<td>To be specified.</td>
<td>LUL, TIL.</td>
<td>TIL.</td>
<td>TBC</td>
<td>As part of major development</td>
<td>Developer contributions.</td>
<td>Development proceeding</td>
</tr>
<tr>
<td>Notting Hill Gate</td>
<td>Affordable shops.</td>
<td>To enhance Notting Hill Gate as a district shopping centre.</td>
<td>Provision of affordable shop units, through space or subsidy of existing.</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Subsidy in region of £25k per shop unit.</td>
<td>Developer contribution (cross subsidisation through S106)</td>
<td>S106 SPD.</td>
<td></td>
</tr>
<tr>
<td>Portobello/Notting Hill</td>
<td>Affordable shops.</td>
<td>To maintain supply of types of units most suitable for smaller independent retailer.</td>
<td></td>
<td>RBKC</td>
<td>RBKC</td>
<td>Subsidy in region of £25k per unit.</td>
<td>2011</td>
<td>Developer contribution (cross subsidisation through S106)</td>
<td>S106 SPD, Core Strat Policy</td>
</tr>
<tr>
<td>Portobello/Notting Hill</td>
<td>Pedestrian improvements.</td>
<td>Improvements to pedestrian environment to ensure it remains attractive, vibrant and legible.</td>
<td>Enhancements to public realm.</td>
<td>RBKC</td>
<td>RBKC/Private</td>
<td>To be costed</td>
<td>Part of major development</td>
<td>Private</td>
<td></td>
</tr>
<tr>
<td>what</td>
<td>where</td>
<td>why</td>
<td>specific requirements</td>
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<tr>
<td>Improvements to Park Lane: NHS K&amp;C &amp; private</td>
<td>South Kensington: NHS K&amp;C &amp; developer</td>
<td>To ensure continued lease arrangements &amp; to take account of existing lease agreements</td>
<td>Enhancements to exhibition road to give greater pedestrian emphasis.</td>
<td>NHS K&amp;C &amp; developer contribution</td>
<td>To be costed</td>
<td>2010 onwards</td>
<td>£25k per unit subsidised is estimate of requirements.</td>
<td>Development &amp; S106 SPD.</td>
<td>Crossrail 2 Provisons of new station on King’s road as part of Crossrail 2.</td>
</tr>
<tr>
<td>Improved medical provision within Hans Town and Stansbury wards.</td>
<td>King’s Road and Sloane Square</td>
<td>Affordable shops.</td>
<td>To retain &amp; encourage new independent boutiques.</td>
<td>RBKC, NHS K&amp;C &amp; developer</td>
<td>To be costed</td>
<td>2010 onwards</td>
<td>Not known</td>
<td>NHS K&amp;C/Private (developer contribution)</td>
<td>Cross subsidy through developer contribution</td>
</tr>
<tr>
<td>New GP Surgery.</td>
<td>King’s Road and Sloane Square (western part)</td>
<td>Affordable shops.</td>
<td>Provision of new station on King’s road as part of Crossrail 2.</td>
<td>NHS K&amp;C &amp; developer</td>
<td>To be costed</td>
<td>2010 onwards</td>
<td>Not known</td>
<td>NHS K&amp;C/Private (developer contribution)</td>
<td>Cross subsidy through developer contribution</td>
</tr>
<tr>
<td>Rebalancing between north &amp; south of the street, to encourage people to stay longer.</td>
<td>South Kensington - Exhibition Road</td>
<td>Work includes shared space arrangements, step-free access to station &amp; pedestrian enhancements.</td>
<td>To provide shared space at Exhibition Road, improvements to South Kensington tube, along Exhibition Road, to give greater pedestrian emphasis.</td>
<td>RBKC, City of Westminster, developer</td>
<td>To be costed</td>
<td>2010</td>
<td>£13M</td>
<td>NHS K&amp;C/Private (developer contribution)</td>
<td>Not known</td>
</tr>
<tr>
<td>Expansion of services required.</td>
<td>Programme of measures to be identified</td>
<td>Package of measures to be identified.</td>
<td>Existing under provision identified.</td>
<td>RBKC, Market Traders.</td>
<td>To be costed</td>
<td>2010 onwards</td>
<td>Not known</td>
<td>NHS K&amp;C/Private (developer contribution)</td>
<td>Not known</td>
</tr>
<tr>
<td>Improvements to public realm.</td>
<td>Portobello Road (Market)</td>
<td>Public realm improvements.</td>
<td>Rebalancing between north &amp; south of the street, to encourage people to stay longer.</td>
<td>RBKC/Private.</td>
<td>To be costed</td>
<td>2010</td>
<td>Not known</td>
<td>NHS K&amp;C/Private (developer contribution)</td>
<td>Not known</td>
</tr>
<tr>
<td>Closing the gap b/w Portobello Road and Golborne.</td>
<td>Portobello Road (Market)</td>
<td>Package of measures to be identified.</td>
<td>Closing the gap b/w Portobello Road and Golborne.</td>
<td>RBKC/Private.</td>
<td>To be costed</td>
<td>2010 onwards</td>
<td>Not known</td>
<td>NHS K&amp;C/Private (developer contribution)</td>
<td>Not known</td>
</tr>
<tr>
<td>where</td>
<td>what</td>
<td>why</td>
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</tr>
<tr>
<td>King’s Road and Sloane Square (western part)</td>
<td>New bank.</td>
<td>Keeping Life Local Objective.</td>
<td>Unknown</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Private</td>
<td></td>
</tr>
<tr>
<td>Kensington High Street</td>
<td>Refurbishment of High Street Kensington tube station.</td>
<td>Design of station is such that there is no disabled access, and capacity of platforms insufficient.</td>
<td>RBKC.</td>
<td>TIL.</td>
<td></td>
<td>2010/11</td>
<td>Developer contributions/ private/ TFL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brompton Cross Chelsea</td>
<td>Improved access to South Kensington tube.</td>
<td>Pedestrian route between Brompton Cross and underground station is not obvious.</td>
<td>RBKC</td>
<td>TIL.</td>
<td></td>
<td>2009/10</td>
<td>Developer contributions/ private/ TFL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fulham Road West</td>
<td>Improvements to shop fronts.</td>
<td>To improve appearance of the centre.</td>
<td>Shop owners.</td>
<td>RBKC.</td>
<td></td>
<td>2010</td>
<td>Private</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fulham Road West</td>
<td>New pedestrian and cycle links in Brompton Cemetery.</td>
<td>Ownership of cemetery will soon pass to Council, and better use of the space should be made.</td>
<td>RBKC.</td>
<td>£200k</td>
<td></td>
<td>2010</td>
<td>TFL/ Developer contribution</td>
<td></td>
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</table>
Monitoring

Introduction

38.1.1 Under the Planning and Compulsory Purchase Act 2004 every local planning authority now has a responsibility for reporting on an annual basis, the extent to which policies set out in local development plans are being achieved. This is achieved by having clear arrangements for monitoring and reporting results. Without these it would be impossible to determine whether the policy is achieving what it set out to achieve.

38.1.2 A list of performance indicators are listed under each of the ‘Strategic Themes’. This information is collected as part of the preparation of the Annual Monitoring Report and will also supply information into annual monitoring systems set up by the GLA, TfL and the LDA. Where it would appear through monitoring that targets are not being met it may be necessary to review the policies within the Core Strategy to see if they need to be amended in order to secure delivery of the spatial vision. The need to review policies will be identified in the Annual Monitoring Reports.

Section 106 Implementation and Infrastructure Monitoring

38.2.1 Planning obligations (S.106 agreements) may be tied to specific infrastructure schemes where they are necessary to overcome a planning objection to a development or pooled where planning obligations are sought from a number of smaller developments, towards the provision of a scheme, for example from the Council’s Community Strategy, Capital Programme. It is important that developers entering into planning obligations know where, when and how their money will be spent.

38.2.2 A database is maintained, and incorporates a range of information in relation to planning obligations and unilateral undertakings including details of the development site, relevant dates for receipt of funds, the purpose of the obligation and level of funding. Contributions and interest accrued will be allocated to the implementation of projects in the vicinity of the site in a way that accords with the guidance in Circular 05/2005 “Planning Obligations”.

38.2.3 The Planning and Borough Development Directorate takes a strategic lead on the overall receipt monitoring and programme management of financial contributions, working with other parts of the Council and, through them, with external partner agencies to implement spend. Non financial planning obligations will also be monitored via the S106 database.

Keeping Life Local

38.3.1 Policy CK1 - Social and Community Uses: The Council will require social and community uses to be protected and enhanced within the Borough.

38.3.2 Policy target: To retain, and/or extend the social and community facilities currently offered in the Borough, within the plan period.

38.3.3 The output indicators we will use to monitor this aspect of the plan are:

1. Provision of GP surgeries and other health facilities (annual update via Annual Monitoring Report)
2. Provision of educational establishments (annual update via Annual Monitoring Report)
3. Percentage of deficiency for social and community uses as defined in Keeping Life Local (annual update via Annual Monitoring Report)

38.3.4 Policy CK2 – Local Shopping Facilities: The Council will protect local shopping facilities and individual shops through the provision of new facilities in areas of deficiency to ensure that 77% of the Borough is within 5 minutes (400m) walk of these facilities during the lifetime of this strategy.

38.3.5 Policy Target: To retain and/or extend the local shopping provision both in the Borough’s neighbourhood centres and individual units which are not located in neighbourhood centres.

38.3.6 The output indicators we will use to monitor this aspect of the plan are:

1. Number of local convenience retail units (annual update via shopping survey)
2. Percentage of deficiency for local shopping facilities (annual update via Annual Monitoring Report)

38.3.7 Policy CK3 – Walkable Neighbourhoods and Neighbourhood Facilities: The Council will seek to maintain the current percentage of access to neighbourhood facilities and work towards increasing this where appropriate opportunities arise. These percentages are:

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General Practitioners - 85% of the Borough within an 800 metre walk
Primary Schools - 95% of the Borough within an 800 metre walk

38.3.8 Policy Target: To ensure that as many people as possible are within an 800 metre walk or cycle of neighbourhood facilities.

38.3.9 The output indicators we will use to monitor this aspect of the plan are:
1. Percentage of deficiency for neighbourhood facilities (annual update via Annual Monitoring Report)
2. Percentage of residents within a 10 minute walk of local facilities (e.g. GP surgery) and within 30 minutes of a hospital, a secondary school or a sports centre by public transport (annual update via Annual Monitoring Report)

Fostering Vitality

38.4.1 Policy CF1 - Successful Town Centres: The Council will secure the success and vitality of our town centres by protecting and promoting shops and ensuring the centres contain a diverse and varied mix of uses.

38.4.2 Policy target: To ensure that the Borough's centres remain vital and prosperous, contain a diverse mix of town centre uses consistent with the centres vision and its place within the hierarchy of centres. The principal function of the centres will be as places to shop.

38.4.3 The output indicators we will use to monitor this aspect of the plan are:
1. Completed retail, office and leisure development across the Borough (m²) (Government Core Indicator 4a.) Annual statistical analysis of completions.
2. Completed retail, office and leisure development in town centres (m²) (Government Core Indicator 4b.) Annual statistical analysis of completions.
3. Loss/gain of town centres uses (units) at ground floor level of borough's town centres. Annual survey.
4. Vacancy rates (units) by category for the borough's town centres. Annual survey.

38.4.4 Policy CF2 - Retail Development within Town Centres: The Council will require the scale and nature of development within a town centre to reflect the position of the centre within the hierarchy and to assist in the implementation of the vision for that centre as set out within the Places section.

38.4.5 Policy target: To ensure that new town centres uses within the Borough's centres are of a scale and nature consistent with the vision for that centre and its position within the London-wide hierarchy of centres.

38.4.6 The output indicators we will use to monitor this aspect of the plan are:
1. Completed retail, office and leisure development across the Borough (m²) (Government Core Indicator 4a.) Annual statistical analysis of completions.
2. Completed retail, office and leisure development in town centres (m²) (Government Core Indicator 4b.) Annual statistical analysis of completions.
3. Loss/gain of town centres uses (units) at ground floor level of borough's town centres. Annual survey.
4. Vacancy rates (units) by category for the borough's town centres. Annual survey.
5. Comparison floor-space (m²) by centre. Every four years. Will form part of regular town centre heath checks carried out by the Greater London Authority and updates of Royal Borough of Kensington and Chelsea Retail Needs Assessment.

38.4.7 Policy CF3 - New Town Centre Uses: The Council will:
- Direct new large scale retail development to existing higher order town centres.
- Support new town centre uses in sites adjoining Knightsbridge, King's Road (East and West), Fulham Road (East and West), and South Kensington where no suitable sites can be identified within these centres.
- Support the new retail floorspace in other areas where applicants can demonstrate need; where the development would meet the requirements of the sequential test and where it will not have an unacceptable impact on existing centres; or where new floorspace would be central to underpinning the Council's regeneration objectives and where the vitality of any existing centre will not be harmed.

38.4.8 Policy target: To ensure that new large scale town centre development is located within the Borough's town centres, or at sites adjoining...
38 Knightsbridge, King’s Road (East and West), Fulham Road (East and West), and South Kensington.

38.4.9 The output indicators we will use to monitor this aspect of the plan are:

1. Completed retail, office and leisure development (m²) (Government Core Indicator 4a). Annual statistical analysis of completions.
2. Completed retail, office and leisure development in town centres (m²) (Government Core Indicator 4b). Annual statistical analysis of completions.

38.4.10 Policy CF4 - New Town Centres: The Council will support the creation of new centres in the Latimer and Kensal areas to address identified retail deficiency.

38.4.11 Policy target: The creation of new town centres in the Kensal and Latimer areas, of a scale which meets the local retail and other day-to-day needs of residents if the area.

38.4.12 The output indicators we will use to monitor this aspect of the plan are:

1. New retail floorspace (m²) and units in the Kensal and Latimer areas. Annual statistical analysis of completions.

38.4.13 Policy CF5 - Location of Business Uses: The Council will consolidate large scale business uses in areas of high public transport accessibility.

38.4.14 Policy target: New large scale office developments will be located in the Borough’s higher order town centres and/or in areas with a PTAL score of 4 or greater.

38.4.15 The output indicators we will use to monitor this aspect of the plan are:

2. Losses of employment land in the Borough (m²). Annual statistical analysis of completions.
3. Amount of completed retail, office and leisure development (m²) (Government Core Indicator 4a), Annual statistical analysis of completions.

38.4.16 Policy CF6 - Employment Zones:

The Council will protect and permit the Lots Road, Freston/Latimer Road and Kensal Employment Zones for light industrial uses, for workshops, for small and medium scale offices, for the creative and cultural industry and for other uses which support the function of the zones. The Council will not support the creation of new large scale offices within the Employment Zones.

38.4.17 Policy target: To ensure a range of suitable types if employment Land and premises across the Borough, but in particular within the Borough's three Employment Zones. Minimise loss of B class land within the Employment Zones.

38.4.18 The output indicators we will use to monitor this aspect of the plan are:

1. Losses of employment land in employment areas. (m²) (Annual statistical analysis of completions).
2. Amount of completed retail, office and leisure development within the Employment Zones (m²) (Government Core Indicator 4a). Annual statistical analysis of completions.

38.4.19 Policy CF7 - Creative and Cultural Businesses:

The Council will promote and protect the work-spaces needed to support the creative and cultural industry across the Borough.

38.4.20 Policy target: To ensure a range of suitable types of premises across the Borough, to support the creative and cultural industry.

38.4.21 The output indicators we will use to monitor this aspect of the plan are:

1. Amount of completed office development in areas with a PTAL rating of 3 or less. Annual statistical analysis of completions.
2. Amount of completed office development in areas with a PTAL rating of 4 or more. Annual statistical analysis of completions.

4. Amount of completed office development in areas with a PTAL rating of 3 or less. Annual statistical analysis of completions.
5. Amount of completed office development in areas with a PTAL rating of 4 or more. Annual statistical analysis of completions.
Policy CF 8 - Arts and Culture Uses:
The Council supports the Borough’s role in world class culture, will welcome new cultural institutions in appropriate locations across the Borough and protect, nurture and encourage those which already exist. In particular the Council will support proposals which enhance the cultural draw of South Kensington, King’s Road/Sloane Square, the Notting Hill Gate and Portobello Road area and Kensington High Street.

