Consolidated Local Plan
Royal Borough of Kensington and Chelsea
July 2015

Consolidated with alterations since the Core Strategy (December 2010) incorporating Pubs & Local Character Review (October 2013), Miscellaneous Matters Review (December 2014), Conservation & Design Review (December 2014) and Basements Review (January 2015)
Foreword

This is our Local Plan for future development within the Royal Borough. It sets out the Council’s policies towards homes, offices, shops, restaurants, pubs, open spaces, educational establishments and the many other buildings and activities that make this borough such a thriving and successful place. It also lays down policies towards the physical environment in which people live: the preservation of our listed buildings, the conservation of the best of our streets and spaces, the encouragement of better design, the enhancement of character, the conservation of water resources, the improvement of air quality and so on.

The Royal Borough of Kensington and Chelsea is a place of contrasts, with a set of unique circumstances. Those who live and work here and the many thousands who visit its world famous attractions on a daily basis have many different needs and demands. Planning has the difficult challenge of meeting these needs whilst preserving and enhancing the legacy of what we have already.

It is almost five years since the original Core Strategy was adopted, in December 2010. It recognised the need for new social infrastructure and many of the projects it planned are now coming forward. We have opened two new academies, built a state of the art new leisure centre in North Kensington and refurbished the sports centre in Chelsea and there are more big projects underway. The policies in the Core Strategy have been instrumental in helping to bring these projects forward whilst safeguarding the quality of our environment.

But things can change rapidly, in the property market, in tastes and needs, in demographics and in government policy and guidance. Policies sometimes need to be adjusted to meet new circumstances. Since the Core Strategy was adopted, we have taken steps to give better protection to office uses and our public houses and have strengthened our policy to resist the more excessive basement developments in order to limit their impact on the neighbouring residential environment.

This Local Plan refreshes the Core Strategy (national policy uses the term Local Plan rather than Core Strategy). Despite our success over the last five years there is still much to do; there will always be a lot to do. Crucially, we need more homes. There are parts of the borough which still need regeneration. Kensington and Chelsea is part of a vast, dynamic urban region with a rapidly growing population, and a global economy which exerts its own pressures. These pressures are often beneficial, but not always, and we have to deal with them and turn them to the borough’s advantage where we can.

Kensington and Chelsea is one of the very best boroughs in which to live and work. We want it to remain that way.

Cllr Nick Paget-Brown, Leader of the Council
How the Local Plan should be read

A copy of the document is available for download from:

www.rbkc.gov.uk/planning

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

We thank you for your support during the preparation of the Local Plan. We appreciate the time that was given for comment and how the document improved as a result.

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

**Note:** For consistency the paragraph numbering reflects that of the 2010 Core Strategy. Where paragraphs have been added through plan alterations, they are identified with a letter after the paragraph number, and where paragraphs have been removed that paragraph number has also been removed from the document.
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Executive Summary

A guide to the structure of the plan

The plan is divided into three sections:

• The Spatial Strategy
• The Delivery Strategy
• Supporting Information

1 The first section, the **Spatial Strategy**, sets out:

• The main issues facing the borough - the 'spatial portrait’
  (Chapter 2: Issues and Patterns)
• The locally distinct vision for the borough with supporting strategic objectives
  (Chapter 3: Building on Success)
• Where development is planned in broad terms
  (Chapter 4: Spatial Strategy)
• How it will affect 14 key places in the borough
  (Chapters 5-18)

2 The second section, the **Delivery Strategy**, sets out:

• Allocations and Designations (Section 2A). Strategic Site allocations are included in
  this plan. In addition, this section sets out changes to the proposals map;
• Policies and Actions (Section 2B). This contains the policies that will be used in
  determining planning applications (Development Management), and other Corporate
  and Partner Actions that will deliver the objectives of the plan;
• Infrastructure (Section 2C), presented as a schedule;
• Monitoring, Risks and Contingencies (Section 2D), which sets out how we will
  monitor the plan, and what action we will take if things do not work out as envisaged.

3 The third section provides further detailed **supporting information**.
Background to the plan-making system

The system of plan making introduced by the 2004 Planning and Compulsory Purchase Act replaces the UDP with a Local Development Framework (LDF). The Local Plan is the principal document within the LDF. Some policies in the UDP remain relevant, but the vast majority have been replaced by this document.

The 2004 Act introduced the concept of ‘spatial planning’. Planning no longer ‘just’ looks to control the development of land. Instead we must look at wider issues to do with how places are used, and how other public services influence the quality of places – ‘place shaping’. There are four aspects to being ‘spatial’:

• **Geographical**: plans should set out where things will happen;
• **Integrated**: plans should be ‘joined up’ with other public service providers;
• **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 the Royal Borough.

The Local Plan plans for the period up to 2028. It forms part of the Council’s development plan. The London Plan also forms part of the development plan together with any adopted neighbourhood plans. 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”. The process of assessing planning applications is known as development management.

The contents of the plan are shown graphically on the key diagram. This is supported by the vision for the borough and seven strategic objectives, which summarise the Council’s policy.

### 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 – Knightsbridge, Portobello Road, South Kensington, the King’s Road, Kensington High Street, and Earl’s Court by supporting and encouraging retail and cultural activities in particular;
• **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, including through strengthening neighbourhood centres.
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A summary of the Council's policy

**CO 1 Strategic objective for Keeping Life Local**
Our strategic objective to keep life local is for strong, effective local centres, for social and community facilities to be widely available, and for neighbourhood functions, including neighbourhood shopping facilities, to be easily accessible, so that residential communities can flourish.

**CO 2 Strategic objective for Fostering Vitality**
Our strategic objective 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.

**CO 3 Strategic objective for Better Travel Choices**
Our strategic objective 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.

**CO 4 Strategic objective for An Engaging Public Realm**
Our strategic objective 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.

**CO 5 Strategic objective for Renewing the Legacy**
Our strategic objective to renew the legacy is not simply to ensure no diminution in the excellence we have inherited, but to pass to the next generation a borough that is better than today, of the highest quality and inclusive for all, by taking great care to maintain, conserve and enhance the glorious built heritage we have inherited and to ensure that where new development takes place it enhances the borough.