Policy target: Increase arts and cultural facilities within the Borough and to support those that already lie within the Borough.

The output indicators we will use to monitor this aspect of the plan are:
1. Quantity of completed new arts and cultural uses. Annual survey of establishments.
2. Visits to museums and galleries within the Borough. Annual, from Visit London.

Policy CF9 - The South Kensington Strategic Cultural Area:
The Council will protect and enhance arts and cultural uses in the South Kensington Strategic Cultural Area.

Policy target: To protect and enhance arts and cultural uses in the South Kensington Strategic Cultural Area.

The output indicators we will use to monitor this aspect of the plan are:
1. Visits to museums and galleries within the South Kensington Strategic Cultural Area. Annual, from Visit London.
2. Progress with public realm improvements. Annual liaison with those implementing the public realm improvements.

Better Travel Choices

Policy CT1 - Improving alternatives to car use: The Council will require improvements to the alternatives to car use and restrict car parking in order to increase the proportion of journeys in the Borough that are undertaken on public transport or by walking or cycling.

Policy target: To ensure public transport services and access to them is improved, particularly in areas where services are currently less good and to ensure that new development is located in areas where public transport accessibility is good. To ensure that new residential development only provides a limited amount of off-street car parking and that new developments are permit-free. To ensure that new non-residential development provides only parking for essential needs and to resist new public car parks. To secure Travel Plans for all types of development. To require improvements to the walking and cycling environment and appropriate facilities in new development to make walking and cycling an attractive option. To return the streets within the Earl’s Court One-Way System to two-way operation, and require developments to contribute to this objective.

Policy target: To ensure public transport services and facilities by public transport, walking and cycling is improved, particularly in areas where services are currently less good and to ensure that new development provides only parking for essential needs and to resist new public car parks. To secure Travel Plans for all types of development. To require improvements to the walking and cycling environment and appropriate facilities in new development to make walking and cycling an attractive option. To return the streets within the Earl’s Court One-Way System to two-way operation, and require developments to contribute to this objective.

The output indicators we will use to monitor this aspect of the plan are:
1. Access to services and facilities by public transport, walking and cycling (NI175)
2. Level of car parking provided in new development
3. Number of Travel Plans secured (LI5106a and LI5106b for School Travel Plans)

Policy CT2 - New and enhanced rail infrastructure: The Council will require improved access to existing and planned new rail infrastructure in the Borough.

Policy target: New rail infrastructure will greatly improve access to public transport in the north-west and very south of the Borough where public transport access is not currently as good as elsewhere. A new Crossrail station at Kensal would unlock significant regeneration opportunities. There is also scope to increase line capacity and the quality and accessibility of the existing stations on the West London Line.

The output indicators we will use to monitor this aspect of the plan are:
1. Access to services and facilities by public transport, walking and cycling (NI175)
2. Proportion of residents within 960m of a railway or Underground station

An Engaging Public Realm

Policy CR1 - Street Network: The Council will require a well connected and legible network of streets to be maintained and enhanced, and, in areas of regeneration and large scale redevelopment where the pattern needs to be established, that this is inspired by the Borough’s historic street patterns.
38.6.2 Policy target: To establish traditional street patterns within regeneration and large scale development schemes which are permitted within the plan period.

38.6.3 The output indicators we will use to monitor this aspect of the plan are:

1. Improvements in the Space Syntax map reviewed every 5 years
2. The number of new roads adopted by the Council monitored annually through statistical analysis

38.6.4 Policy CR2 - Street Form: The Council will require that where new streets are proposed, or where development could make significant change to the form of the existing streets, the resultant street form and character must draw from the traditional qualities and form of our existing high quality streets.

38.6.5 Policy target: To establish traditional high quality street character and street form in all new or proposed streets within the plan period.

38.6.6 The output indicators we will use to monitor this aspect of the plan are:

1. The number of new roads adopted by the Council monitored annually through statistical analysis

38.6.7 Policy CR3 - Street Life: The Council will require opportunities to be taken within the street environment to create ‘places’ that support the full array of outdoor life, adding to their attractiveness and vitality.

38.6.8 Policy target: To improve outdoor life in the Borough within the plan period.

38.6.9 The output indicators we will use to monitor this aspect of the plan are:

1. The amount of new public art features created monitored annually through statistical analysis
2. The number of pavement café given planning permission monitored annually through statistical analysis
3. The number of market stalls and number of vacant market stalls monitored annually through statistical analysis

38.6.10 Policy CR4 - Streetscape: The Council will require improvements to the visual and functional quality of our streets, ensuring they are designed and maintained to a very high standard.

38.6.11 Policy target: To establish 80% of the Borough's paving to be Yorkstone and to continue to remove non-essential street furniture by 2028.

38.6.12 The output indicators we will use to monitor this aspect of the plan are:

1. The percentage of the Borough paved in Yorkstone.
2. NI195a (Improved street and environmental cleanliness: levels of litter)
3. NI195b (Improved street and environmental cleanliness: levels of detritus)
4. NI195c (Improved street and environmental cleanliness: levels of graffiti)
5. NI195d (Improved street and environmental cleanliness: levels of fly-posting)
6. NI196 (Improved street and environmental cleanliness - fly tipping)

38.6.13 Policy CR5 - Parks, Gardens, Open Spaces and Waterways: The Council will protect, enhance and make the most of existing parks, gardens and open spaces, and require new high quality outdoor spaces to be provided where possible.

38.6.14 Policy target: To improve the quality of the Borough's parks, gardens, open spaces and waterways within the plan period.

38.6.15 The output indicators we will use to monitor this aspect of the plan are:

1. Amount of eligible open spaces managed to Green Flag awards standard (Government Core Indicator 4c)
2. The number of additional waterside walk and cycle ways created monitored annually by the number of waterside permissions
3. The amount of completed new public open space created monitored annually through statistical analysis
**38.6.16 Policy CR6 - Trees and landscape:** The Council will require development to provide tree planting and landscaping that compliments the existing high quality greenery to deliver amenity and biodiversity benefits.

**38.6.17 Policy target:** To increase the number of street trees by 1000 trees by 2028.

The **output indicators** we will use to monitor this aspect of the plan are:
1. The number of street trees planted annually

**38.6.19 Policy CR7 - Servicing:** The Council will require servicing facilities 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 should not give rise to traffic congestion, conflict with pedestrians or disturb residential amenity.

**38.6.20 Policy target:** To only establish visually unobtrusive servicing facilities

The **output indicators** we will use to monitor this aspect of the plan are:
1. The number of planning applications with on-site servicing and the extent to which they meet the policy, monitored annually by statistical analysis

**Renewing the Legacy**

**38.7.1 Policy CL1 - Context and Character:** The Council will require development to respect existing context and character, taking all opportunities available to improve the character and quality of the area and the way it functions, including being accessible for all.

**38.7.2 Policy target:** All development will be designed to respect context and character of the Royal Borough within the plan period.

The **output indicators** we will use to monitor this aspect of the plan are:
1. Percentage of appeals dismissed where CL1 was a reason for refusal. Annual
2. Results of the annual reviews by design assessment panel
3. Building for Life Assessments. (Core Output Indicator H6)

**38.7.3 Policy CL2 - New Buildings and Extensions:** The Council will only permit new buildings and extensions of the highest architectural and urban design quality.

**38.7.4 Policy target:** All new buildings and extensions will have quality architectural and urban design.

The **output indicators** we will use to monitor this aspect of the plan are:
1. The number of design awards granted. Annual monitoring of Royal Borough of Kensington and Chelsea design awards.
2. The number of developments that used architectural competitions to design the proposal. Annual monitoring.
3. Building for Life Assessments. (Core Output Indicator H6)

**38.7.5 Policy CL3 - Smallscale Alterations and Additions:** The Council will permit alterations and additions where they do not harm the existing quality and character of the building and its context.

**38.7.6 Policy target:** To ensure that all alterations and additions maintain the existing quality and character of the Borough's buildings.

The **output indicators** we will use to monitor this aspect of the plan are:
1. Percentage of appeals dismissed where CL1 was a reason for refusal. Annual
2. The number of developments that used architectural competitions to design the proposal. Annual monitoring

**38.7.7 Policy CL4 - Historic Environment:** The Council will require development to preserve historic places, spaces and townscapes and to take opportunities to enhance the character or appearance of conservation areas.

**38.7.8 Policy target:** The character and appearance of the Borough's historic places will be preserved or enhanced throughout the plan period.

The **output indicators** we will use to monitor this aspect of the plan are:
1. The number of conservation areas with Proposal Statements less than 5 years old. (Reviewed annually).
38.7.13 **Policy CL5 - Historic Assets:** The Council will permit proposals that preserve or enhance the special architectural or historic interest of a listed building or scheduled ancient monument and their settings and will conserve and protect sites of archaeology interest and their settings.

38.7.14 **Policy target:** The Borough’s historic assets will be preserved or enhanced throughout the plan period.

38.7.15 The **output indicators** we will use to monitor this aspect of the plan are:

1. The number of listed buildings in the Borough.
2. The number of buildings on the ‘Buildings at Risk’ register

### Diversity of Housing

38.8.1 **Policy CH1 - Housing Targets:** The Council will make provision for a minimum of 3,500 net additional housing units to be provided between 2007/8 and 2016/7 (350 units per year). This target will be rolled forward to 2028, until it is replaced.\(^{165}\)

38.8.2 The Council will make provision for the maximum amount of affordable housing with a target of at least 800 units (80 units per annum), to be provided in the Borough between 2007/08 and 2016/17, to be rolled forward to 2028, from all sources (see appendix for further information).

38.8.3 The Council will require affordable housing tenures to be provided such that they work towards a borough-wide target of 85% social rented housing and 15% Intermediate housing.

38.8.4 **Policy target:** To meet, or exceed, both the housing target and the affordable housing target, within the plan period.

38.8.5 The **output indicators** we will use to monitor this aspect of the plan are:

1. housing Trajectory (Core Govt. Indicator H1) (annual, AMR via London Development Database and analysis of likely future housing developments)
2. plan period and housing targets (Core Govt. Indicator H1) (annual, AMR)

3. net additional dwellings (previous years, current year, future years) (Core Govt. Indicator H2 a-c) (annual, AMR via London Development Database)
4. managed delivery target (Core Govt. Indicator H2 d) (annual, AMR via London Development Database)
5. gross affordable housing completions (Core Govt. Indicator H5) (annual, AMR via London Development Database)
6. net affordable housing completions - including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census). (annual, AMR via London Development Database)
7. vacant dwellings being brought back into use (annual, AMR via London Development Database and environmental health information)

38.8.6 **Policy CH2 - Housing Diversity:** The Council will ensure new housing development is provided so as to further refine the grain of the mix of housing across the Borough.

38.8.7 **Policy target:** To reduce the overall percentage of social rented housing in Golborne, St.Charles and Notting Barns wards where there is currently more than 50% social rented housing and increase the proportion of social rented housing in wards where there is currently less than 25% of this tenure; increase the proportion of market and affordable units with three or more bedrooms as a proportion of overall new housing; increase the amount of life time homes and wheelchair accessible homes built; increase the amount of housing suitable for older people (sheltered housing and/or extra care schemes); and increase gypsy and traveller pitches.

38.8.8 The **output indicators** we will use to monitor this aspect of the plan are:

1. housing completions by tenure by ward (annual, via AMR housing completions survey)
2. breakdown of total housing stock tenure by ward (once every ten years, via census)
3. housing completions by size of bedrooms (annual, AMR via London Development Database)
4. number of lifetime homes completed (annual, AMR via London Development Database)

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\(^{165}\) A new housing target will be based upon the work undertaken for the GLA/Borough Strategic Housing Land Availability Study (SHLAA). Initial figures (not yet finalised) indicate that the target could rise to 408 units per year. The final figure is likely to be subject to an Examination in Public of the London Plan. Once a target has been adopted in a new London Plan, this will be taken forward by the Council and it will supersede the current target of 350 units per annum.
5. number of wheelchair accessible homes completed (annual, AMR via London Development Database)
6. net additional gypsy and traveller pitches (Core Govt. Indicator H4) (annual, AMR via London Development Database)
7. number of new sheltered housing and extra care homes (annual, AMR via London Development Database)
8. proportion of off-site affordable housing built in the areas designated as suitable for off-site provision (annual, AMR via London Development Database and analysis of planning applications)

38.8.9 Policy CH3 - Residential Amenity: The Council will require that existing residential amenity is protected and that new housing achieves high standards of residential amenity including optimising the provision of external space.

38.8.10 Policy target: To ensure that residential amenity is protected and that new housing developments include external amenity space (private open space, communal open space, balconies and roof gardens).

38.8.11 The output indicators we will use to monitor this aspect of the plan are:

1. number of new housing developments with external amenity space, including the type, as a percentage of housing completions (annual, AMR via London London Development Database and analysis of planning applications).

38.8.12 Policy CH4 - Estate Renewal: The Council will require that the full redevelopment of estates built for social rented housing will only be permitted where there is a compelling case that the long term benefits outweigh the considerable uncertainty and disruption such projects will cause.

38.8.13 Policy target: No net loss of social rented housing provision; all existing tenants are re-housed on the estate or elsewhere according to preference; the housing mix closely reflects the housing needs of the tenants in terms of household size and composition.

38.8.14 The output indicators we will use to monitor this aspect of the plan are:

1. net loss of social rented housing (adhoc, depending on when there is estate renewal. Via assessment of the planning application)

2. the percentage of tenants who are re-housed in the location of their choice (existing estate or elsewhere). (adhoc, depending on when there is estate renewal. Via assessment of the planning application)

3. the housing mix and the degree to which this meets the needs of the tenants in terms of household size and composition. (adhoc, depending on when there is estate renewal. Via assessment of the planning application and the housing mix prior to renewal).

Respecting Environmental Limits

38.9.1 Policy CE1 - Climate Change: The Council recognises DEFRAs targets to reduce carbon dioxide emissions by 26% against 1990 levels by 2020 and will require development to make significant contributions towards this target within the plan period.

38.9.2 Policy target: To work towards the reduction of carbon dioxide emissions by 26% against 1990 levels by 2020.

38.9.3 The output indicators we will use to monitor this aspect of the plan are:

1. Annual carbon dioxide emission reductions from local authority operations (Government Indicator NI185)
2. Annual carbon dioxide reduction per capita in local authority area (Government Indicator NI186)
3. Annual energy generation from renewable sources in kWh/per year (New Government Indicator E3), including a record of type, location and output (Information extracted from planning application).

38.9.4 Policy CE2 - Flooding: The Council will require developments to adapt to fluvial flooding and to mitigate the effects of and adapt to surface water and sewer flooding.

38.9.5 Policy target: To reduce the risk of flooding of existing and new development by incorporating flood defence, flood mitigation measures, and appropriate flood adaptation measures within the plan period.

38.9.6 The output indicators we will use to monitor this aspect of the plan are:

1. Number of planning permissions granted contrary to Environment Agency advice on

2. Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality (Government Indicator 7). Annual statistical analysis of planning permissions.

3. Number of planning permissions with flood adaptation and/or mitigation measures. Annual statistical analysis of planning permissions.

38.9.7 Policy CE3 - Waste: The Council will manage waste in accordance with the waste hierarchy and the London Plan apportionment figure.

38.9.8 Policy target: To meet the waste apportionment set out in the London Plan and ensure that waste is managed in accordance with the waste hierarchy within the plan period.

38.9.9 The output indicators we will use to monitor this aspect of the plan are:

1. NI192 Household waste recycled and composted. Annual statistical analysis of tonnages of waste collected.
2. NI193 Percentage of municipal waste land filled. Annual statistical analysis of waste tonnages collected.
3. Development proposals which incorporate on-site or additional waste management facilities. Annual statistical analysis of planning permissions.

38.9.10 Policy CE4 - Biodiversity: The Council will enhance and improve the biodiversity value of the Borough.

38.9.11 Policy target: To protect Sites of Nature Conservation Importance, Green Corridors, or require significantly improved habitats to be provided in accordance with the national, regional and local Biodiversity Action Plans; and create opportunities to attract biodiversity to the Borough within the plan period.

38.9.12 The output indicators we will use to monitor this aspect of the plan are:

1. Annual proportion of local sites where positive conservation management has been or is being implemented (Government Indicator NI197)
2. Annual change in areas and populations of biodiversity importance in numbers of species

38.9.13 Policy CE5 - Air Quality: The Council will require that development proposals do not make local air quality worse, including the consideration of pollution from vehicles, construction and the heating of buildings, and where possible improves local air quality.

38.9.14 Policy target: To improve the existing air quality situation of the Borough within the plan period.

38.9.15 The output indicators we will use to monitor this aspect of the plan are:

1. Annual mean nitrogen dioxide (NO$_2$ in micrograms s/n) emissions at identified sites within Borough (Government Indicator NI194)
2. Annual emissions of very small particles (PM$_{10}$ and PM$_{2.5}$ in micrograms/m$^3$) at identified sites within Borough, including the number of daily exceedences per year (Government Indicator NI194)

38.9.16 Policy CE6 - Noise: The Council will carefully control the impact of noise generating sources likely to affect residential amenity. The Council will also require new noise sensitive developments to mitigate and protect occupiers against existing ambient noise or any existing specific sources of noise.

38.9.17 Policy target: To reduce the impact of noise in residential amenity within the plan period.

38.9.18 The output indicators we will use to monitor this aspect of the plan are:

1. Annual number of Noise and Nuisance complaints, including the location and potential noise source (data recording by Noise and Nuisance Officer)
2. Annual number of planning applications refused, where noise pollution was quoted in the refusal (from statistical analysis of planning applications)
Monitoring Strategic Sites

38.10.1 The Strategic Sites section sets out milestones. These will be the basis of monitoring progress on delivering the sites.
Contingencies and Risks

39.1.1 PPS12 requires Councils to show what alternative strategies have been prepared to handle any uncertainty about the delivery of the Core Strategy and what would trigger the need for alternatives.

39.1.2 Although there may be circumstances that the Council cannot foresee that may influence the Core Strategy policies, the assessment below demonstrates that the each policy has been assessed in terms of the potential known risks and offers contingencies where appropriate.
<table>
<thead>
<tr>
<th>Nb:</th>
<th>Policy</th>
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<th>Central to the delivery of the strategy vision?</th>
<th>Risk(s): what can get in the way of implementing the policy?</th>
<th>Likelihood of risk occurring? (Low, Med, High)</th>
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<tbody>
<tr>
<td>1</td>
<td>Kensington: Cross Rail Station and significant volumes of development on all four of the Kensington sites</td>
<td>Regeneration linked to significant improvements in accessibility may be reduced</td>
<td>Yes</td>
<td>Crossrail unable to deliver a station at Kensington, either as a turn back or as a full station</td>
<td>High</td>
<td>Crossrail would give access to the site.</td>
<td>High</td>
<td>Yes</td>
<td>Plan B: Improve local accessibility through bus-based improvements and offsite rail improvements, and maintain relatively high development densities</td>
<td>North Kensington Area Action Plan Issues and Options draft February 2008</td>
<td>This would allow the strategy of using the Kensington sites as a catalyst to regenerate the wider north Kensington area to continue, albeit with the site at a slightly reduced density.</td>
<td>n/a</td>
<td>The development potential would be less without a Crossrail Station, and the accessibility of the area as a whole may not be transformed by a rail station, but would still be improved by bus-based improvements.</td>
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The scale of development may be reduced if not all four sites are available |

Yes | Gas works is retained as part of the gas infrastructure beyond 2016 and does not come forward for development, reducing development capacity and also impacting on the potential of North Kensington Area Action Plan Issues and Options draft February 2008 | This has been rejected as it would fail to deliver the underpinning strategy. | n/a | This has been rejected as it would fail to deliver the underpinning strategy. | n/a | The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced. | Less development will result in less opportunity to fund works such as connecting links over the railway. |
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<td>Plan B: Reduced development on the sites as a whole. In addition, the potential of bridge links across the railway and running a bus-link along the southern side of the railway to connect to Hammersmith and Fulham would be removed.</td>
<td>North Kensington Area Action Plan Issues and Options draft February 2008</td>
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24 July 2009
The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington

Significant transport downside due to no access over railway may significantly limit potential of the sites north of the railway line.
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<td>Landowners choose to develop land separately and not in partnership</td>
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<td>Counters Creek is unable to take the scale of the development proposed, or the improvements do not take place in alignment with the timing of the development Medium High Yes Plan B. Require SUDs throughout the new development</td>
<td>This policy is included in the development management section of the Core Strategy for all development in any event. Plan B is already allowed for in the strategy</td>
<td>n/a none none</td>
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<td></td>
<td></td>
<td>Plan C. Delay the development until the infrastructure was in place This alternative was not explicitly considered but in any event the sites are seen as long term sites.</td>
<td>This would allow the strategy - of using the Kensal sites as a catalyst to regenerate the wider north Kensington area to continue, at be it possibly not within the plan period</td>
<td>n/a Benefits of redevelopment would be delayed</td>
<td>Delivery would be delayed</td>
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<td>2</td>
<td>Worthington Green Estate renewal including the building of additional private homes for sale alongside the replacement social rented dwellings</td>
<td>The existing community will miss out on new homes and the opportunity to increase the Borough’s housing stock will be missed.</td>
<td>Yes</td>
<td>Funding is not forthcoming from the HCA</td>
<td>Low</td>
<td>High</td>
<td>Yes</td>
<td>Plan B. The project is delayed until alternative funding sources can be found</td>
<td>This was not explicitly considered as a separate option</td>
<td>This is the only alternative available that keeps the strategy for the project in tact</td>
<td>n/a</td>
<td>Benefits of redevelopment would be delayed</td>
<td>Other funding sources will have to be found elsewhere or the site will be delayed until another funding stream becomes available.</td>
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<td>Plan C. Further private housing is needed to fund any ‘gap’ which has serious implications in terms of the quality of the resultant scheme</td>
<td>Plan C. This was considered as part of the process of preparing an SPD for the site, including examining the case for redevelopment through the OSC process</td>
<td>n/a</td>
<td>This has been rejected as it would fail to deliver the underpinning strategy</td>
<td>n/a</td>
<td></td>
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<td></td>
<td>Plan D. The development fails to go ahead, and existing homes are retrofitted to decent homes</td>
<td>Plan D. This was considered as part of the process of preparing an SPD for the site, including examining the case for redevelopment</td>
<td>n/a</td>
<td>This has been rejected as it would fail to deliver the underpinning strategy</td>
<td>n/a</td>
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<td>3</td>
<td>Land adjacent to Trellick Tower: redevelopment of vacant site to facilitate improvements to Trellick Tower</td>
<td>The maintenance of the adjacent Grade II* listed Trellick Tower will continue to run into disrepair and the full regeneration benefits will not be realised for this area.</td>
<td>Yes</td>
<td>That the site doesn't generate enough additional revenue to keep up with the escalating maintenance costs of Trellick Tower</td>
<td>Medium</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>through the OSC process</td>
</tr>
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<td>4</td>
<td>North Kensington Sports Centre: redevelopment for a new school and refurbishment or replacement of the existing sports centre.</td>
<td>Continued poorer academic achievement with children being educated in neighbouring boroughs</td>
<td>Yes</td>
<td>That the funding for the secondary school is not available</td>
<td>Medium</td>
<td>High</td>
<td>Yes</td>
<td>Plan B: delay implementation until alternative funding sources can be found</td>
<td>This was not explicitly considered as a separate option</td>
<td>This is the only alternative available that keeps the strategy for the project in tact</td>
<td>Benefits of redevelopment would be delayed</td>
<td>Delivery would be delayed</td>
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</table>

**Policy No:**
- **Plan A:** Immediate implementation of a school on the available site
- **Plan B:** Delay implementation until alternative funding sources can be found
- **Plan C:** Not provide a school

**Source:**
- **Plan A:** North Kensington Area Action Plan Issues and Options draft February 2008
- **Plan B:** n/a
- **Plan C:** n/a

**Reason for rejecting other options:**
- **Plan A:** This has been rejected as it would fail to deliver the underpinning strategy
- **Plan B:** n/a
- **Plan C:** n/a

**Implications of Plan B on dependencies:**
- **Plan A:** n/a
- **Plan B:** n/a
- **Plan C:** n/a

**Delivery Implications:**
- **Plan A:** n/a
- **Plan B:** n/a
- **Plan C:** n/a
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<td>5</td>
<td>Commonwealth Institute</td>
<td>The west end of Kensington High Street may not attract large numbers of visitors to the new cultural attraction. Parts of the vision for Kensington High Street will be difficult to achieve.</td>
<td>Yes</td>
<td>A scheme which delivers the refurbishment and re-use of the Commonwealth Institute &quot;tent building&quot; cannot be agreed.</td>
<td>Med</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Warwick Road sites</td>
<td>Reduction in housing provision, and the possibility the Borough may not meet its housing targets</td>
<td>Yes</td>
<td>Primarily the recession</td>
<td>High</td>
<td>High</td>
<td>Yes</td>
<td>There are no Plan Bs that the Council can implement that would counter the international recession. We would have to accept that the development may be delayed.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>7</td>
<td>Earl's Court Exhibition Centre: mixed use redevelopment including an exhibition or convention use</td>
<td>The Earl's Court exhibition &quot;brand&quot; is lost if no exhibition centre or convention use is included in the redevelopment</td>
<td>Yes</td>
<td>The exhibition or convention uses require too high a cross-subsidy from the development, forcing up development volumes to unacceptable levels</td>
<td>Negligible</td>
<td>High</td>
<td>Yes</td>
<td>Whilst the possibility of an international convention centre may prove more difficult to achieve, it is clear that the current Earl's Court owners have every intention of</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
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24 July 2009

The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington
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<td>8</td>
<td>Lots Road Power Station</td>
<td>Reduction in housing provision, and the possibility the Borough may not meet its housing targets</td>
<td>Yes</td>
<td>Primarily the recession</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td></td>
<td></td>
<td>The Earl's Court One-Way system does not receive sufficient investment to be unravelled, and thus remains in place</td>
<td>Yes</td>
<td>The comprehensive development including the decking over of rail tracks is so expensive that there is insufficient funding to deliver the unravelling of the one-way system</td>
<td>Medium</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington 24 July 2009

Contingencies and Risks
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<td>9</td>
<td>Social and Community Uses (Policy CK1)</td>
<td>Lower residential quality of life</td>
<td>Yes</td>
<td>Loss of social and community uses to residential</td>
<td>Medium</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>10</td>
<td>Local Shopping Facilities (Policy CK2)</td>
<td>Lower residential quality of life</td>
<td>Yes</td>
<td>Closure of existing shopping facilities due to the recession thus increasing areas of deficiency</td>
<td>Low</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>11</td>
<td>Walkable Neighbourhoods (Policy CK3)</td>
<td>Lower residential quality of life</td>
<td>Yes</td>
<td>Changing of strategy by education and PCT which means they need to consolidate facilities</td>
<td>Low</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>12</td>
<td>Successful Town Centres (Policy CF1)</td>
<td>The volatility and diversity of the Borough's town centres as highly accessible areas which contain the mix of uses need by residents and visitors to the Borough may decline. The vision to create a borough that contains a diverse mix of uses will be difficult to achieve if our town centres are not the driver for this.</td>
<td>Yes</td>
<td>Policies unsuccessful in implementing the town centre first approach to new town centres.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>13</td>
<td>Retail Development within Town Centres (Policy CF2)</td>
<td>The town centres maintaining their distinct characters and functions will be difficult to achieve. The vision to create a borough that contains a diverse mix of uses will be difficult to achieve if our town centres are not the driver for this.</td>
<td>Yes</td>
<td>Centres therefore decline relatively to our competitors</td>
<td>Low.</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>14</td>
<td>New Town Centre Uses (Policy CF3)</td>
<td>The retail expenditure that cannot be accommodated within existing centres, or by the expansion of the existing centres, will &quot;leak&quot; to neighbouring borough's where it will not contribute to the borough's economy. This could result in the Borough's town centres not being as large or as &quot;successful&quot; as they could be if all the &quot;need&quot; could be accommodated within them (be this by expansion of greater intensification).</td>
<td>Yes</td>
<td>We are unable to accommodate the additional retail floorspace &quot;needed&quot; within the borough because there are not enough suitable sites available.</td>
<td>High</td>
<td>Mid</td>
<td>Yes</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>15</td>
<td>New Town Centres (Policy CF4)</td>
<td>The Latimer and Kensal areas will not benefit from new centres which will serve the day-to-day needs of residents, with residents having to make do with existing provision in the area. These centres will only be required if the new town centres maintain their distinct characters and functions will be difficult to achieve. The vision to create a borough that contains a diverse mix of uses will be difficult to achieve if our town centres are not the driver for this.</td>
<td>Yes</td>
<td>Large scale residential development in the areas does not occur.</td>
<td>Medium</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>16</td>
<td>Location of Business Uses (Policy CF5)</td>
<td>Large scale offices will not be concentrated in town centres and other areas well served by public transport. This will harm the Council’s ambition to minimise traffic generation and as well as the Council’s ambitions to maintain a diverse mix of lower value uses within the employment zones.</td>
<td>Yes</td>
<td>Permission is granted for large offices in the employment zones and other areas which are not well served by public transport.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>17</td>
<td>Employment Zones (Policy CF6)</td>
<td>Low value land uses such as light industrial uses and small offices will be unable to compete with higher land value uses within the Employment Zones. Diversity of uses within the Employment Zones contributes to the drivers of uses sought by the Council, and articulated in the Fostering Vitality vision.</td>
<td>Yes</td>
<td>The gradual ingress of higher value land uses into the Employment Zones, causing the erosion of their function due to raising land values and remaining areas for low value business uses.</td>
<td>Medium</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>18</td>
<td>Arts and Culture uses and creative businesses (Policy CF7 and CF8)</td>
<td>The Borough sees its gradual degradation from an area which contributes to London as a world city and which makes the borough such an interesting place to live.</td>
<td>Yes</td>
<td>Arts and cultural uses are gradually replaced by higher value uses such as retail.</td>
<td>Negligible</td>
<td>High</td>
<td>Yes</td>
<td>With the work the Borough is undertaking on Exhibition Road, the risk of it occurring is negligible, so no Plan B has been prepared, even</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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Redevelopment of the areas occur.
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<td>South Kensington Strategic Cultural Area (Policy CF9)</td>
<td>None.</td>
<td>Yes</td>
<td>None</td>
<td>Low</td>
<td>Low</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>20</td>
<td>Fostering Vitality Land Use Table (Policies CF10, CF11, CF12, CF14 CF15, CF16 and CF17)</td>
<td>These policies provide the detailed implementation tools for the other strategic policies in Keeping Life Local and Fostering Vitality.</td>
<td>Yes</td>
<td>See under each strategic policy in Keeping Life Local and Fostering Vitality.</td>
<td>See under each strategic policy in Keeping Life Local and Fostering Vitality.</td>
<td>See under each strategic policy in Keeping Life Local and Fostering Vitality.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>21</td>
<td>Improving alternatives to car use (Policy CT1)</td>
<td>Lower reduction in car use.</td>
<td>Yes</td>
<td>Lack of public funding of alternatives; developers insisting for value reasons on including parking.</td>
<td>med</td>
<td>low</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>New Rail Infrastructure (Policy CT2)</td>
<td>Fail to achieve higher levels of accessibility and related regeneration</td>
<td>Yes</td>
<td>Crossrail unable to deliver a station at Kensal, either as a turn back or as a fill station.</td>
<td>High</td>
<td>High</td>
<td>Yes</td>
<td>See Kensal Plan B</td>
<td>North Kensington Area Action Plan Issues and Options draft February 2008</td>
<td>This would allow the strategy of using the Kensal sites as a catalyst to regenerate the wider north</td>
<td>n/a</td>
<td>The development potential of the Kensal site would be less without a Crossrail Station, and the accessibility of the area as a Less development at Kensal will result in less opportunity to fund works such as connecting links over the railway.</td>
<td></td>
</tr>
<tr>
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<tr>
<td>23</td>
<td>Street Network (Policy CR1)</td>
<td>Fragmented and disjointed street network would remain in the borough.</td>
<td>Yes</td>
<td>That developments proposals for larger scale development may not come forward due to the recession.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>Kensington area to continue, all be it with the site at a slightly reduced density.</td>
<td>whole may not be transformed by a rail station, but would still be improved by bus-based improvements. could dissuade the Gas Site from coming forward as development value may not outweigh development costs.</td>
</tr>
<tr>
<td>24</td>
<td>Street Form (Policy CR2)</td>
<td>New development will jar against the historic built fabric.</td>
<td>Yes</td>
<td>That developments proposals will be of lesser quality due to the recession, however, the Council can refuse such developments.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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</tr>
<tr>
<td>25</td>
<td>Street Life (Policy CR3)</td>
<td>The level of street life will be less if this policy does not happen. Therefore this policy may impact on ‘Fostering Vitality’.</td>
<td>Yes</td>
<td>That opportunities to create ‘places’ do not arise due to the recession.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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An Engaging Public Realm

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**Policies and Implications**

- **Street Network (Policy CR1)**: The implementation of the policy is central to the delivery of the strategy vision. The risk of development proposals not coming forward due to the recession is significant, impacting the likelihood of risk occurring. Plan B is not required. The potential alternative is that developments would remain fragmented and disjointed, impacting街 life. The source of other options is the Kensington area, which may not be transformed by a rail station. The reason for selecting Plan B is to ensure continuity and improvement by bus-based improvements. The reason for rejecting other options is the potential for dissuading the Gas Site from coming forward. The implications of Plan B on dependencies include the need for the site to continue as it is.