**CO 6 Strategic objective for Diversity of Housing**
Our strategic objective to have a diversity of housing is that at a local level it will cater for a variety of housing needs of borough residents, and is built for adaptability and to a high quality.

**CO 7 Strategic objective for Respecting Environmental Limits**
Our strategic objective to respect environmental limits is to contribute to the mitigation of, and adaption to, climate change, significantly reduce carbon dioxide emissions, maintain low and further reduce car use, carefully manage flood risk and waste, protect and attract biodiversity, improve air quality, and reduce and control noise within the borough.
What will we do to stimulate regeneration in North Kensington?

The Council has ambitious plans for North Kensington.

**Kensal** will be transformed and act as a catalyst for regeneration throughout North Kensington, by the opening of a Crossrail station and the redevelopment of the Gasworks site into a well connected and environmentally responsible townscape of over 2,000 new houses, with a mix of other uses. The employment zone will continue to offer accommodation that will foster the cultural and creative industries. We have identified the Kensal Gasworks sites to deliver this.

**Golborne/Trellick** will maintain its strong mixed community, enhanced by the renewed Wornington Green estate. Trellick Tower will remain the icon of the area and Golborne Road market and retailers will be secured. We have allocated two sites in the area, namely Wornington Green and the land adjacent to Trellick Tower.

**Portobello/Notting Hill** will remain locally and internationally vibrant retail centres with improved pedestrian links. Portobello Road, with its antiques and street market will remain a jewel in London’s shopping crown, and Westbourne Grove will retain its position as a specialist shopping destination.

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

**Latimer** will be transformed into legible built environment, inclusive for all, with a new neighbourhood shopping centre, and borough-wide facilities including a new academy and renewed sports centre. We have allocated the site for the new academy. The employment zone will continue to offer accommodation that will foster the cultural and creative industries.

**Specifically, by 2028:**

We will have **kept life local**:

- There will be a new academy in the north of the borough on the Kensington Leisure Centre site with an area of no less than 10,000sq.m.
- The public facilities at Kensington Leisure 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 centres at Kensal and Latimer as part of regeneration proposals. The size of these town centres will depend upon the nature of the development.
- St Charles Hospital will have been renewed to provide improved health facilities, including improving the dental service.
- A new health centre will have been provided in the Golborne/Trellick area.

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.
- Mixed use development will have been provided on the Kensal site to provide jobs in retail and business for local people, including the relocation of the present Sainsbury’s store.
- 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.
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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:**

- Bridges over the Grand Union canal and Paddington main line will have been provided linking into Kensal Green Cemetery. The canal bridge will be provided between 2011 and 2017 and the railway bridge (the precise location to be decided) to integrate with the wider St Charles area will not be implemented before 2017.
- Wornington Green, Kensal and Latimer will have been regenerated, with street patterns that reconnect these places back into the rest of North Kensington.
- The Crossrail station will have assisted in creating a pedestrian connection to Notting Hill Gate station, down the length of Portobello Road.
- Over 1,000 new trees will have been planted throughout the borough, with over half in North Kensington.
- The Wornington Green development will have reconnected Portobello Road to Ladbroke Grove at the Barlby Road junction.
- 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 main line to lift the appearance of the Golborne and Trellick area.
- Latimer Road station will become more of a focal point as part of the reconnection of local streets.

We will have **renewed the legacy:**

- Grade II* listed Trellick Tower will have been restored.
- Colville, Oxford Gardens and Kensal Green Cemetery 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 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 power networks will have been established at Wornington Green, Kensal and Latimer.
- The Grand Union Canal will be used to enhance biodiversity and transport.
What will we do to 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 Road, these destinations cluster in the south and east of the borough.

**Portobello Road** will continue to offer a unique retail character and its antique and street market will be centrepiece of this.

**Earl’s Court** will offer an attractive ‘urban village’ environment with stronger links to the Earl’s Court Exhibition Centre which will remain an important cultural destination, with 500 new homes and several thousand new jobs in the borough, and many more in neighbouring Hammersmith and Fulham. Over 1,000 more homes will be built at Warwick Road. Streetscape and pedestrian improvements to the Cromwell Road will transform the environment. The one-way system will also be returned to two-way working, wherever possible. We have allocated sites at Warwick Road and the Exhibition Centre to deliver these plans.

**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. We have allocated the Commonwealth Institute at the west end of Kensington High Street for destination use.

**South Kensington** will remain one of the premier cultural attractions in London, also offering good local shopping facilities. Its reputation will be significantly enhanced through the implementation of the Exhibition Road transformation.

**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, and the hospitals will continue to thrive.

**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.

**King’s Road/Sloane Square** will remain one of London’s iconic and vibrant shopping streets, containing a lively and diverse mix of shops and restaurants, and will build on the recent arrival of the Saatchi Gallery to ensure the King’s Road remains a first class fashion destination and world renowned cultural attraction.

**Specifically, by 2028:**

We will have **kept life local**:

- The centres of national and international reputation will continue to serve local communities.
- Local residents and those travelling from afar will continue to benefit from the borough’s world class medical institutions.

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.
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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.

The Commonwealth Institute will have become a centre for cultural and/or exhibition uses.

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:**

- Information for bus services will have been significantly improved, making them a real option for visitors to the borough.
- Wayfinding throughout the borough’s main high-trip generating destinations will have improved to make walking through the borough easier and safer.
- South Kensington Underground Station will be transformed in line with Exhibition Road to provide a station befitting the area and create a sense of arrival to the millions of visitors who use the station every year.

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 while taking action to mitigate and adapt to climate change.
- By encouraging new and successful technologies that fight the causes of climate change.
What will we do to uphold the residential quality of life?

The residential quality of life is crucial to maintaining the borough as one of the best places to live in London. The Local Plan does not look at all the residential places. It is focusing on areas of the borough where there is significant change expected, and on all our larger town centres. Those that fall outside the categories of ‘regeneration’ and ‘reputation’ are itemised here.

**Notting Hill Gate** will be significantly enhanced as a district shopping centre, with a better mix of shops to serve local people, and fewer estate agents, bureaux de change and hot food take-aways. New buildings will be of exceptional quality, and 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, while offering a variety of high quality specialist shopping. Monitoring of the food and drink uses will be undertaken to ensure these uses do not undermine its function as a neighbourhood centre.