- **Street Form (Policy CR2)**: The implementation of the policy is central to the delivery of the strategy vision. The risk of new developments not being of the desired quality due to the recession is significant, impacting the likelihood of risk occurring. Plan B is not required. The potential alternative is that developments would jar against the historic built fabric. The source of other options is the historic built fabric, which may not come forward due to the recession. The reason for selecting Plan B is to maintain the historic built fabric. The reason for rejecting other options is the potential for new developments not being of the desired quality. The implications of Plan B on dependencies include the need for the Council to refuse such developments.

- **Street Life (Policy CR3)**: The implementation of the policy is central to the delivery of the strategy vision. The risk of opportunities to create ‘places’ not arising due to the recession is significant, impacting the likelihood of risk occurring. Plan B is not required. The potential alternative is that the level of street life would be less. The source of other options is the level of street life, which may not arise due to the recession. The reason for selecting Plan B is to ensure that opportunities to create ‘places’ do not arise. The reason for rejecting other options is the potential for a decline in street life. The implications of Plan B on dependencies include the need for the Council to focus on fostering vitality.
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<tr>
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<tr>
<td>26</td>
<td>Streetscape (Policy CR4)</td>
<td>We would fail to maintain the present very high streetscape standards</td>
<td>Yes</td>
<td>Developers refuse to contribute</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>27</td>
<td>Parks, Gardens, Open Spaces and Waterways (Policy CR5)</td>
<td>There would be a degradation in the quality of the waterway, parks, gardens and open space.</td>
<td>Yes</td>
<td>That proposals for development may not come forward due to the recession.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>28</td>
<td>Trees and Landscape (Policy CR6)</td>
<td>Likelihood of a greater loss of trees in the borough.</td>
<td>Yes</td>
<td>Very little</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>29</td>
<td>Servicing (Policy CR6)</td>
<td>Likelihood of unsatisfactory servicing impacting negatively on busy town centre environments undermining their quality</td>
<td>Yes</td>
<td>Site constraints</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>30</td>
<td>Context and Character (Policy CL1)</td>
<td>Development proposals fail to achieve high standards of design.</td>
<td>Yes</td>
<td>That in appeals the Planning Inspectorate do not support the exceptional standards we are seeking</td>
<td>Med</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>31</td>
<td>New Buildings and Extensions (Policy CL2)</td>
<td>Development proposals fail to achieve high standards of design.</td>
<td>Yes</td>
<td>That in appeals the Planning Inspectorate do not support the exceptional standards we are seeking</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
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<td>32</td>
<td>Smallscale Alterations and Additions (Policy CL3)</td>
<td>Small scale incremental changes leading to a degradation of the Borough's character</td>
<td>Yes</td>
<td>That in appeals the Planning Inspectorate do not support the exceptional standards we are seeking</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>33</td>
<td>Historic Environment (Policy CL4)</td>
<td>The identity of the Borough is undermined because of a failure to protect its historic fabric.</td>
<td>Yes</td>
<td>That in appeals the Planning Inspectorate do not support the exceptional standards we are seeking</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>34</td>
<td>Historic Assets (Policy CL5)</td>
<td>The identity of the Borough is undermined because of a failure to protect its historic fabric.</td>
<td>Yes</td>
<td>That in appeals the Planning Inspectorate do not support the exceptional standards we are seeking</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>35</td>
<td>Housing Targets (Policy CH1)</td>
<td>Much needed housing in the borough will not be provided</td>
<td>Yes</td>
<td>Recession.</td>
<td>High</td>
<td>Med</td>
<td>Yes</td>
<td>There are no Plan Bs that the borough can implement that would counteract international recession. We have to accept that development may be delayed.</td>
<td>n/a</td>
<td>n/a</td>
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<td>36</td>
<td>Housing Diversity (Policy CH2)</td>
<td>Housing in the borough will not be further diversified</td>
<td>Yes</td>
<td>Failure to achieve good affordable housing through viability assessments especially as part of the recession</td>
<td>Med</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Failure to provide for an appropriate mix of sizes of dwellings</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>37</td>
<td>Residential Amenity (Policy CH3)</td>
<td>Reduction in Quality of Life for new and existing residents</td>
<td>Yes</td>
<td>Increasing need for external living as part of climate change</td>
<td>High</td>
<td>Med</td>
<td>No</td>
<td>Policy as drafted provides sufficient controls</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>38</td>
<td>Estate Renewal (Policy CH4)</td>
<td>Regeneration of North Kensington</td>
<td>Yes</td>
<td>Recession and the failure to find alternative sources of funding.</td>
<td>High</td>
<td>High</td>
<td>Yes</td>
<td>Plan B: Delay</td>
<td>This was not explicitly considered as a separate option.</td>
<td>This is the only alternative available that keeps the strategy for the project in tact</td>
<td>n/a</td>
<td>Benefits of redevelopment would be delayed</td>
<td>Delivery would be delayed</td>
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<td></td>
<td>Plan C: Refurbishment</td>
<td>Interim Issues and Options</td>
<td>n/a</td>
<td>This has been rejected as it would fail to deliver the underpinning strategy</td>
<td>n/a</td>
<td>n/a</td>
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<td>39</td>
<td>Climate Change (Policy CE1)</td>
<td>Although RBKC's individual contribution is small, taken with others, the importance of meeting national carbon targets to mitigate climate change is essential.</td>
<td>Yes</td>
<td>Failure of Building Regs to be amended to require higher standards of CO₂ reduction and lower use of water.</td>
<td>Med</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>40</td>
<td>Flooding (Policy CE2)</td>
<td>Development takes place in a way that is not flood adapted. Development takes place that does not reduce water runoff levels.</td>
<td>Yes</td>
<td>That in appeals the Planning Inspectorate and Environment Agency do not support this policy.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>41</td>
<td>Waste (Policy CE3)</td>
<td>Insufficient provision for waste management.</td>
<td>Yes</td>
<td>Failure to find appropriate sites outside of the borough.</td>
<td>High</td>
<td>High</td>
<td>Yes</td>
<td>The risks with achieving a site specific solution are such that waste will be dealt with in a separate DPD, not in the Core Strategy.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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24 July 2009
The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington
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<td>42</td>
<td>Biodiversity (Policy CE4)</td>
<td>Existing biodiversity is not protected efficiently and/or opportunities to attract biodiversity are lost.</td>
<td>Yes</td>
<td>Insufficient knowledge among both developers and planners to deliver the policy regarded as a low priority.</td>
<td>Med</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>n/a</td>
</tr>
<tr>
<td>43</td>
<td>Air Quality (Policy CE5)</td>
<td>Continued increase in poor air quality</td>
<td>Yes</td>
<td>That in appeals the Planning Inspectorate do not support this policy</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>44</td>
<td>Noise (Policy CE6)</td>
<td>Degraded residential quality of life</td>
<td>Yes</td>
<td>That in appeals the Planning Inspectorate do not support this policy</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
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Housing Trajectory and Supporting Information

Appendix 1 - Housing Trajectory

41.1.1 The Council’s housing target is 3,500 net additional units (350 units per annum) to be provided between 2007/8 and 2022/23, or until a new target is produced. However, the table above ‘Borough Housing Trajectory Data to 2022-23’ shows the annual housing target was originally significantly higher. At the start of the trajectory period it was 517 units, then increased to 540 units before being reduced to the current 350 units target. The target is comprised of three elements: conventional supply (237), non-self contained units (12) and vacant dwellings brought back into use (103). The sum of these elements is 352, and this number has been rounded down to 350 units in the London Plan. The 2004 housing capacity study generated the 237 figure, which reflects the supply of housing land in the borough, based on a review of large sites and assumptions about small sites. Over one third of the target is expected to be met by vacant dwellings being brought back into use.

41.1.2 The orange requirement line on the graph 'Housing Trajectory to 2022/23' shows the outstanding annual requirement for dwellings when judged against the target. This is based on a calculation of the number of dwellings needed at any point in time in order to meet the targets set over the whole period of the chart and is based on anticipated future developments. The target, in turn, affects the path of the orange line shown on this graph below. A lower target means that the overall dwelling requirement is met earlier. In this case the shortfall in completions over the recent past from 2004 to 2007 has ensured that the annual requirement being the outstanding need for more dwellings in each year remains positive until 2022/23 right at the end of the trajectory period. The orange line remains above the year axis for longer becoming negative and dipping below the line only when the cumulative target for the period has been met. This shows that the target should be met by 2022/3.

41.1.3 The figures shown for the number of future dwelling completions allow for anticipated fallout when planning permissions either lapse or are superseded. In addition, the chart reflects a distribution of development taking place over a few years following the start of construction as well as a lapse rate of about a quarter. These proportions are based on patterns elsewhere within inner London. The construction progress over time also varies with the size of the development with the large developments taking longer.

41.1.4 The separate 'Housing Trajectory Monitor to 2022/23' graph comprises a single line which shows anticipated dwelling performance against target. It represents a comparison between the cumulative total of dwellings completed since the beginning of the plan period and the equivalent cumulative target over the same period. The effect of the early deficit shows clearly in the mid section of the graph only rising at the end of the period when more development is anticipated. The first half of the graph is affected by the early years resulting from the higher target level followed by a period of catch-up allowed by the lower target level. This is then followed by a slower rise as the anticipated housing supply from the available sites declines.
Appendix 2 - Further Evidence

Affordable Housing Target

41.2.1 The proposed affordable housing target is for 800 units to be provided between 2007/8 and 2016/7 (80 units per annum). The affordable housing target is based on assumptions made about affordable housing being delivered through the planning system, via section 106 agreements. This is because in the Royal Borough, the vast majority of the affordable housing comes through this route. Other sources of affordable housing, such as ‘Open Market HomeBuy’ represent a fairly insignificant source of new affordable housing in the borough.

41.2.2 The affordable housing figure of 80 units per annum was calculated as follows:

1. This figure is derived by first taking into account that 237 of the 350 units are anticipated to come from conventional housing supply. The conventional supply figure is made up of the large sites and small site
components that were identified in the 2004 London Housing Capacity Study (166).

2. Previous trends have indicated that around 84% of new homes come from schemes with ten or more units (i.e. where affordable housing would be required). Therefore: 237 x 0.84 = 199

3. Past trends have been used to predict future trends over the lifetime of the Core Strategy. However, in the short term delivery may be lower than in previous years because of the recession.

4. If each scheme generated 50% affordable housing, the calculation would be as follows: 199 x 0.50 = 99.5. However, in practice the affordable housing proportion achieved on each scheme is below 50%. Therefore a figure of 80 units per annum is considered to be more realistic.

**Affordable Housing Threshold and Percentage**

41.2.3 The Council requires the provision of affordable housing to be calculated on the basis of floorspace, and only in exceptional cases will it be calculated by habitable rooms. This is because of the frequent differences between the tenures in the size of habitable rooms or number of habitable rooms.

41.2.4 In calculating the floor area equivalent to the affordable housing threshold, the UDP floorspace standards have been applied to the Council’s preferred mix for nine market homes i.e. the number of homes that can be built without triggering affordable housing. This calculation has produced a threshold of 800m² (8,600 sq ft), but as explained below a commuted sum will be sought between 800-1200m² (8,600-12,900 sq ft), and affordable units will be sought only where more than 1200m² (12,900 sq ft) of residential floorspace is proposed.

41.2.5 The Affordable Housing Threshold Calculation is as follows:

*Using UDP Table 3.1: minimum floorspace standards:*

41.2.6 Applying the preferred market housing mix to a development of 9 units would result in the following:

- **60% (5.4 units)**
- **40% (3.6 units)**
- for small units (1 and 2 bed), round down the 5.4 ‘average’ to 5 units, and calculate all 5 at the 2-bed floor area of 57m² (560 sq ft) (the minimum net internal floor area for a home with 3 habitable rooms)
- for large units (3 and 4 bed), round up the 3.6 ‘average’ to 4 units, and calculate all 4 at the 4-bed floor area of 98m² (1050 sq ft) (the most generous minimum net internal floor area for a home with 6 habitable rooms)

41.2.7 So that gives a floor area of:

\[
5 \times 57 = 285 \\
4 \times 98 = 392 \\
\text{Total} = 677 \text{m}^2 (7290 \text{ sq ft})
\]

41.2.8 However, as this is net internal, it is also necessary to take account of the space required for the circulation and common areas. It may not be to physically possible to fit this on a site with the 677m² (7290 sq ft) of net internal floorspace. Thus, for policy purposes, a gross external figure is more useful.

41.2.9 Again, erring on the side of caution, within the borough given the number of existing buildings to be retained, allowing for a 15% gross: net ratio, 15% of 677 = 101.55m² (1,090 sq ft). The calculation would be as follows: 677 + 101.55 = 778.55m² (8370 sq ft). For administrative convenience, this is rounded up to 800m² gross external floorspace. Working out the affordable housing on site / commuted sum: The threshold for appropriate on-site provision is one house, thus a commuted payment will be sought where the floor area produces less than one house. The largest possible net internal floorspace for an affordable dwelling is 140m² (5 bedroom), using the Housing Corporation Total Cost Indicator Tables for affordable housing space standards. (167)

41.2.10 In order to have enough floorspace to generate this whole house on 1:1 ratio, 280m² (3,000 sq ft) would be required. As the threshold is expressed in gross external floor area, adding 15% to 280m² to translate this to gross external floorspace which produces a figure of 322m² (3470 sq ft). This is rounded up to 400m² (4300 sq ft) for convenience.

---


167 Housing Corporation, Total Cost Indicators.
41.2.11 Thus if between 800 – 1200m² (8,600-12,900 sq ft) of residential floorspace is proposed a commuted sum should be provided, whereas if 1200m² (12,900 sq ft) or more of residential floorspace is proposed affordable housing should be provided on-site.

Location of Affordable Housing

41.2.12 In almost all cases in the Royal Borough, affordable housing is negotiated as part of a Section 106 agreement associated with a larger development scheme including market housing. The Council will expect applicants to provide the affordable units on the same site as the market housing unless exceptional circumstances exist, in which case provision should be within the area appropriate for off-site affordable housing (see Housing Diversity Map in the Housing Diversity Chapter).

41.2.13 Reasons for providing off-site affordable housing may include:

- On-site affordable housing may not be feasible due to there only being one entrance (e.g. in a conversion). It is normal practice to have separate service charges for the market and affordable housing, and therefore separate entrances enable the separation of charges for maintenance /heating communal hall ways etc
- It may also be the case that on small sites it is not practical from a design or management perspective to provide a small number of on-site affordable units.
- Subject to the nature of the private housing units, it could be more efficient to re-provide affordable housing off-site within the vicinity of the development.
- It may be easier to provide a particular type of affordable housing, such as large affordable units, off-site rather than on-site.
Policy Replacement Schedule

42.0.1 This schedule sets out the current UDP Policies and identifies if the policy is replaced by the Core Strategy, and if so what policy number it is.