**Lots Road/World’s End** will see the opening of the new Chelsea Academy, and the mixed-use development, including 420 homes on the power station site, which already has a planning permission. It will continue to foster cultural and creative uses, and will benefit from improved connectivity through the opening of a new station on the West London line at Imperial Wharf, and improvements to the one-way system that forms a barrier with the rest of the borough.

### 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.
- A new academy for the communities of North Kensington will be fully operation in Latimer by 2018.
- 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.
- Employment opportunities will have been maintained and enhanced throughout the borough and low value land uses (many of which are beneficial to residents) will have been protected in the borough’s employment zones.

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

- A new Crossrail station will have been opened by 2017 serving residents across the north of the borough as well as those in neighbouring authorities.
- A new station on the West London line, which will have opened at Imperial Wharf in 2009 in the London Borough of Hammersmith and Fulham, will serve the far south west of the borough.
- The Earl’s Court one-way system will have been unravelled, making a significant improvement not only 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.
Executive Summary

• 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 Cycle 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 per cent of the borough.
• The disconnected street networks in parts of North Kensington will have been removed and replaced with safer, more legible and better connected routes to encourage walking and cycling and provide better connections to other communities and facilities.
• Chelsea Creek will have been enhanced for recreation and wildlife.
• The open spaces and waterways which provide the borough with so much natural life, will continue to flourish and access to Kensal Green Cemetery and Little Wormwood Scrubs will provide more variety for residents.

We will have renewed the legacy:
• Our historic townscapes will have been cherished and will appear much as they do today.
• Our listed buildings will have been preserved.
• There will be new buildings and regenerated areas of exceptional design quality, creating a legacy for the future.
• Eyesores will have been replaced with buildings more appropriate to their context.

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 ten per cent 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 ten years.
• Much of the existing building stock will also be retrofitted to achieve high standards of environmental sustainability.
• A district heat and power network will have been established in large parts of the borough, especially Earl’s Court and in the north of the borough.
• 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 systems 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.
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Spatial Strategy

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Chapter 1
Setting the Scene

1.1 Introduction

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

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

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

1.1.4 The Council will keep the Local Plan up to date. Any reviews will be set out in the Local Development Scheme (LDS), updated annually. The current LDS can be viewed on the Council’s website.

1.1.5 The role of the development plan is to guide decision making on planning applications. When planning applications are received, they are assessed against the development plan to see whether planning permission should be granted or not. Section 38(6) of the Planning and Compulsory Purchase Act 2008 requires that “where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise”. This allows a common sense approach to the implementation of the plan. In limited situations we may have to refer applications to the Government as a ‘departure’ from the development plan.

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

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

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

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

1.2 Policy framework

National legislation and guidance

1.2.1 The Local Plan is prepared within a hierarchical framework of planning policy for England. At the top of the hierarchy are the various Planning Acts, the National Planning Policy Framework (NPPF) issued by the Government in March 2012. Legislation requires local authorities to be consistent with the NPPF in preparation of their plans. What this means is that as a general rule of thumb we should follow national policy but if there are good reasons why it is not appropriate for us, we can prepare our own policy, so long as we can justify our different approach. The Local Plan takes account of government guidance as set out in the NPPF, particularly the requirement presumption in favour of sustainable development.

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

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

The London Plan

1.2.4 Below national policy sits the London Plan. This is prepared by the Mayor of London. Legislation requires us to be in ‘general conformity’ with the London Plan. This means that we should be in line with the London Plan, unless there are very strong circumstances to require a different approach. The London Plan forms part of the development plan for the borough and provides the spatial development strategy for Greater London.

1.2.5 The development plan for the borough comprises The London Plan - The Spatial Development Strategy for Greater London published in July 2011 and the adopted Local Plan and adopted neighbourhood plans.

1.2.6 The London Plan establishes the strategic planning framework for the Royal Borough and sets a housing target of 5,850 new homes by 2021 (585 net additional dwellings per annum). It also sets a target for affordable housing that 50 per cent of housing provision should be affordable. It also designates the hierarchy of the borough’s town centres which includes international, district and local designations, and the Central Activities Zone (CAZ) which aims to strengthen the economic links between the borough and the West End. The London Plan highlights, amongst other specific strategic priorities, the need for a range of workspaces of different types, sizes and costs, and with regard to the built environment, the promotion of world class architecture and design.

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

Borough policies and strategies

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

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

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

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

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

What should be in a Local Plan?

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

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

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

Structure of the Local Plan

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

Spatial Strategy

1.3.5 This section sets out:

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

Delivery Strategy

1.3.6 This section sets out:

• Allocations and Designations (Section 2A). Strategic Site Allocations are included in this Plan. The inclusion of these sites demonstrates deliverability of the strategy set out in the first section of the Plan.
• Policies and Actions (Section 2B). This contains the policies that will be used in determining planning applications (Development Management), and other Corporate and Partner Actions that will deliver the objectives of the Plan.
• Infrastructure (Section 2C), This schedule will be regularly reviewed as part of the Infrastructure Delivery Plan and changes recorded in the Annual Monitoring Report. It is included here as an indicator of current known infrastructure requirements. The up-to-date table will be available on the Council’s website.
• Monitoring, Risks and Contingencies (Section 2D), which sets out how the plan will be monitored, and what action will be taken if things do not work out as envisaged.

Supporting Information

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

Reading the Local Plan

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

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

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

1.3.11 In addition, our approach to ensuring the plan is spatial – our ‘places’ – has required a level of detail that may not be required in other boroughs.

1.3.12 However, we consider that the length of the document is appropriate given the fact that we wish to give some detail as to how the strategic policies will be implemented. The Local Plan is a spatial plan which is concerned with ‘place shaping’ and delivery. The borough has a number of complex issues that requires effective policy mechanisms to ensure the Local Plan vision is implemented on a day to day basis.
Chapter 2  Issues and Patterns: Our Spatial Portrait

2.1 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 gives the borough its character and vitality, which also means, because of the high density of population, that the vast majority of residents have local shops and services within a five minute walk of home, often interspersed within the residential neighbourhoods. But the borough also supports 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.