<table>
<thead>
<tr>
<th>Policy Description</th>
<th>Current Status of UDP policy: Expired (not saved by SoS) or Saved policy</th>
<th>Is existing policy to be superseded by the Core Strategy?</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STRATEGIC POLICIES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST 1</td>
<td>Protect and enhance of the Borough's residential character</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 2</td>
<td>Increase residential provision</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 3</td>
<td>Seek continued economic growth</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 4</td>
<td>Seek a safe, efficient and green transport system</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 5</td>
<td>Locate tourist related development close to public transport</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 6</td>
<td>Encourage sizeable activities to locate in Central RBKC</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 7</td>
<td>Promote sustainable development by reducing the need to travel</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 8</td>
<td>Promote sustainable development by enhancing environmental quality</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 9</td>
<td>Ensure development preserves and enhances residential character</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 10</td>
<td>Protect Listed Buildings and preserve Conservation Areas</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 11</td>
<td>Promote high environmental and architectural design standards</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 12</td>
<td>Protect London’s skyline and Strategic views</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 13</td>
<td>Protect the River Thames and its setting</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 14</td>
<td>Ensure people with special mobility needs have equality of access</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 15</td>
<td>Protect Ancient Monuments and Sites of Archaeological Interest</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 16</td>
<td>Ensure contribution of RBKC to Greater London dwelling stock</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 17</td>
<td>Seek to maximise residential capacity in the Borough</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 18</td>
<td>Encourage an adequate and continuous supply of land for new housing</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 19</td>
<td>Seek an increase in amount and range of sizes of dwellings</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>-------------------------------------------------------------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>ST 20</td>
<td>Support diverse economy whilst protecting from inappropriate development</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 21</td>
<td>Encourage large developments to locate close to public transport</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 22</td>
<td>Retain a range of business premises whilst prioritising small businesses</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 23</td>
<td>Support the reduction of road traffic movement in the metropolitan area</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 24</td>
<td>Support measures to reduce air and noise pollution from motor vehicles</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 25</td>
<td>Promote walking and improve the pedestrian environment</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 26</td>
<td>Promote cycling and provide comprehensively for cyclists</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 27</td>
<td>Support and encourage the improvement of the public transport network</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 28</td>
<td>Encourage the use of rail for passenger and freight movement</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 29</td>
<td>Support the development of new rail links around London</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 30</td>
<td>Support local bus services and measures to improve service quality</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 31</td>
<td>Support the use of the River Thames for passenger and freight movement</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 32</td>
<td>Achieve targets set for reduction in road accidents through safety schemes</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 33</td>
<td>Support maintenance of a Strategic London Road Network</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 34</td>
<td>Implement programmes of comprehensive traffic management</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 35</td>
<td>Support control of night-time and weekend lorry movement</td>
<td>Saved policy</td>
<td>No</td>
</tr>
<tr>
<td>ST 36</td>
<td>Monitor demand in the controlled parking zone</td>
<td>Saved policy</td>
<td>No</td>
</tr>
<tr>
<td>ST 37</td>
<td>Oppose and increased capacity at Heathrow Airport</td>
<td>Saved policy</td>
<td>No</td>
</tr>
<tr>
<td>ST 38</td>
<td>Enhance the vitality and viability of Principal and Local Shopping Centres</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 39</td>
<td>Ensure large new retail development is concentrated in Principal Centres</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 40</td>
<td>Promote retail development in Local Shopping Centres</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 41</td>
<td>Improve the attractiveness and competitiveness of the shopping centres</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 42</td>
<td>Ensure continued enhancement of Principal Shopping Centres</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 43</td>
<td>Ensure that the needs of residents and workers are met by retail</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 44</td>
<td>Protect and encourage accessible social and community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 45</td>
<td>Restrict new hotel development to acceptable locations</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 46</td>
<td>Ensure continued contribution of sports, leisure and recreation provision</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 47</td>
<td>Maintain and increase the provision and quality of open space</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 48</td>
<td>Encourage provision of continuous Thames path, improve access to river</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST 49</td>
<td>Consider nature conservation and protection in all proposals</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 50</td>
<td>Have regard to air quality and land contamination</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 51</td>
<td>Seek land for provision of public utilities</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>ST 52</td>
<td>Support the ‘Proximity Principal’</td>
<td>Expired policy</td>
<td></td>
</tr>
</tbody>
</table>

**CONSERVATION AND DESIGN**

<p>| CD1 | Protect and enhance views and vistas along the riverside | Saved policy | Yes | The protection of views forms part Policy CL1 ‘Context and Character’ within the <em>Renewing the Legacy</em> section of the Core Strategy. |
| CD2 | Object to developments that affect views of the Chelsea riverside | Saved policy | Yes | The protection of views forms part Policy CL1 ‘Context and Character’ within the <em>Renewing the Legacy</em> section of the Core Strategy. |
| CD3 | Resist development that results in the loss of Cremorne Wharf | Expired policy | | |
| CD4 | Resist permanently moored vessels on the river | Saved policy | No | There are no policies within the core strategy which deal with the mooring of boats on the Thames. |
| CD5 | Protect and enhance Saved residential moorings at Battersea Reach | Saved policy | No | There are no policies within the core strategy which deal with the mooring of boats on the Thames. |
| CD6 | Require a riverside development to preserve and enhance the waterfront | Saved policy | Yes | The protection of views forms part Policy CL1 ‘Context and Character’ within the <em>Renewing the Legacy</em> section of the Core Strategy. |
| CD7 | Ensure provision of a Riverside walk within appropriate developments | Saved policy | Yes | Policy CR5 ‘Parks, gardens, open spaces and waterways’ within the <em>An Engaging Public Realm</em> section the Core Strategy covers this issue. |
| CD8 | Protect important views and vistas around the Royal Hospital | Saved policy | No | This policy is not considered within the core strategy. |
| CD9 | Protect the open spaces around the Royal Hospital from development | Saved policy | No | This policy is not considered within the core strategy. |</p>
<table>
<thead>
<tr>
<th>CD</th>
<th>Policy Description</th>
<th>Status</th>
<th>Future Actions</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>CD10</td>
<td>Protect views around the South Kensington Museums Area</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>CD11</td>
<td>Preserve and enhance character of South Kensington Museums Area</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>CD12</td>
<td>Resist development on metropolitan open land</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD13</td>
<td>Restrict building height around Kensington Gardens and Hyde Park</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>CD14</td>
<td>Ensure new buildings do not impose themselves on Kensington Palace</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>CD15</td>
<td>Resist proposals encroaching or affecting the setting of Holland Park</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>CD16</td>
<td>Promote public access to Kensal Green and Brompton Cemeteries</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>CD17</td>
<td>Protect the long-distance view from King Henry's Mound to St. Pauls</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>CD18</td>
<td>Resist development that would adversely affect the setting of the canal</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD19</td>
<td>Encourage use of the canal for freight and recreational passengers</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD20</td>
<td>Encourage canal side development relating to water-based activities</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD21</td>
<td>Encourage improved access to the canal side</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD22</td>
<td>Permit residential moorings on the Grand Union Canal STC</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD23</td>
<td>Protect, enhance and resist loss of public and private open space</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD24</td>
<td>Resist development in, on, over or under garden squares</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD25</td>
<td>Protect Parks and Gardens of Specific Historic Interest</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD26</td>
<td>Encourage improvement of land/buildings which are in poor condition</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>CD27</td>
<td>Ensure that all development is to a high standard of design</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD28</td>
<td>Require development to be integrated into its surroundings</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD29</td>
<td>Encourage energy efficiency of buildings</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD30</td>
<td>Require infill development to maintain character of its surroundings</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD31</td>
<td>Resist development of backland sites STC</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>CD32</td>
<td>Resist subterranean developments STC</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD33</td>
<td>Resist development which reduces daylight in adjoining buildings</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD34</td>
<td>Require developments to ensure good light conditions</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>CD35</td>
<td>Ensure sufficient visual privacy of residents and the working population</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>Policy Description</td>
<td>Saved/Expired</td>
<td>Saved/Expired Details</td>
<td>Notes</td>
</tr>
<tr>
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<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>CD36</td>
<td>Resist developments with a harmful increase in the sense of enclosure</td>
<td>Saved</td>
<td>No</td>
<td>This is considered in CH3.</td>
</tr>
<tr>
<td>CD37</td>
<td>Resist developments significantly higher than neighbouring buildings</td>
<td>Expired</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD38</td>
<td>Ensure proposals for open space are designed to high standards</td>
<td>Saved</td>
<td>Yes</td>
<td>This is covered by Policy CR 5 within the core strategy.</td>
</tr>
<tr>
<td>CD39</td>
<td>Require developers to account for safety and security</td>
<td>Saved</td>
<td>Yes</td>
<td>This policy is dealt with in Policy CL5 'New Buildings, Extensions and Modifications to existing buildings' within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD40</td>
<td>Resist proposals that would cause material disturbance to neighbours</td>
<td>Saved</td>
<td>Yes</td>
<td>Controlling the impacts of Noise is considered in policy CE6 of Respecting Environmental Limits in the CS.</td>
</tr>
<tr>
<td>CD41</td>
<td>Ensure developments include adequate protection from external noise</td>
<td>Saved</td>
<td>Yes</td>
<td>Controlling the impacts of Noise is considered in policy CE6 Respecting Environmental Limits in the CS.</td>
</tr>
<tr>
<td>CD42</td>
<td>Require all non-domestic developments are accessible to disabled</td>
<td>Saved</td>
<td>Yes</td>
<td>The &quot;functional&quot; test in the tactical policy for new high quality buildings considers access within Policy CL2 of ‘Renewing the Legacy’ chapter.</td>
</tr>
<tr>
<td>CD43</td>
<td>Have regard to standards set out in Planning Standards Chapter</td>
<td>Expired</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD44</td>
<td>Resist additional storeys and roof level alterations</td>
<td>Saved</td>
<td>No</td>
<td>Policy CL2 addresses this but detail to be kept until the rooftscape SPD is in place.</td>
</tr>
<tr>
<td>CD45</td>
<td>Permit additional storeys and roof level alterations</td>
<td>Saved</td>
<td>No</td>
<td>Policy CL2 addresses this but detail to be kept until the rooftscape SPD is in place.</td>
</tr>
<tr>
<td>CD46</td>
<td>Resist the introduction of roof level terraces</td>
<td>Saved</td>
<td>Yes</td>
<td>This policy covered by Policy CH2 and UDP policy CD44.</td>
</tr>
<tr>
<td>CD47</td>
<td>To resist proposals for extensions</td>
<td>Saved</td>
<td>No</td>
<td>This policy is not considered within the core strategy. CL2 addresses this but detail to remain until the rooftscape SPD is in place.</td>
</tr>
<tr>
<td>CD48</td>
<td>To resist proposals for conservatories</td>
<td>Saved</td>
<td>No</td>
<td>This policy is not considered within the core strategy.</td>
</tr>
<tr>
<td>CD49</td>
<td>To resist side extensions to buildings</td>
<td>Saved</td>
<td>No</td>
<td>This policy is not considered within the core strategy. CL2 addresses this but detail to remain until the rooftscape SPD is in place.</td>
</tr>
<tr>
<td>CD50</td>
<td>Permit alterations only where external appearance would not be harmed</td>
<td>Saved</td>
<td>Yes</td>
<td>This is dealt with Policy CL3 ‘Smallscale alterations and additions’ within the Renewing the Legacy section of the core strategy.</td>
</tr>
<tr>
<td>CD51</td>
<td>Resist unsympathetic small-scale developments</td>
<td>Saved</td>
<td>Yes</td>
<td>This is dealt with Policy CL3 ‘Smallscale alterations and additions’ within the Renewing the Legacy section of the core strategy.</td>
</tr>
<tr>
<td>CD52</td>
<td>Resist the installation of plant and equipment</td>
<td>Saved</td>
<td>Yes</td>
<td>This policy is not considered within the core strategy, although the impacts of plant and equipment Noise are considered in Respecting Environmental Limits. This is covered by policies CH2, CE6 and CL3.</td>
</tr>
<tr>
<td>CD53</td>
<td>Permit satellite dishes and antennas</td>
<td>Saved</td>
<td>No</td>
<td>This policy is not considered within the core strategy.</td>
</tr>
<tr>
<td>CD54</td>
<td>Resist off-street car parking in forecourts and gardens</td>
<td>Saved</td>
<td>No</td>
<td>This is included in CT1, but the detail of the policy is to be retained.</td>
</tr>
<tr>
<td>CD55</td>
<td>Ensure character of mews properties is preserved and enhanced</td>
<td>Saved</td>
<td>Yes</td>
<td>This is covered by policies CL1 and CL 2 within the ‘renewing the legacy’ chapter of the Core Strategy.</td>
</tr>
<tr>
<td>CD56</td>
<td>Resist loss of and inappropriate alterations/extensions to artists’ studios</td>
<td>Saved</td>
<td>Yes</td>
<td>This is covered by FV policies and policies CL1 and CL2 but note that artists studios cannot be protected unless sui generous.</td>
</tr>
<tr>
<td>CD57</td>
<td>Preserve and enhance appearance of Conservation Areas (CAs)</td>
<td>Saved</td>
<td>Yes</td>
<td>The Core Strategy Policy relating to Policy CL4 Historic Assets in the Renewing the Legacy section will replace this UDP policy.</td>
</tr>
<tr>
<td>CD58</td>
<td>Encourage improvement of the environment of CAs</td>
<td>Saved</td>
<td>Yes</td>
<td>The Core Strategy Policy relating to Policy CL4 Historic Assets in the Renewing the Legacy section will replace this UDP policy.</td>
</tr>
<tr>
<td>CD59</td>
<td>Seek implementation of specific proposals agreed in CAPS</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by Policy CL4 of Renewing the Legacy chapter of the Core Strategy.</td>
</tr>
<tr>
<td>CD60</td>
<td>Resist partial or full demolition of buildings in CAs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with in the Historic Environment Policy CL4 within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD61</td>
<td>Ensure developments in CAs preserve and enhance character</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with in the Historic Environment Policy CL4 within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD62</td>
<td>Ensure all development in CAs is to a high standard</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with in the Historic Environment Policy CL4 within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD63</td>
<td>Consider the effect of proposals on views in CAPS</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with in the Context and Character Policy CL1 within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD64</td>
<td>Require full planning applications in CAs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with in the Historic Environment Policy CL4 within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD65</td>
<td>Resist demolition of listed buildings in whole or in part</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with by Policy CL5 Historic Environments within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD66</td>
<td>Resist proposals to alter listed buildings</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with by Policy CL5 Historic Environments within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD67</td>
<td>Encourage use of listed buildings for their original purpose</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with by Policy CL5 Historic Environments within the Renewing the Legacy section of the Core Strategy and is covered by PPG15.</td>
</tr>
<tr>
<td>CD68</td>
<td>Resist change of use of listed buildings that would harm its character</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with by Policy CL5 Historic Assets policy within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD69</td>
<td>Resist development that would adversely affect a listed buildings setting</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with by Policy CL5 Historic Assets policy within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD70</td>
<td>Encourage retention of shop fronts of quality</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by Policy CL2 within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD71</td>
<td>Seek all new shop fronts respect the buildings original structure</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by Policy CL2 within the Renewing the Legacy section of the Core Strategy.</td>
</tr>
<tr>
<td>CD72</td>
<td>Require suitable shop signage on combined shopping units</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy is not considered within the core strategy. It is likely to form part of a subsequent SPD. It is partially covered by Policy CL2 but the detailed policy should remain until it is replaced by a Shopfronts SPD.</td>
</tr>
<tr>
<td>CD73</td>
<td>Resist open shop fronts</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy is not considered within the core strategy. It is likely to form part of a subsequent SPD.</td>
</tr>
<tr>
<td>CD74</td>
<td>Resist shop fronts resulting in removal of separate access to residential</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy is not considered within the core strategy. It is likely to form part of a subsequent SPD.</td>
</tr>
<tr>
<td>CD75</td>
<td>Require where appropriate that mobility needs are met by shop fronts</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD76</td>
<td>Resist advertisements</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with by Policy CR4 Streetscape policy within the An Engaging Public Realm section of the Core Strategy.</td>
</tr>
<tr>
<td>CD77</td>
<td>Permit awnings and blinds that are in character with the building</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy is not considered within the core strategy.</td>
</tr>
<tr>
<td>CD78</td>
<td>Permit flagpoles unless their siting would harm the areas character</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy is not considered within the core strategy.</td>
</tr>
<tr>
<td>CD79</td>
<td>Resist the erection of permanent hoardings</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy is not considered within the core strategy.</td>
</tr>
<tr>
<td>CD80</td>
<td>Resist developments that would result in damage or loss of trees</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This policy is covered by Policy CR6 Trees and Landscaping tactical policy within the An Engaging Public Realm section of the Core Strategy.</td>
</tr>
<tr>
<td>CD81</td>
<td>Encourage the planting of trees in new developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This policy is covered by Policy CR6 Trees and Landscaping tactical policy within the An Engaging Public Realm section of the Core Strategy.</td>
</tr>
<tr>
<td>CD82</td>
<td>Resist tree loss unless they are dead/dying or a public danger</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This policy is covered by Policy CR6 Trees and Landscaping tactical policy within the An Engaging Public Realm section of the Core Strategy.</td>
</tr>
<tr>
<td>CD83</td>
<td>Require an appropriate replacement for any tree that is felled</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR6 Trees and Landscaping tactical policy within the An Engaging Public Realm section of the Core Strategy considers the Council’s approach to trees.</td>
</tr>
<tr>
<td>CD84</td>
<td>Ensure adequate protection of trees during the course of construction</td>
<td>Saved policy</td>
<td>No</td>
<td>Policy CR6 Trees and Landscaping tactical policy within the An Engaging Public Realm section of the Core Strategy considers the Council’s approach to trees.</td>
</tr>
<tr>
<td>CD85</td>
<td>Encourage protection of Sites of Archaeological Interest (SAI)</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by Policy CL5 of Renewing the Legacy chapter.</td>
</tr>
<tr>
<td>CD86</td>
<td>Requirement of various actions if application is situated on an SAI</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by Policy CL5 of Renewing the Legacy chapter.</td>
</tr>
<tr>
<td>CD87</td>
<td>Encourage co-operations between various parties with regard to SAIs</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD88</td>
<td>Preserve and enhance all scheduled ancient monuments and SAIs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is dealt with Policy CL5 Historic Assets policy of the Renewing the Legacy section of the core strategy.</td>
</tr>
<tr>
<td>CD89</td>
<td>Retain religious buildings of architectural or townscape merit</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy is not considered within the core strategy.</td>
</tr>
<tr>
<td>CD90</td>
<td>Prepare planning briefs and guidelines for important development sites</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD91</td>
<td>Identify sites that would benefit from environmental improvement schemes</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD92</td>
<td>Negotiate planning obligations to achieve conservation and development</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This will be replaced by concerning the infrastructure requirements for new developments within the Borough. C11</td>
</tr>
<tr>
<td>CD93</td>
<td>Discourage excess street furniture</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The Core Strategy Policy CR4 Streetscape within the An Engaging Public Realm will replace this UDP policy.</td>
</tr>
<tr>
<td>CD94</td>
<td>Encourage good quality street furniture</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The Core Strategy Policy CR4 Streetscape within the An Engaging Public Realm will replace this UDP policy.</td>
</tr>
<tr>
<td>CD95</td>
<td>Seek the preservation of historic street furniture</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The Core Strategy Policy CR4 Streetscape within the An Engaging Public Realm will replace this UDP policy.</td>
</tr>
</tbody>
</table>

**HOUSING**

<p>| H1 | Resist the loss of permanent residential accommodation | Saved policy | CF16a |
| H2 | Seek the development of land for residential use | Saved policy | CF 16b |
| H3 | Encourage the use of property, wherever appropriate, for residential use | Expired policy | | |
| H4 | Resist encroachment into residential areas of commercial activities | Saved policy | CF 13b, CF 14b |
| 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 | CH2 |
| H7 | Seek provision of outdoor space in all new development | Saved policy | CH3 |
| H8 | Require appropriate social and community facilities in major developments | Saved policy | CK1, C11, CF10b |
| H9 | Resist residential development designed to a very low density | Saved policy | CL1 |
| H10 | Require that housing designed for families is designed to a lower density | Saved policy | CL1 |
| 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 Saved housing | Expired policy | |</p>
<table>
<thead>
<tr>
<th>H14</th>
<th>Ensure the enhancement of the residential environment</th>
<th>Expired policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>H15</td>
<td>Require majority of housing to be located on Major Development Sites</td>
<td>Saved policy CH1</td>
</tr>
<tr>
<td>H16</td>
<td>Encourage use of publicly owned land for housing provision</td>
<td>Expired policy</td>
</tr>
<tr>
<td>H17</td>
<td>Resist loss of small self-contained flats</td>
<td>Saved policy CH2</td>
</tr>
<tr>
<td>H18</td>
<td>Seek inclusion of smaller units and larger units in residential schemes</td>
<td>Saved policy CH2</td>
</tr>
<tr>
<td>H19</td>
<td>Seek an appropriate mix of dwellings within a scheme</td>
<td>Saved policy CH2</td>
</tr>
<tr>
<td>H20</td>
<td>Normally to resist conversion of HMOs into s/c flats</td>
<td>Saved policy CH2</td>
</tr>
<tr>
<td>H21</td>
<td>Welcome affordable housing and housing for special needs</td>
<td>Expired policy</td>
</tr>
<tr>
<td>H22</td>
<td>Negotiate provision of affordable housing for sites of over 15 dwellings</td>
<td>Expired policy</td>
</tr>
<tr>
<td>H23</td>
<td>Provide affordable housing for Schedule of Major Developments Sites</td>
<td>Expired policy</td>
</tr>
<tr>
<td>H24</td>
<td>Provide housing for people with special accommodation needs</td>
<td>Expired policy</td>
</tr>
<tr>
<td>H25</td>
<td>Resist loss of residential hostels except in Earl's Court Ward</td>
<td>Saved policy CH2</td>
</tr>
<tr>
<td>H26</td>
<td>Permit proposals for hostels by recognised hostel providers STC</td>
<td>Saved policy CH2</td>
</tr>
<tr>
<td>H27</td>
<td>Welcome provision of sheltered housing</td>
<td>Saved policy CH2</td>
</tr>
<tr>
<td>H28</td>
<td>Seek that ground floor dwellings are built to mobility standard</td>
<td>Expired policy</td>
</tr>
<tr>
<td>H29</td>
<td>Resist loss of the Westway Travellers' Site</td>
<td>Saved policy CH2</td>
</tr>
</tbody>
</table>

**OFFICES AND INDUSTRY**

<table>
<thead>
<tr>
<th>E1</th>
<th>Resist large-scale business development unless certain criteria met.</th>
<th>Yes</th>
<th>CF5 seeks to consolidate large scale offices in areas of high public transport accessibility. CF14a permits large scale offices in higher order town centres or areas with PTAL greater than 3.</th>
</tr>
</thead>
<tbody>
<tr>
<td>E2</td>
<td>Permit small-scale business development</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>E3</td>
<td>Resist loss of business units of less than 100 metres sq</td>
<td>Saved policy Yes</td>
<td>CF14a Protect small offices across the Borough.</td>
</tr>
<tr>
<td>E4</td>
<td>Require housing to be developed on Major Development Sites</td>
<td>Saved policy Yes</td>
<td>The site allocation part of the core strategy is concerned with the most major development sites within the borough. This will contain an information of the scale of housing development that will be expected on these sites.</td>
</tr>
<tr>
<td>E5</td>
<td>Negotiate planning gains from large developments</td>
<td>Saved policy Yes</td>
<td>The Core Strategy will contain sections on the infrastructure requirements for the lifetime of the plan, and details on the implementation of the policies within the strategy. This will be supported by a forthcoming S106 Planning Obligations SPD and by C1.</td>
</tr>
<tr>
<td>E6</td>
<td>Ensure developments provide a visually interesting street frontage</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>E7</td>
<td>Ensure adequate provision for storage, recycling and disposal of waste</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>E8</td>
<td>Resist loss of general industrial uses</td>
<td>Saved policy Yes</td>
<td>General industrial uses are not considered within the core strategy as there are so few within the Borough. Proposals concerning their loss will be assessed on a case by case approach using the other policies within the core strategy.</td>
</tr>
<tr>
<td>E9</td>
<td>Resist applications for the development of premises for special industries</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>E10</td>
<td>Encourage business proposals to provide a range of unit sizes</td>
<td>Saved policy Yes</td>
<td>CF14 requires a mix of unit sizes in large scale office developments.</td>
</tr>
<tr>
<td>E11</td>
<td>Encourage provision of start-up units</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E12</td>
<td>Encourage refurbishment of office and industrial buildings</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E13</td>
<td>Encourage premises for locally based service industries and offices</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E14</td>
<td>Resist loss of commercial uses within primarily commercial mews</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E15</td>
<td>Seek provision of light industrial premises in North Kensington</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E16</td>
<td>Restrict change of use between B1-B8 uses in North Kensington</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E17</td>
<td>Resist loss of light industrial uses in North Kensington</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E18</td>
<td>Consider sympathetically proposals for expansion in North Kensington</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>E19</td>
<td>Adhere to conditions that limit premises in North Kensington to industrial</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E20</td>
<td>Resist the loss of business use in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E21</td>
<td>Resist loss of other employment generating uses in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E22</td>
<td>Adhere to conditions that limit premises in Employment Zones to industrial</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E23</td>
<td>Resist change of use of light industrial premises in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E24</td>
<td>Consider sympathetically proposals for expansion in Employment Zones</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>E25</td>
<td>Encourage provision of small, flexible business units in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E26</td>
<td>Encourage improvement of light industrial units in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E27</td>
<td>Require business uses in proposals for sites in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E28</td>
<td>Resist establishment of diplomatic uses in specified areas</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E29</td>
<td>Permit establishment of diplomatic uses in specified areas STC</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>E30</td>
<td>Consider favourably applications for diplomatic uses in listed buildings</td>
<td>Expired policy</td>
<td></td>
</tr>
</tbody>
</table>

**TRANSPORTATION**

<p>| TR1 | Ensure high trip-generating development is located close to transport | Saved policy | Yes | CT1 c requires the location of high trip generating development in areas with good public transport accessibility. |
| TR2 | Maintain, improve and provide safe pedestrian crossing facilities | Expired policy | |</p>
<table>
<thead>
<tr>
<th>Policy</th>
<th>Status</th>
<th>Replacement</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR3</td>
<td>Maintain and improve footways</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR4</td>
<td>Protect footpaths and encourage provision of new routes</td>
<td>Saved policy</td>
<td>No</td>
</tr>
<tr>
<td>TR5</td>
<td>Improve and introduce cycle facilities, expanding the Local Cycle Network</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>TR6</td>
<td>Review and alter major junctions that act as a barrier to cycle movement</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>TR7</td>
<td>Co-operate with the Traffic Director for London</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>TR8</td>
<td>Ensure cycle routes are provided in appropriate developments</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR9</td>
<td>Require cycle parking facilities in appropriate developments</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR10</td>
<td>Support the development of the Chelsea-Hackney Underground line</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR11</td>
<td>To support the proposal for Crossrail</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR12</td>
<td>Support and encourage the improvement of the West London Line</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR13</td>
<td>Support proposals for the improvement of existing stations</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR14</td>
<td>Seek new bus services and improve existing services</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR15</td>
<td>Improve bus services by introducing traffic management schemes</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>TR16</td>
<td>Seek improvements at public transport interchanges</td>
<td>Saved policy</td>
<td>No</td>
</tr>
<tr>
<td>TR17</td>
<td>Seek the provision of interchange facilities where none presently exist</td>
<td>Saved policy</td>
<td>No</td>
</tr>
<tr>
<td>TR18</td>
<td>Require coach facilities for picking up and dropping off of hotel customers</td>
<td>Saved policy</td>
<td>No</td>
</tr>
<tr>
<td>TR19</td>
<td>Encourage provision of coach parking at major hotels and attractions</td>
<td>Saved policy</td>
<td>No</td>
</tr>
<tr>
<td>TR20</td>
<td>Resist the loss of off-street coach parking</td>
<td>Saved policy</td>
<td>No</td>
</tr>
<tr>
<td>TR21</td>
<td>Support restrictions on coach movements in local areas</td>
<td>Saved policy</td>
<td>No</td>
</tr>
<tr>
<td>TR22</td>
<td>Support the provision of safe and convenient taxi facilities</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>TR23</td>
<td>Encourage use of the River Thames and the Grand Union Canal for freight</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>TR24</td>
<td>Ensure road improvements in developments are safe</td>
<td>Expired policy</td>
<td>No</td>
</tr>
<tr>
<td>TR25</td>
<td>Improve the efficiency of the major roads in the Borough</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>TR26</td>
<td>Implement schemes that slow down traffic on minor roads</td>
<td>Saved policy</td>
<td>No</td>
</tr>
<tr>
<td>TR27</td>
<td>Oppose schemes which may encourage traffic to use minor roads</td>
<td>Saved policy</td>
<td>No</td>
</tr>
</tbody>
</table>
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  Will be incorporated into CS.

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  No  This policy is not considered within the core strategy. It is likely to form part of a subsequent development management DPD.

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  No  This policy is not considered within the core strategy. It is likely to form part of a subsequent development management DPD.

TR36  Resist development resulting in increasing traffic or decreasing safety  Saved policy  No  This policy is not considered within the core strategy. It is likely to form part of a subsequent development management DPD.

TR37  Negotiate developer contributions towards transport improvements  Saved policy  No  This policy is not considered within the core strategy. It is likely to form part of a subsequent development management DPD.

TR38  Limit amount of off-street parking spaces in non-residential development  Saved policy  Yes  Will be included in CS.

TR39  Permit only small-scale development in less accessible areas  Saved policy  No  This policy is not considered within the core strategy. It is likely to form part of a subsequent development management DPD.

TR40  Resist the formation of new accesses on major roads  Saved policy  No  This policy is not considered within the core strategy. It is likely to form part of a subsequent development management DPD.

TR41  Require designated off-street service space for development schemes  Saved policy  No  This policy is not considered within the core strategy. It is likely to form part of a subsequent development management DPD.

TR42  Require new residential development to require off-street parking STC  Saved policy  No  This policy is not considered within the core strategy. It is likely to form part of a subsequent development management DPD.

TR43  Resist development which would result in the loss of off-street parking  Saved policy  No  This policy is not considered within the core strategy. It is likely to form part of a subsequent development management DPD.

TR44  Resist development which would result in the loss of on-street parking  Saved policy  No  This policy is not considered within the core strategy. It is likely to form part of a subsequent development management DPD.

TR45  Resist development of helicopter facilities in the Borough  Saved policy  No  This policy is not considered within the core strategy. It is likely to form part of a subsequent development management DPD.

SHOPPING

S1  Resist loss of shops particularly where this would decrease choice  Saved policy  Yes  CF11a (a) and (v) protects retail uses outside centres and within primary areas. CF11a (iii) sets out those circumstances where the loss of shops in secondary areas or the higher order centres and the neighbourhood shopping centres many be permitted.

S2  Permit new shop floorspace and extensions to shops  Saved policy  Yes  CF11b (i) and (ii) sets out the Council's approach to new shop floorspace.

S3  Seek the replacement of shop floorspace and frontage in new schemes  Saved policy  Yes  CF11a (a) and (v) protects retail uses outside centres and within primary areas. CF11a (iii) sets out those circumstances where the loss of shops in secondary areas or the higher order centres and the neighbourhood shopping centres many be permitted.