2.2 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. The older population is 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 per cent) of the population is born in the UK. The rest are made up of about 20 per cent from other parts of Europe, 6 per cent from Africa, nearly ten per cent from Asia, over 8 per cent from the Americas, and just over two per cent from Australasia. But, as with other statistics, this varies spatially.
Income

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 per cent of borough residents possess 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. Unemployment in the Royal Borough is 5.5 per cent, which although being slightly higher than the national average (5.4 per cent), is under the London average of 6.8 per cent. However at 29.4 per cent, Economic Activity is higher than both the London and England averages at 25 per cent and 21.4 per cent respectively.
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 five per cent of one 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 ten per cent 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.

2.2.11 Life expectancy in Kensington and Chelsea is the highest in the country for females and third highest for males, at 87.2 years and 83.1 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 ten 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 per cent of the borough being within ten 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.
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 ten minute walk of 93 per cent of the borough. There are however, insufficient state secondary schools to meet the demand. 23 per cent of our pupils are ‘exported’ to schools in other boroughs.

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 Redcliffe wards. Graffiti is most marked at the top end of Portobello Road by the Westway.

2.2.16 Nearly 75 per cent of the borough is within a five minute walk of day-to-day shopping facilities. There are however, a number of areas which lie outside a five minute (400m or 440 yards) 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 ten 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.
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 highlighted.

2.2.20 The borough has relatively few large employers. Instead, it has a wealth of small businesses. Over three quarters of businesses in the borough have under five employees, and these small businesses account for 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 per cent of households own a car. Our residents walk and cycle more than the London average, reflecting not only the lower car ownership, but also the availability of pleasant high quality quiet ‘side roads’ for many journeys.

2.2.22 Because of the shortage of on and off-street residential parking in the borough, the Council has encouraged car clubs.

2.2.23 The vast majority of 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.

2.2.26 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 mainline 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 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 (see map, Chapter 32), 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 and Wales 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. For that reason, we need to make the best use of the sites that we have, while ensuring schemes fit into their surroundings. The recession in 2009/2010 will clearly have caused prices to fall somewhat, although this is relative to the life of the plan.

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 per cent owner occupation, and a third have less than 20 per cent owner occupation.

2.2.32 Owner occupation is low across the borough as a whole. The private rental sector is unusually large. This reflects both the traditional role that the borough has played in the London housing market – a place to rent a flat when people arrive in London, as well as the particular demographic structure with 80 per cent of households being one or two person households. Linked to this, it is estimated that 20 per cent of the population of the borough change every year.

2.2.33 There are 86,116 residential dwellings in the borough (2009) of which over 80 per cent are in the form of flats. Across all tenures about 70 per cent 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 (measured against supply) is for family units of three or more bedrooms.

2.2.34 The current house building target, set by 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 peaks and troughs. A study of the capacity of the borough has just been completed as part of a London-wide study. 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. 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 Housing Revenue Account 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. One of the options being explored is housing estate renewal – where existing social rented homes are rebuilt, funded in part or in whole by additional private sector housing at an increased density.

**Built environment**

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 the Monarchs, 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 nineteenth 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 principal building types are combined in a rich mix where neither one nor the other predominates over very large areas.

2.2.38A Another important characteristic that is also part of this legacy is the interspersal of small scale studios, shops, pubs and other mixed uses within the residential areas. This adds vitality and variety to the street scene – mixed uses are not confined only to town centres or employment zones in the borough.

2.2.38 This legacy provides a built environment that is one of the finest in the Country with over 4,000 listed buildings in the borough and over 70 per cent of the borough being within a conservation area, including some of metropolitan importance such as the Thames, Royal Hospital and South Kensington Museums conservation areas.

2.2.39 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.

2.2.40 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 and playable space in some parts the borough. This however, is counter-balanced somewhat by Holland Park and Kensington Gardens 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, but a number of the borough’s roads also produce significant air pollution, such as the Cromwell Road and the Earl’s Court one-way system.

2.2.42 Potential flooding from the River Thames would affect areas along the embankment, but most of the borough is not under threat. There have however, been two events of sewer flooding caused by the Counters Creek combined sewer and storm water drain, which runs down the western boundary with the London Borough of Hammersmith and Fulham. This has insufficient capacity in extreme storm events.

2.2.43 In terms of carbon dioxide emissions, in 2006 the borough’s per capita emissions of 8.21 tonnes per annum was close to the national average of 8.78 tonnes, and above the London average of 6.6 tonnes of CO².

Waste

2.2.44 Nearly all of the borough’s waste is transported by barge from Wandsworth by the Western Riverside Waste Authority. Just under 28 per cent of our household waste is recycled, which is below the London average of 35 per cent.
2.3 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 travelling 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 in which 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, differences in health and life expectancy, to the distribution of conservation areas and car clubs, income and age profiles. The north of the borough is a persistent area of deprivation which extends into the neighbouring London Boroughs of Brent, 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 finely 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 Local Plan. It is also clear that a new academy for the communities of North Kensington is needed.

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 Local Plan also identified this as an important issue, with a particular emphasis of enabling people who live in the borough to work here, especially in finding premises for small businesses.

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 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. New housing also needs to be 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 Compared with other parts of London, the borough might be considered to be well served by public transport. However, within the borough there are large differences. Much of the centre and south of the borough has high levels of public transport accessibility (PTAL). This is due to the original pattern of the underground and bus networks and the density of development and network of local centres reflects this. However, large parts of North Kensington and parts of South West Chelsea have relatively poor public transport accessibility.

2.3.13 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.

2.3.14 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.

2.3.15 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.

2.3.16 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 Local Plan, but in the number and level of activity of the residents’ amenity societies.

2.3.17 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 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 Local Plan.

2.3.18 These broad spatial patterns and strategic issues are summarised at the beginning of the next chapter, and underpin the Vision and Strategic Objectives of the Local Plan.

Conclusions

2.3.19 It can be seen that the key characteristics and broad spatial patterns present four components that must drive the direction of the Local Plan:

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

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

- 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.
- Improving travel choices to reduce car dependency, including getting better access onto the existing rail infrastructure.
- 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.
- Providing for new residential development in a way which diversifies tenure patterns and house sizes.
- Reducing the environmental impacts of everyday activities in the borough to better fit within environmental limits.
Chapter 3
Building on Success: Our Vision and Strategic Objectives

3.1 Introduction
3.1.1 Chapter 2 explored the issues and patterns of the borough, and identified key characteristics, broad spatial patterns and strategic issues that the Local Plan should address. These are summarised here.

Key characteristics
3.1.2 Two key characteristics were identified in Chapter 2.
3.1.3 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.
3.1.4 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.

Broad spatial patterns
3.1.5 In looking at broad spatial patterns, it was identified that:

• North Kensington has a unique set of issues that require an integrated approach to its regeneration to secure better transport, better housing and better social infrastructure which will together have a positive influence on deprivation and both physical and mental health.
• 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.

Strategic issues
3.1.6 Chapter 2 also considered what were the strategic issues that would need to be addressed to underpin the borough’s continued success. Five were identified:

• 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.
• Improving travel choices to reduce car dependency, including getting better access onto the existing rail infrastructure.
• 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.
• Providing for new residential development in a way which diversifies tenure patterns and house sizes.
• Reducing the environmental impacts of everyday activities in the borough to better fit within environmental limits.

3.1.7 These key characteristics, broad spatial patterns, and strategic issues underpin the vision that has been developed for the borough.

3.2 Vision
3.2.1 The vision for the Royal Borough is set out on the following page.
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, aiding better health.

By 2028 regeneration in North Kensington will have resulted in significantly improved transport, including a new Crossrail station at Kensal, better links to Hammersmith and Fulham across the West London line and improved north-south bus links overcoming the generally lower levels of accessibility in the north. 2-3000 new homes will have been built, both private market and affordable, addressing the serious shortfall in housing need, and helping to diversify supply. It will be of a high quality design, well integrated into its context, overcoming some of the barriers to movement by which the north of the borough is characterised.

Better facilities will have been provided by the building of a new academy to serve the communities of North Kensington to address the serious shortage of secondary school places in the borough, helping to make life more local for residents. The deficiency in local shopping will have been addressed with new town centres at Kensal and Latimer and the Earl’s Court Opportunity Area.

The unique character of Golborne and Portobello Roads will have flourished, including the antiques and street market, adding to the vitality of the area. Jobs will be readily available as the employment zones will have been protected from encroaching residential development and be thriving centres for small businesses and the cultural industries sector.

The north of the borough will be at the heart of environmental sustainability including a combined heat and power network extending from the hubs at the major new developments at Kensal, Latimer and Wornington Green.

**Enhance the reputation of our national and international destinations** – Knightsbridge, Portobello Road, South Kensington, the King’s Road, Kensington High Street, and Earl’s Court – by supporting and encouraging retail and cultural activities in particular.

In the borough as a whole our reputation as a national and international destination will have been further enhanced. The borough will have avoided becoming little more than a residential suburb, with a flourishing and rich variety of retail and cultural activities adding so much to the quality of life of the residents.

Our top retail destinations of Knightsbridge, King’s Road, Kensington High Street and Portobello will have been maintained and enhanced.

Opportunities to expand retail floorspace in Knightsbridge, King’s Road, Fulham Road and South Kensington will have been taken up.

Earl’s Court will remain an important cultural destination, as well as providing offices, at least 2000 new homes within the borough and a new town centre to address local shopping deficiency within the Opportunity Area.

Exhibition Road in South Kensington will be providing a first class experience to visitors to the national institutions, and have set a new standard nationally of streetscape design.

The Royal Marsden and Brompton hospitals will continue to further their international reputation for delivering world class health care, education and research activities.
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, including through strengthening neighbourhood centres and maintaining and updating social infrastructure.

Our residential quality of life will be improved for everyone and we will remain the best place to live in London with our network of local neighbourhood centres offering a wide range of everyday services within easy walking distance, our glorious built heritage protected and improved, the removal of eyesores, and new buildings of exceptional design quality.

New homes will have further diversified housing tenure, and provide high standards of environmental performance.

The waste we produce will be re-used, recycled or disposed of in or very near to the borough. Sustainable Urban Drainage systems will be commonplace throughout the borough, reducing the risk of flood events, especially in the west of the borough when combined with the upgrading of Counters Creek sewer and storm drain.

Green links will help to improve biodiversity and air quality and noise levels will have been significantly improved.
Chapter 3  Building on Success: Our Vision and Strategic Objectives

KEY DIAGRAM

Regeneration
Areas with particular National or International Reputation
Conservation Areas (largely residential)
Central Activity Zone

Neighbourhood Centre
Possible New Centre
International, Major, District and Special District Centres
Better connections and legibility needed

New stations
Metro City Open Land/Cemeteries
Kensal Notting Hill Gate Connection
Thames and Grand Union Canal showing bridges
Broad locations of development

Hammersmith and Fulham
Westminster
Brent
Wandsworth

Holland Park
Kensington Gardens and Hyde Park
Earl's Court Wider Site

Possible New Centre

Regeneration
Areas with particular National or International Reputation
Conservation Areas (largely residential)
Central Activity Zone

Neighbourhood Centre
Possible New Centre
International, Major, District and Special District Centres
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Thames and Grand Union Canal showing bridges
Broad locations of development

Hammersmith and Fulham
Westminster
Brent
Wandsworth

Holland Park
Kensington Gardens and Hyde Park
Earl's Court Wider Site
3.3 Strategic objectives

3.3.1 To deliver this vision, strategic objectives are needed to guide decisions of spatial planning. These objectives could be set around the ‘end state’ of the vision, which could be summarised as: “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”. This contains three clear, linked, components: continued success built on regeneration, reputation and residential quality of life. These are the desired outcomes of the plan.

3.3.2 However, these do not necessarily translate into useful strategic objectives to deliver the vision. In setting strategic objectives, it is important that they are focused, directional, and articulate ‘how’ matters facing a decision maker can be resolved.