S4  Seek provision of shop units as part of appropriate development schemes  Saved policy  Yes  CK3 introduces ‘walkable neighbourhood’ and identifies those areas which are deficient in local shopping uses. CF11b (i) seeks new shops in these areas of deficiency.
<table>
<thead>
<tr>
<th>No.</th>
<th>Policy Description</th>
<th>Status</th>
<th>Policy Met?</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>S5</td>
<td>Seek a range of shop unit sizes in shopping developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF11b(ii) seek the provision of a mix of shop sizes in appropriate large scale developments.</td>
</tr>
<tr>
<td>S6</td>
<td>Maintain and improve the vitality of the Borough's shopping centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF1 seeks the maintenance of successful town centres.</td>
</tr>
<tr>
<td>S7</td>
<td>Seek a concentration of shops in the core frontage of shopping centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF3 directs new large scale retail development to higher order town centres. CF11a(i) protects all shop uses at ground floor level within primary areas within higher order centres.</td>
</tr>
<tr>
<td>S8</td>
<td>Resist the loss of any shop in a Local Shopping Centre</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF11a(iv) protects shops in neighbourhood centres unless to a social and community use.</td>
</tr>
<tr>
<td>S9</td>
<td>Encourage new convenience retail development in local centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF4 supports the creation of new centres to address identifies retail deficiency. CF11(b) permits new small shops in areas of retail deficiency. CK2 supports the provision of local shopping facilities.</td>
</tr>
<tr>
<td>S10</td>
<td>Encourage provision for convenience shopping in appropriate schemes</td>
<td>Expired</td>
<td></td>
<td>CK3 seeks the provision of new local shopping facilities in areas where there is a deficiency.</td>
</tr>
<tr>
<td>S11</td>
<td>Encourage local shopping facilities to meet residents needs</td>
<td>Expired</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S12</td>
<td>Resist the loss of launderettes, banks and building societies</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CK1 resist the loss of launderettes. The core strategy does not consider it appropriate to resist the loss of banks and building societies, although the Portobello and King's Road Place supports the provision of new banks in certain areas.</td>
</tr>
<tr>
<td>S13</td>
<td>Permit certain changes of use in Local Shopping Centres and non core parts of Principal Shopping Centres.</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF11a (iv) permits the loss of retail to social and community uses in Neighbourhood Centres. CF11a(ii) considers secondary areas of higher order centres.</td>
</tr>
<tr>
<td>S14</td>
<td>Permit changes of use from A1 to A2 in certain parts of the Borough</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The Keeping Life Local section of the core strategy considers area where their is a deficiency in particular local need uses. A bank is one such use. The core strategy seeks to address these deficiencies within the relevant place.</td>
</tr>
<tr>
<td>S15</td>
<td>Encourage the retention and resist the loss of street market stalls</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF11a (v) protects market stalls</td>
</tr>
<tr>
<td>S16</td>
<td>Encourage retention and provision of additional storage for street traders</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF11a (v) protects storage for market stalls</td>
</tr>
<tr>
<td>S17</td>
<td>Permit A2 and A3 uses in the core frontage of Principal Centres subject to cons conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF11a (i) considers non shop town centre uses in higher order centres.</td>
</tr>
<tr>
<td>S18</td>
<td>Permit A2 and A3 uses in the non-core frontage of Principal Centres subject to conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF11a (ii) considers non shop town centre uses in higher order centres.</td>
</tr>
<tr>
<td>S19</td>
<td>Permit non-shop uses above or below ground floor levels subject to conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF11a (iii) considers loss of shops above and below ground floor in higher order centres.</td>
</tr>
<tr>
<td>S20</td>
<td>Resist use of shopping units for non-public uses</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF2 concerns appropriate development in town centres.</td>
</tr>
<tr>
<td>S21</td>
<td>Require shop frontages and displays areas are retained by non-shop uses</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by Policy CL 2 ‘New Buildings, Extensions and Modifications to existing buildings’</td>
</tr>
<tr>
<td>S22</td>
<td>Resist development of amusement centres and arcades</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Amusement arcades are not specifically covered within the core strategy as are not considered to be a live issue. CF11a (i) and (ii) of the core strategy deal with the appropriate balance of uses within higher order town centres, this includes non shops A class uses such as amusement arcades.</td>
</tr>
<tr>
<td>S23</td>
<td>Resist development of A3 uses outside of Principal Shopping Centres subject to conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF12 considers new A3/A4 and A5 uses.</td>
</tr>
<tr>
<td>S24</td>
<td>Permit large new retail development in shopping centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF2 and CF3 are concerned with new large scale retail developments.</td>
</tr>
<tr>
<td>S25</td>
<td>Other retail proposals will only be acceptable subject to the sequential test</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF3 is concerned with new large scale retail developments and the need to comply with the guidance set out in PPS6.</td>
</tr>
<tr>
<td>S26</td>
<td>Seek improvement of townscape and shopping street environment</td>
<td>Expired</td>
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<tr>
<td><strong>S27</strong></td>
<td>Ensure alterations are in keeping with shopping centre character</td>
<td>Expired policy</td>
<td></td>
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</tr>
<tr>
<td><strong>S28</strong></td>
<td>Resist proposals involving pavement trading resulting in reduced passage</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is a policy which is too detailed to be contained within a core strategy.</td>
</tr>
<tr>
<td><strong>S29</strong></td>
<td>Require the provision of servicing facilities in shopping developments</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>S30</strong></td>
<td>Encourage provision of storage for recyclable/re-usable materials</td>
<td>Expired policy</td>
<td></td>
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</tr>
<tr>
<td><strong>SOCIAL AND COMMUNITY USES</strong></td>
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<tr>
<td><strong>SC1</strong></td>
<td>Resist community facilities catering for non-local demand</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The Keeping Life Local chapter of the Core Strategy acknowledges the important function of social and community uses which serve residents outside of Kensington and Chelsea providing this use also benefits Borough residents. This policy is therefore superseded by the Core Strategy</td>
</tr>
<tr>
<td><strong>SC2</strong></td>
<td>Resist the loss of accommodation for social and community use</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This policy is superseded by policy CK1 of Keeping Life Local and CF10a and CF10b of Fostering Vitality which resists the loss of and encourages new social and community uses</td>
</tr>
<tr>
<td><strong>SC3</strong></td>
<td>Negotiate planning obligations to replace lost community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Planning obligations and enabling development for social and community uses are included in policy CF10b (iii) and (iv) in the Fostering Vitality chapter of the Core Strategy</td>
</tr>
<tr>
<td><strong>SC4</strong></td>
<td>Encourage provision of new social and community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This policy is superseded by policy CK1 of Keeping Life Local and CF10a and CF10b of Fostering Vitality which resists the loss of and encourages new social and community uses</td>
</tr>
<tr>
<td><strong>SC5</strong></td>
<td>Permit developments for social and community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This policy is superseded by policy CK1 of Keeping Life Local and CF10a and CF10b of Fostering Vitality which resists the loss of and encourages new social and community uses</td>
</tr>
<tr>
<td><strong>SC6</strong></td>
<td>Negotiate planning obligations to provide social and community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Planning obligations and enabling development for social and community uses are included in policy CF10b (iii) and (iv) in the Fostering Vitality chapter of the Core Strategy</td>
</tr>
<tr>
<td><strong>SC7</strong></td>
<td>Safeguard sites identified for Local Education Authority Proposals</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This policy is too detailed for inclusion in the Core Strategy</td>
</tr>
<tr>
<td><strong>SC8</strong></td>
<td>Encourage shared use of purpose-built education facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This policy is too detailed for inclusion in the Core Strategy</td>
</tr>
<tr>
<td><strong>SC9</strong></td>
<td>Negotiate provision of workplace nurseries</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This policy is too detailed for inclusion in the Core Strategy</td>
</tr>
<tr>
<td><strong>SC10</strong></td>
<td>Resist proposals for education/training facilities unless benefiting locals</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The Keeping Life Local chapter of the Core Strategy acknowledges the important function of social and community uses which serve residents outside of Kensington and Chelsea providing this use also benefits Borough residents. This policy is therefore superseded by the Core Strategy</td>
</tr>
<tr>
<td><strong>SC11</strong></td>
<td>Balance development of medical institutions with residential needs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Medical facilities are defined as a Social and Community use in the Keeping Life Local chapter of the Core Strategy and are protected under policy CK1 and CF10a and CF10b. Their need will be established using Walkable Neighbourhood statistics which are detailed in policy CK3 the Keeping Life Local chapter</td>
</tr>
<tr>
<td><strong>HOTELS</strong></td>
<td></td>
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<tr>
<td><strong>T1</strong></td>
<td>Resist the development of new hotels</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The provision hotels is considered within the CF15</td>
</tr>
<tr>
<td><strong>T2</strong></td>
<td>Resist new hotel development in areas of over-concentration</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The provision hotels is considered within the CF15</td>
</tr>
<tr>
<td><strong>T3</strong></td>
<td>Allow extensions to hotels</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The provision hotels is considered within the CF15</td>
</tr>
<tr>
<td><strong>T4</strong></td>
<td>Permit proposals involving a reduction in bedspaces in hotels</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>T5</strong></td>
<td>Resist provision of new temporary sleeping accommodation</td>
<td>Saved policy</td>
<td>No</td>
<td>There are no policies within the Core Strategy which consider TSA.</td>
</tr>
<tr>
<td><strong>T6</strong></td>
<td>Allow extensions to temporary sleeping accommodation</td>
<td>Saved policy</td>
<td>No</td>
<td>There are no policies within the Core Strategy which consider TSA.</td>
</tr>
<tr>
<td>LEISURE AND RECREATION</td>
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</tr>
<tr>
<td>LR1  Resist loss of playing fields, pitches and other recreational provision</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The provision of sports and recreational facilities are encouraged as part of a strategic Policy CR5 An Engaging Public Realm chapter of the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR2  Encourage provision of additional sports and recreational facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The provision of sports and recreational facilities are encouraged as part of a strategic Policy CR5 An Engaging Public Realm chapter of the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR3  Negotiate provision of sports and recreational facilities in proposals</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The provision of sports and recreational facilities are encouraged as part of a strategic Policy CR5 An Engaging Public Realm chapter of the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR4  Require new sports facilities to be designed for shared use</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy should remain</td>
<td></td>
</tr>
<tr>
<td>LR5  Encourage public access to all new sports and recreational facilities</td>
<td>Expired policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR6  Encourage full use of Saved sports facilities</td>
<td>Expired policy</td>
<td></td>
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</tr>
<tr>
<td>LR7  Council to adopt sequential approach to health and fitness developments</td>
<td>Expired policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR8  Resist loss of Saved public and private open space</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by strategic Policy CR5 An Engaging Public Realm chapter of the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR9  Seek establishment of Green Chains linking open spaces</td>
<td>Expired policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR10 Encourage wider use of private open space</td>
<td>Expired policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR11 Encourage temporary use of vacant sites for open space and playgrounds</td>
<td>Expired policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR12  Encourage outdoor seating in appropriate locations</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by strategic Policy CR5 An Engaging Public Realm chapter of the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR13 Ensure retention of public rights of way over public and private land</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy should remain</td>
<td></td>
</tr>
<tr>
<td>LR14 Negotiate inclusion of open space in association with proposals</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The provision of sports and recreational facilities are encouraged as part of a strategic Policy CR5 An Engaging Public Realm chapter of the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR15 Require that amenity space is provided for new family housing</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy is too detailed for inclusion in the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR16 Encourage public access to all new communal open space</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by strategic Policy CR5 An Engaging Public Realm chapter of the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR17 Encourage provision of nature gardens and ecological sites</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by strategic Policy CR5 An Engaging Public Realm chapter of the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR18 Encourage the increased use of the Thames for leisure and recreation</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by strategic Policy CR5 An Engaging Public Realm chapter of the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR19 Protect the Thames Path and seek its improvement and completion</td>
<td>Expired policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR20 Require foreshore means of access are safeguarded and supplemented</td>
<td>Saved policy</td>
<td>No</td>
<td>This Policy is too detailed for inclusion in the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR21 Encourage use of canal for water-based leisure and recreation activities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is covered by strategic Policy CR5 An Engaging Public Realm chapter of the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR22 Use the two canal basins at Kensal Green for water recreation and mooring</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is included within the Kensal “Place” within the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR23 Encourage the enhancement of the canal towpath and new access</td>
<td>Expired policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR24 Identify and protect Sites of Nature Conservation Importance (SNCIs)</td>
<td>Saved policy</td>
<td>CE4</td>
<td>The protection of SNCIs is included within the Respecting Environmental Limits chapter of the Core Strategy</td>
<td></td>
</tr>
<tr>
<td>LR25 Encourage appropriate ecological management of SNCIs</td>
<td>Expired policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR26 Consider effect on nature conservation in dealing with proposals</td>
<td>Expired policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR27 Encourage allocation of pockets of land for nature conservation</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy should remain</td>
<td></td>
</tr>
<tr>
<td>LR28</td>
<td>Resist loss of arts, cultural and entertainment facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF10 protects arts and cultural uses. Entertainment facilities are considered in CF12</td>
</tr>
<tr>
<td>LR29</td>
<td>Require replacement of similar capacity in cinema and theatre development</td>
<td>Saved policy</td>
<td>CE4</td>
<td>This policy is included as CF10a (iv)</td>
</tr>
<tr>
<td>LR30</td>
<td>Resist loss of hall premises providing leisure and recreation uses</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR31</td>
<td>Require new hall premises be designed to enable multiple uses</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy is too detailed for inclusion in the Core Strategy</td>
</tr>
<tr>
<td>LR32</td>
<td>Encourage new arts, culture and entertainment uses</td>
<td>Saved policy</td>
<td>Yes</td>
<td>New arts and cultural uses are encouraged within CF7, CF8 and CF10b.</td>
</tr>
<tr>
<td>LR33</td>
<td>Adopt a sequential approach to the location of high trip generating uses</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR34</td>
<td>Resist proposals for night clubs, discos, casinos and gaming rooms</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Proposals for these uses will be considered on their merits. They do not merit specific policies within the core strategy.</td>
</tr>
<tr>
<td>LR35</td>
<td>Resist development of new conference centres or exhibition halls</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The vision for Earl's Court supports the retention of the exhibition centre.</td>
</tr>
<tr>
<td>LR36</td>
<td>Negotiate provision of arts, culture, and entertainment facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CF10 considers the provision, and retention of arts and cultural facilities.</td>
</tr>
<tr>
<td>LR37</td>
<td>Resist the loss of artists’ studio space</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR38</td>
<td>Encourage provision of active play and tranquillity in open space</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CRS5 considers parks, gardens, open spaces and water ways.</td>
</tr>
<tr>
<td>LR39</td>
<td>Resist loss of Saved facilities for play provision</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This policy is covered by the London Plan</td>
</tr>
<tr>
<td>LR40</td>
<td>Seek to ensure adequate communal play provision</td>
<td>Saved policy</td>
<td>Yes</td>
<td>A requirement to provide communal open space is covered by Policy CRS5 in the Public Realm chapter of the Core Strategy</td>
</tr>
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<td>LR41</td>
<td>Continue to provide play provision in the Council's housing estates</td>
<td>Expired policy</td>
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<tr>
<td>LR42</td>
<td>Encourage increased use of Council's playground school premises</td>
<td>Saved policy</td>
<td>No</td>
<td>This policy should remain.</td>
</tr>
<tr>
<td>LR43</td>
<td>Encourage wider access to facilities for those with special mobility needs</td>
<td>Expired policy</td>
<td></td>
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</table>

**ENVIRONMENT**

| PU1 | Resist development impacting on air quality | Saved policy | CE5 | Air Quality is considered in Respecting Environmental Limits in the Core Strategy. |
| PU2 | Resist development leading to pollution impacting on amenity | Saved policy | CE5 | Air Quality is considered in Respecting Environmental Limits in the Core Strategy. |
| PU3 | Require additional information for developments on contaminated land | Saved policy | No | The Core Strategy does not consider contaminated land. |
| PU4 | Ensure appropriate protection for future users of contaminated land | Saved policy | No | The Core Strategy does not consider contaminated land. |
| LR37 | Resist the loss of artists' studio space | Expired policy |
| LR38 | Encourage provision of active play and tranquillity in open space | Saved policy | Yes | CR5 considers parks, gardens, open spaces and water ways. |
| LR39 | Resist loss of Saved 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 | A requirement to provide communal open space is covered by Policy CR5 in the Public Realm chapter of the Core Strategy |
| 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 | No | This policy should remain. |
| LR43 | Encourage wider access to facilities for those with special mobility needs | Expired policy |