3.3.3 For each of the three components, there are a wide range of issues to be addressed, as indicated in the vision statement itself. These issues are also shared. Thus the attractiveness of the borough as a place to live, and the very high housing need, is an issue in regeneration and quality of life. The resulting residential land values being able to out compete other land uses has a knock on effect on local, social and community, uses - fundamental to residential quality of life, and those that bring vitality to our destinations of national and international importance. Overcoming existing transport issues is important in regenerating North Kensington, but is also an important component in residential quality of life. The quality of the built environment and public realm we pass on is fundamental to regeneration, but also to our national and international reputation, and to our residents’ quality of life. Issues such as flooding and climate change are also cross cutting.

3.3.4 At an early stage of the preparation of this plan, when North Kensington had its own section, many readers interpreted this to mean that the rest of the plan did not apply to North Kensington. Similar problems may arise if the plan’s objectives are too closely focused on geographical areas of the borough.

3.3.5 By contrast, the underpinning issues can more readily be shaped into directional statements of intent, which can directly guide decision making. Table 3.1 shows the relationship between the issues and the strategic objectives.

### Strategic objectives

- To keep life local
- To foster vitality
- To offer better travel choices
- To maintain and extend our engaging public realm
- To renew our legacy
- To achieve a diversity of housing
- To respect environmental limits

3.3.6 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 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’.

3.3.7 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. The way that the issues translate into strategic objectives, and relate to topic areas, is shown in Table 3.1 below.

3.3.8 Each strategic objective ‘headline’ is given further explanatory text to encapsulate in a nutshell the Council’s ambitions for the borough. These follow the table overleaf.
## Building on Success: Our Vision and Strategic Objectives

### Table 3.1: Issues and Strategic Objectives

<table>
<thead>
<tr>
<th>The issue...</th>
<th>... Expanded and translated into...</th>
<th>... a Strategic Objective...</th>
<th>... addressing these topics</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>Loss of social, community and local uses to residential, and the difficulty of land for new ‘local’ uses being made available.</td>
<td>To keep life local.</td>
<td>social and community uses, local shopping facilities, ‘walkable neighbourhoods’.</td>
</tr>
<tr>
<td></td>
<td>Loss of the range of uses that bring vitality to the Borough - shops, arts and cultural uses, offices and so forth, also as above from the pressure from residential land values.</td>
<td>To foster vitality.</td>
<td>town centres, retail, arts and culture, creative industry and business.</td>
</tr>
<tr>
<td>Improving travel choices to reduce car dependency, including getting better access onto the existing rail infrastructure.</td>
<td>The difficulty of moving north-south in the Borough, and the lack of access onto existing rail infrastructure in the north of the Borough, along with the continued need to reduce car dependency.</td>
<td>To offer better travel choices.</td>
<td>public transport, walking and cycling, parking.</td>
</tr>
<tr>
<td>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.</td>
<td>The need to ensure that the public realm - the space between our buildings, and our green spaces - matches in quality of so much of the architecture of the Borough.</td>
<td>To maintain and extend our engaging public realm.</td>
<td>sense of place, attractive streets, parks and outdoor spaces.</td>
</tr>
<tr>
<td></td>
<td>The need to protect the built heritage passed down to us and to ensure new developments are equally valued by our successors.</td>
<td>To renew our legacy.</td>
<td>quality design, conservation and enhancement.</td>
</tr>
<tr>
<td>Providing for new residential development in a way which diversifies tenure patterns and house sizes.</td>
<td>The demand for housing of all types and the current concentrations of housing tenures.</td>
<td>To achieve a diversity of housing.</td>
<td>affordable and market housing, estate renewal.</td>
</tr>
<tr>
<td>Reducing the environmental impacts of everyday activities in the Borough to better fit within environmental limits.</td>
<td>Issues relating to our use of natural resources and the impact upon the planet’s systems.</td>
<td>To respect environmental limits.</td>
<td>climate change, waste, flooding, biodiversity, air quality and noise.</td>
</tr>
</tbody>
</table>
Strategic Objective One: Keeping Life Local
Social and community uses, local shopping facilities, ‘walkable neighbourhoods’

Our local case
3.3.9 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 that are often interspersed within the residential environment, 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.

CO 1 Strategic objective for Keeping Life Local
Our strategic objective to keep life local is for strong, effective local centres, for social and community facilities to be widely available, and for neighbourhood functions, including neighbourhood shopping facilities, to be easily accessible, so that residential communities can flourish.

Strategic Objective Two: Fostering Vitality
Town centres, retail, arts and culture, creative industry and business

Our local case
3.3.10 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.

CO 2 Strategic objective for Fostering Vitality
Our strategic objective 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.

Strategic Objective Three: Better Travel Choices
Public transport, walking and cycling, parking

Our local case
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 resident’s quality of life and opportunities for physical fitness through walking and cycling, as well as improving the local built environment and reducing our environmental impact.

CO 3 Strategic objective for Better Travel Choices
Our strategic objective 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.

Strategic Objective Four: An Engaging Public Realm
Sense of place, attractive streets, parks and outdoor spaces

Our local case
3.3.12 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.
Chapter 3  Building on Success: Our Vision and Strategic Objectives

**CO 4 Strategic objective for An Engaging Public Realm**
Our strategic objective 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.

**Strategic Objective Five: Renewing the Legacy**
Quality design, conservation and enhancement

**Our local case**
3.3.13 We have inherited a remarkable historic townscape and a large number of historic buildings. The exceptional visual quality of our built environment is matched by the finely grained mix of uses, underpinning 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 per cent 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.

**CO 5 Strategic objective for Renewing the Legacy**
Our strategic objective to renew the legacy is not simply to ensure no diminution in the excellence we have inherited, but to pass to the next generation a borough that is better than today, of the highest quality and inclusive for all, by taking great care to maintain, conserve and enhance the glorious built heritage we have inherited and to ensure that where new development takes place it enhances the borough.

**Strategic Objective Six: Diversity of Housing**
Affordable and market housing, estate renewal

**Our local case**
3.3.14 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.

**CO 6 Strategic objective for Diversity of Housing**
Our strategic objective to have a diversity of housing is that at a local level it will cater for a variety of housing needs of borough residents, and is built for adaptability and to a high quality.

**Strategic Objective Seven: Respecting Environmental Limits**
Climate change, waste, flooding, biodiversity, air quality and noise

**Our local case**
3.3.15 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.

**CO 7 Strategic objective for Respecting Environmental Limits**
Our strategic objective to respect environmental limits is to contribute to the mitigation of, and adaption to, climate change, significantly reduce carbon dioxide emissions, maintain low and further reduce car use, carefully manage flood risk and waste, protect and attract biodiversity, improve air quality, and reduce and control noise within the borough.
Chapter 4
Delivering Success: Our Spatial Strategy

4.1 Introduction

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

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

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

4.2 Vision

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

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

4.3 Broad quanta of development

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

4.3.2 The London Plan (March 2015) sets out the amount of housing that each borough is expected to provide between 2015 and 2025. For Kensington and Chelsea the target is 733 units per year, based upon the ten year target of 7,330 net additional units. This ambitious target is based on evidence of the housing capacity in the borough, which forms the basis of the London Plan target. Most of the identified capacity is from the designated strategic sites.

4.3.3 A revised SHLAA is currently being prepared and the housing capacity of the borough will be reviewed accordingly. It is expected that the revised SHLAA will show a reduction in opportunities for new housing as work on most of the strategic sites will already be underway.

4.3.4 The agreed affordable housing target in the adopted London Plan is 2,000 units for the borough (200 units per year), to be provided over a ten year period. The target is derived by taking account of the overall annual housing target of 585 units, estimated affordable housing delivery on site allocations, and the typical affordable housing delivery rate as a proportion of overall housing together with the objective of increasing affordable housing in the borough to meet local needs. The justification for the affordable housing target is set out in Section 3: Supporting Information. Housing growth will increase demand for some services and infrastructure. This is set out elsewhere in this plan.

4.3.5 Delivery will be closely monitored to manage the supply of land to deliver the housing requirements over the next five years of the housing trajectory. The Housing Trajectory 2013 (Chapter 40.1) shows the annual requirement for dwellings judged against the target, and further information on the delivery from strategic sites is provided in chapter 40.2. Combined, these sites account for over 5,400 dwellings, in excess of 90 per cent of the borough overall ten year target. In common with other inner-London boroughs, there is therefore, a necessary reliance on a relatively small supply of housing from windfall sites. These
QUANTUM OF DEVELOPMENT

Broad Locations

- Broad locations of main existing and proposed employment uses
- Broad locations of significant new housing
- Location of town centres with scope for possible expansion
- Town Centres (excluding neighbourhood centres)
- Possible new centre
- Main strategic infrastructure investment
have, historically, provided an important supply of housing for the borough, and based on monitoring of past trends will allow annual targets to be exceeded. Contingency plans exist (Chapter 39) so that, in the event that monitoring identifies possible risks to delivery, the Council has a strategy to address the risk.

4.3.6 In broad spatial terms, half of this housing will be located in the north of the borough, and half in the Earl’s Court Exhibition Centre site area, on the western borough boundary. The housing in the north is expected to be spread evenly over the plan period. The redevelopment of Wornington Green will take place up to about 2020, with the first phase completed in 2015. Planning consent for this redevelopment was granted in March 2010. At Kensal, phase one is expected to commence in 2018. In the Earl’s Court Exhibition Centre site area, the vast majority is expected in the first half of the plan period. All the Warwick Road sites have planning permission, and it is expected that these sites will be built out in the next ten years. The Council resolved, subject to s106 agreement, to grant planning permission for the redevelopment of the Earl’s Court Exhibition Centre site in November 2012. The whole development will take many years, but it is expected that the part of the site within the borough will be towards the beginning of the phasing programme, in 2014.

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

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

4.3.9 Turning to infrastructure, the Council is planning for a Crossrail station at Kensal, which would transform accessibility in the north of the borough, as well as unlock significant development potential on the Kensal gas works sites. Crossrail is timetabled to open in 2017. A new academy to serve the communities of North Kensington will be built in the north of the borough to open during 2014. Planning permission was granted in 2012. Thames Water is planning to undertake a major upgrade of the Counters Creek sewer (which runs along the western borough boundary), to resolve current flooding issues, although this will not start construction until 2015, and is likely to be a three year programme. However, much of the work is taking place in neighbouring boroughs. In the interim Thames Water are fitting ‘flip valves’ to vulnerable properties. In addition, work is planned to the Thames Tunnel to address London-wide infrastructure needs, with construction taking place between 2013 and 2020, although there is insufficient detail at present to know when the work will be undertaken in the Royal Borough. A new area of public open space is to be provided in the Earl’s Court area as part of the Warwick Road developments which are likely to be built out in the next 5-10 years. The Council has also undertaken a radical redesign of Exhibition Road. It is also the ambition of the Council to return the Earl’s Court one-way system to two-way working. However, further detailed work will identify the extent and timelines to which this can be achieved. A great deal of smaller infrastructure is required, and is set out elsewhere in Chapter 37.
Policy CP 1
Core Policy: Quanta of Development
The Council will provide:

1. a minimum of 585 net additional dwellings a year based on the overall housing target of 5,850 net additional units; of which a minimum of 200 units a year will be affordable;
2. 60,000sq.m of office floorspace to 2028;
3. 26,150sq.m of comparison retail floorspace to 2015 in the south of the borough;
4. infrastructure as set out in the infrastructure plan, including through developer contributions.

To deliver this the Council has, in this document:

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

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

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

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

4.4 A particular focus on North Kensington

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

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

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

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

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

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

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

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

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

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

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

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

Housing estate renewal is, however, a complex and difficult thing to achieve without destroying the very communities it is intending to assist. North Kensington has a very strong sense of community, both as a whole, and within individual areas. Maintaining that sense of community and making sure people are able to influence plans as more concrete proposals emerge, is essential in making any regeneration of North Kensington a success. That is not to say that estate renewal is a phenomenon that will only take place in the north of the borough. The Council owns housing estates across the borough, which may or may not be subject to renewal in due course. However, in North Kensington, estate renewal is seen as part of a wider package of regeneration measures to impact upon the area as a whole.