**ENVIRONMENT**

| PU1 | Resist development impacting on air quality | Saved policy | CE5 | Air Quality is considered in Respecting Environmental Limits in the Core Strategy. |
| PU2 | Resist development leading to pollution impacting on amenity | Saved policy | CE5 | Air Quality is considered in Respecting Environmental Limits in the Core Strategy. |
| PU3 | Require additional information for developments on contaminated land | Saved policy | No | The Core Strategy does not consider contaminated land. |
| PU4 | Ensure appropriate protection for future users of contaminated land | Saved policy | No | The Core Strategy does not consider contaminated land. |
| 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 | CE3 | There is an specific provision for storage space to ease the refuse collection. |
| PU12 | Resist the loss of Cremorne Wharf as a waste management facility | Saved policy | CE3 | The CS has a waste policy which includes the safeguarding of Cremorne Wharf site and maximising its use for waste management purposes |
| PU13 | Promote the provision of suitable recycling collection sites | Saved policy | No | There is not an specific provision for suitable recycling collection sites although there is a tactical policy which requires major developments to establish on-site was management facilities as part of a mixed use development |
| PU14 | Encourage the re-use of construction materials in development schemes | Saved policy | CE3 | There is a waste policy which requires construction waste and spoil to be transported and managed in accordance with the waste hierarchy of reduce, reuse or recycle on site, reuse or recycle off site |
| PU15 | Seek appropriate distribution of public conveniences through the Borough | Saved policy | No | This not considered to be a policy which will form part of the core strategy. |

**PLANNING STANDARDS**

| N/A | The Planning Standards | Saved policy | No | The planning standards will not be subsumed within the core strategy. |

**MONITORING**

| MI1 | Negotiate planning obligations to ensure satisfactory developments | Saved policy | Yes | Policy CI1 considers s106 requirements. |
Employment Zone and Conservation Area Boundary Changes

The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington
South Kensington Special Cultural Area and the Central Activities Zone
Central Activities Zone
Knightsbridge
Safeguarded Waste Site
Flood Risk Zones 2 and 3
The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington
The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington

Proposals Map: Detailed Maps
The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington

Proposals Map: Detailed Maps

Legend
- Borough Boundary
- Flood Risk Zone 3
- Flood Risk Zone 2

Flood Risk Zones 2 and 3
Battersea Bridge

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The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington

Proposals Map: Detailed Maps

Legend
- Borough Boundary
- Flood Risk Zone 3
- Flood Risk Zone 2

Flood Risk Zones 2 and 3
Lots Road

0 15 30 60 90 Meters
Proposed Town Centre Boundary Changes
Higher Order Town Centres
Neighbourhood Centres
The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington

Proposals Map: Detailed Maps

Gloucester Road (north)
Neighbourhood Centre

0 10 20 40 60 Meters

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The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington

Proposals Map: Detailed Maps
Proposals Map: Detailed Maps
The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington 24 July 2009
The Draft Core Strategy for the Royal Borough with a particular focus on North Kensington

24 July 2009

Proposals Map: Detailed Maps
Evidence Base

44.1.1 The list below comprises the key documents of evidence for the Core Strategy. Publications and studies that are forthcoming have not been included in this list but will form part of the full evidence base at the Publication Draft stage of the Core Strategy.

**Keeping Life Local**
- Royal Borough of Kensington and Chelsea: A Picture of our Community: Facts and Figures about the 2005
- Royal Borough of Kensington and Chelsea: Picture of our Community: Facts and Figures about the 2008

**Fostering Vitality**
- Royal Borough of Kensington and Chelsea: Arts and Cultural Policy 2009-20
- Royal Borough of Kensington and Chelsea: The study of the visitor economy. December 2008
- Royal Borough of Kensington and Chelsea: Hotels Survey, 2004
- Royal Borough of Kensington and Chelsea: Retail Needs Assessment, 2008
- Royal Borough of Kensington and Chelsea: Retail Needs Assessment, 2008, Portobello Addendum
- Royal Borough of Kensington and Chelsea: Employment Zone Survey 2005
- Royal Borough of Kensington and Chelsea: Main Shopping Centres 2008 survey
- Retail Commission, A Balance of Trade: Retail: May 2007
- Royal Borough of Kensington and Chelsea: Visitor Economy Study (Draft) February 2009
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<th><strong>Better Travel Choices</strong></th>
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<tbody>
<tr>
<td>Cross London Rail Links: Chelsea-Hackney Line Safeguarding Directions June 2008</td>
</tr>
<tr>
<td>The Royal Borough of Kensington &amp; Chelsea: Briefing for the Cabinet Member for Transportation, Environment and Leisure: Chelsea Hackney Line. 9th April 2009</td>
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<tr>
<td>MVA Consultancy: Physical and technical review on three potential sites for an additional Crossrail station for the Royal Borough of Kensington and Chelsea. November 2006</td>
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<tr>
<td>Mayor of London. Draft Supplementary Planning Guidance</td>
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<tr>
<td>Use of planning obligations in the funding of Crossrail May 2009</td>
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<tr>
<td>Royal Borough of Kensington and Chelsea: Parking Stress Study 2004</td>
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<tr>
<td>Transport Research Laboratory: Carplus annual survey of car clubs: by D Myers and S Cains. Published project report PPR399. 2008/2009</td>
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<tr>
<td>TfL car club strategy 2008</td>
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<tr>
<td>Royal Borough of Kensington and Chelsea: North Pole station: Comparing the convenience of journey-making between via North Pole station on the West London Line and via bus connections: Technical Note by MVA Consultancy. February 2009</td>
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<th><strong>An Engaging Public Realm</strong></th>
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<td>Royal Borough of Kensington and Chelsea: Open Spaces Audit 2004</td>
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<td>Royal Borough of Kensington and Chelsea: Parks Strategy December 2005</td>
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<td>Royal Borough of Kensington and Chelsea: Streetscape guide 2006</td>
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<tr>
<th><strong>Renewing the Legacy</strong></th>
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<tr>
<td>Royal Borough of Kensington and Chelsea: Conservation Area Proposal Statements</td>
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<td>CABE guidance Design and Access Statements 2006</td>
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<td>Royal Borough of Kensington and Chelsea: Subterranean Development: Background Study 2007</td>
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<tr>
<td>Royal Borough of Kensington and Chelsea: Architecture Review</td>
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<tr>
<td>Fordam Research: Royal Borough of Kensington and Chelsea: Strategic HousingLand Availability Assessment 2009</td>
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<td>Greater London Strategic Housing Market Assessment 2008</td>
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<tr>
<td>Royal Borough of Kensington and Chelsea: Housing Needs Assessment, 2004-05</td>
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GLA Housing Capacity Study 2004

**Environmental Limits**
DFRA: CO₂ emission figures 2006/2007
Royal Borough for Kensington and Chelsea: Strategic Flood Risk Assessment (draft) 2009

Cost Analysis of the Code for Sustainable Homes – CLG July 208
Code for Sustainable Homes: setting the standard in sustainability for new homes. February 2008
“Cracking the Code” Sustainable Homes April 2008

RBKCI Air Quality Action Plan Update Report 2008
British Research Establishment: BREEAM standards
Royal Borough of Kensington and Chelsea: Local Air Quality Management Progress Report 2008
Mayors Ambient Noise Strategy 2004
Royal Borough of Kensington and Chelsea: Sequential Test 2009
Department for the Environment and Rural Affairs (DEFRA) / AEA Technology Plc Environmental Statistics 2007/08
Cost Analysis of The Code for Sustainable Homes, CLG, July 2008
http://www.hlf.org.uk/future/factsandfigures.html (Embodied energy is the total primary energy consumed during the resource extraction, transportation, manufacturing and fabrication of a product.
http://www.bath.ac.uk/mech-eng/sert/embodied/)
Climate Change and the Historic Environment, English Heritage. January 2008
London Atmospheric Emissions Inventory 2006 GLA (released April 2009

**Kensal**
Opportunity Areas Borough Briefing GLA 2009

**Golborne/Trellick**
Royal Borough of Kensington and Chelsea: Golborne RoadReport 2006
Royal Borough of Kensington and Chelsea: Wornington Green “A brief for Change 2006”

**Latimer**
Royal Borough of Kensington and Chelsea: Latimer ‘naming’ report 2009

**Earl's Court**
ICC commission report 2005
Royal Borough of Kensington and Chelsea: Warwick Road Planning brief 2008
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<tr>
<th>Area</th>
<th>Reports and Studies</th>
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<tr>
<td>Warwick Roadsites</td>
<td>Planning permission</td>
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<td>Lots Road/Worlds End</td>
<td>Lots Road Power Station planning permission</td>
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<tr>
<td>Portobello/Notting Hill Gate</td>
<td>GLA, London-wide Town Centre Health Checks, January 2007</td>
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<td>Royal Borough of Kensington and Chelsea: Retail Needs Assessment, 2008, Portobello Addendum</td>
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<td>Retail Commission. A Balance of Trade: Retail: May 2007</td>
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<td>Royal Borough of Kensington and Chelsea: Response to Call for Evidence on Traditional Retail Markets 2009</td>
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<td>Kensington High Street</td>
<td>Retail Commission. A Balance of Trade: Retail: May 2007</td>
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<td>Royal Borough of Kensington and Chelsea: Retail Needs Assessment, 2008</td>
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<td>Knightsbridge</td>
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<td>Brompton Cross</td>
<td>Royal Borough of Kensington and Chelsea: Retail Needs Assessment, 2008</td>
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<td>Fulham Road</td>
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<td>South Kensington</td>
<td>Exhibition road improvement: <a href="http://www.rbkc.gov.uk/exhibitionroad/home.html">http://www.rbkc.gov.uk/exhibitionroad/home.html</a></td>
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<td><strong>Royal Borough of Kensington and Chelsea. Urban Initiatives: Notting Hill Gate District Centre Framework June 2009</strong></td>
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<td><strong>Central London Forward: Infrastructure Study. June 2009</strong></td>
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<td><strong>Royal Borough of Kensington and Chelsea for the Core Strategy: Appendices to the Interim Sustainability Report (1-12) by Scott Wilson. November 2005</strong></td>
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<tr>
<td><strong>Royal Borough of Kensington and Chelsea: Core Strategy Statement on Consultation Compliance 2009</strong></td>
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**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.

**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 PPS3 (2006): Annex B. These definitions replace guidance given in Planning Policy Guidance Note 3: Housing (PPG3) and DETR Circular 6/98 Planning and Affordable Housing. Eligible Households can earn up to £60,000 per annum (as at 2009). The definitions do not exclude homes provided by private sector bodies or provided without grant funding. Where such homes meet the definition above, 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.

**Area for Intensification** Areas that have significant potential for increases in residential, employment and other uses through development of sites at higher densities with more mixed and intensive use.

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

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

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

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

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

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

**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.
However, BREEAM for residential (EcoHomes) has been replaced by the Code for Sustainable Homes -
http://www.breeam.org/page_1col.jsp?id=54.

Business Improvement Districts (BIDs) This concept was originally developed in the USA for increasing investment within defined areas of a city such as town centres. This is achieved through changes to local taxation, based on a supplementary rate levied on businesses within that defined area.

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

Carbon Neutrality Contributing net zero carbon dioxide emissions to the atmosphere.

Car club These are schemes such as city car clubs and car pools, which facilitate vehicle sharing.

Central Activities Zone (CAZ) The Central Activities Zone is the area where planning policy promotes finance, specialist retail, tourist and cultural uses and activities.

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

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

Code for Sustainable Homes is the Government’s national standard for measuring the environmental performance of new residential development. Points are awarded for energy, water, drainage, materials, waste, pollution, health & well being, management and site ecology.

Energy and water efficiency requirements in the 2006 Building Regulations are currently being updated to meet the following CfSH Levels: Three by 2010; Four by 2013 and Six by 2016

Combined Heat and Power The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating. There are also Combined Cooling, Heating and Power Plants (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 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.

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”.

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.

Crossrail 1 The first line in the Crossrail project, Crossrail 1 is an east–west, cross-central London rail link between Paddington and Whitechapel serving Heathrow Airport, Canary Wharf and Stratford. It will serve major development and regeneration corridors, and improve access to large areas of central and suburban London.
Crossrail 2 (formerly known as the Hackney–Southwest Line / Chelsea-Hackney Line) This line is to link Hackney and south-west London. The precise route, the character and the role of the link have not yet been finalised.

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

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 have traditionally provided convenience goods and services for local communities.

Diversity The differences in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people constitute the diversity of that group. This term refers to differences between people and is used to highlight individual need.

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

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

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

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 works together to tackle issues associated with the evening and night-time economy. An EMZ can be designated in areas where there is a concentration of entertainment activities or in locations where growth of entertainment uses is planned.

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

Environmental Statement This statement will set out a developer’s assessment of a project’s likely environmental effects, submitted with the application for consent for the purposes of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.
Equality This is the vision or aim of creating a society free from discrimination where equality of opportunity is available to individuals and groups, enabling them to live their lives free from discrimination and oppression.

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

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.

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

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

Green 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.

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) Permanent residential accommodation occupied by more than one household and characterised by the shared use of a toilet or bathroom or both.

Incineration The burning of waste at high temperatures in the presence of sufficient air to achieve complete combustion, either to reduce its volume (in the case of municipal solid waste) or its toxicity (such as for organic solvents and polychlorinated biphenyls). Municipal solid waste
incinerators recover power and/or heat. The main emissions are carbon dioxide (CO2), water and ash residues.

**Inclusive design** Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

**Industrial 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** is 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 (eg HomeBuy), other low cost homes for sale and intermediate rent.

**International Centres** are major concentrations of a wide range of globally attractive, specialist or comparison shopping.

**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.

**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 and follies.

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

**Local Development Framework (LDF)** is 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 boroughs.

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

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

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

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

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

**London Development Database (LDD)** This monitoring system, operated by the GLA, provides information about development across all London boroughs. It includes both current and historic data going back to 1987 from DMS.
London Development Monitoring System (LDMS) This provided information about development progress across all London boroughs, which was transferred into the LDD. This system has been superseded by the LDD.

Low cost market housing Housing provided by the private sector, without public subsidy or the involvement of a housing association, that is sold or let at a price less than the average for the housing type on the open market.

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

Major Centres characteristic of inner London, they are also important shopping and service centres, often with a borough-wide catchment.

Major Developments are defined as:

- For dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5 hectares).

- For all other uses: where the floor space will be 1000 sq metres or more (or site is 1 hectare or more). Area of site is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers’ flats etc. should be included in the floor space figure.

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

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

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

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

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

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

Neighbourhood Centres provide services for local communities.

New and emerging technologies Technologies that are either still at a developmental stage or have only recently started operating at a commercial scale. They may be new applications of existing technologies. In relation to waste, they include such technologies as anaerobic digestion, Mechanical Biological Treatment (BMT), pyrolysis and gasification.

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

Opportunity Areas London’s principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

Particulate matter ($\text{PM}_{10}$) also known as fine particles are microscopic particles of varying composition, although these tend to be fine particles of solid or liquid suspended in a gas or liquid. The source of these particles, and nitrogen dioxide, is mainly vehicle exhausts and emissions from heating residential and commercial buildings.

Photovoltaics The direct conversion of solar radiation into electricity by the interaction of light with electrons in a semiconductor device or cell.
Planning frameworks These frameworks provide a sustainable development programme for Opportunity Areas. The frameworks may be prepared by the GLA Group, boroughs, developers or partners while planning frameworks will have a nonstatutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their development plans.

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.

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

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

Public Transport Accessibility (PTAL) The extent and ease of access by public transport, or, where it can reasonably be used as a proxy, as the degree of access to the public transport network.

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

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

Renewable energy Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

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

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 intraport or transhipment movements and freight-related purposes. Cremorne wharf is protected.

Section 106 Agreements These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

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

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

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

Sites of Metropolitan Importance for Nature Conservation are 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.

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 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** These have both a significant local function and also an international draw.

**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 Road Network** See Transport for London Road Network.

**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** An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

**Sustainable 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.

**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.

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

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

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

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

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

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

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.

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.