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

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

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

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

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

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

4.5 Places

4.5.1 The ‘place’ profiles provide the integrating function of the spatial strategy. They take the ‘what’, ‘when’, ‘where’ and ‘how’, and bring these together to show, through a vision, how that place will develop over the lifetime of the plan. There are fourteen places identified (see diagram). The borough comprises many more places than these. The places mainly relate to the two spatial themes of the vision for the borough (CV1): the regeneration of North Kensington, and enhancing the reputation of those places in the borough with a national or international reputation – by and large our town centres.

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

4.5.3 Within most of the places listed above as areas of change we have identified significant sites for redevelopment. These are called the strategic sites, and they are allocated in this plan (Section 2A, Chapters 20-26) for specific uses. The table below shows which places also have a strategic site allocation.

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

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

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

4.5.7 An indication of the likely quantum of development is given in each place. In many places, potential development opportunities in addition to the strategic sites are identified, but these are small, and thus to allocate them would be inappropriate in a Local Plan. They must not be confused with allocations. Strategic site allocations are included in this plan in Section 2B.

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

Policy CP 3
Places
The Council will protect, promote and enhance the local distinctiveness and economic success of the Places of the borough, and improve their character and quality and the way they function.

Quality

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

Policy CP4
Quality
The Council will safeguard the existing high quality townscape and finely grained mix of uses to uphold the residential quality of life.
### Chapter 4  Delivering Success: Our Spatial Strategy

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<td>Other</td>
<td>Area of Change</td>
<td>No strategic sites</td>
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PLACES
Showing their numbers and general areas in the context of the Borough

- Places in the North Kensington Regeneration Area
- Places with a particular national or international reputation
- Other Places
Chapter 5  Kensal

5.1 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 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 main line Paddington railway 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. The only crossing points over both ‘barriers’ are Ladbroke Grove and the Great Western Road.

5.1.4 The east of Kensal is mostly dominated by a mixture of employment land and post war housing estates. The cluster of employment uses on the western end of Kensal Road provides the most significant local employment opportunity within the area. Canalot Studios on Kensal Road is an example of a development where a high demand for small light industrial units exists.

5.1.5 Kensal Green Cemetery to the north is a valued asset. It is both an operational cemetery and a tranquil 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 the Ladbroke Grove frontage is one of few Modern movement buildings in the borough to be listed Grade II*.

5.1.6 The western part of the Kensal place, has significant development potential through the redevelopment of the Kensal gas works sites, amounting to some 17 hectares (40 acres). Together, these sites are not dissimilar in size to that of Paddington Basin development in the neighbouring City of Westminster. This site is allocated in this Local Plan as a strategic site (Chapter 20).

5.1.7 From 2017, Crossrail will be using the tracks which run through the site. No Crossrail station is provided for 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 could be inward looking. The Council considers that there is no benefit in developing the sites in this manner. The purpose of identifying the potential for significant development on these sites is to deliver wider regeneration benefits to the north of the borough as a whole. Improving connectivity to the sites through bridges over the railway is critical. The Crossrail station is also considered as being central to this wider regeneration agenda, and would serve North Kensington as a whole, not just the gas works 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.

5.1.10 The large scale regeneration of Kensal has been acknowledged by the GLA who will designate Kensal as an Opportunity Area in the next iteration of the London Plan. Details of the nature of development expected are set out in Chapter 26 and will be detailed further in a future supplementary planning document.
Key issues and potential opportunities

- Improve environmental quality of canal and increase leisure activity with links over canal to gas works
- Kensington Memorial Park
- Improve pedestrian environment
- Portobello Road and Wornington Road reconnect to Ladbroke Grove
- Possible new bus route
- School redevelopment to provide additional community facilities at Middle Row/St Mary’s
- Enlarged retail offer
- Provide connections into existing estates
- Provide more intense land uses on redevelopment site and reconfigure Sainsbury’s
- Designated Shopping Centre
- Employment Uses
- Grade I and II* listed buildings
- Public Open Space
- Strategic development sites, allocated in the Core Strategy
- Traffic/Highway changes to improve pedestrian environment

SYMBOL | DESCRIPTION
-------|------------------

- Improve linkages/relationship
- Main line railway
- Improve pedestrian access
- Other Railway
- Grade I and II* listed buildings
- Public Open Space
- Strategic development sites, allocated in the Core Strategy
- Traffic/Highway changes to improve pedestrian environment
5.2 Vision

CV 5
Vision for Kensal in 2028
The gas works sites will have realised their potential and developed into a thriving and valued community in North Kensington. Along with residential development, there will be job creation and regeneration benefits which will be enhanced by a Crossrail station. Kensal will connect North Kensington with Central London and beyond. Well-connected, high density, mixed-use and environmentally responsive developments will have populated the sites. Better use will have been made of the canal and its towpath and over new 2,500 dwellings, with offices and a range of community facilities will have been delivered. The area will also have been knitted into the surrounding urban fabric and the development, taken as a whole, will have provided a successful precedent for the remainder of the borough. Development in the employment zone will support its function as a vital and valued asset for small and medium industries and the cultural and creative sector in particular.

5.3 Priorities for actions

5.3.1 The priorities for action for Kensal have been set out under the strategic objectives for the Local Plan as a whole. The strategic objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Respecting Environmental Limits

5.3.2 The Kensal Gas Works development should be an exemplar of environmentally responsive development, including a district energy source (e.g. a Combined Cooling, Heating and Power plant), facilities to manage waste arisings from the dwellings, and other buildings on site and other approaches as appropriate. The development must relate well to the canal, while preserving its character and its role in London’s ‘blue ribbon’ network. The canal can also be used for the transfer of construction materials in the development and demolition process, and for light freight (e.g. domestic waste and deliveries) once the development is in use. Protection and enhancement of the area’s biodiversity is also vital to the area’s character. To ensure this is implemented, the use of new green spaces and waterways will be carefully managed so as to balance flora and fauna with human interaction.

Better Travel Choices

5.3.3 It is the Council’s clear aspiration to establish a Crossrail station in Kensal. The Council is working with the landowners, the GLA and Crossrail Ltd to ensure that this is realised. Maximising pedestrian and cycle access will require bridges over the railway and canal. Minimising the need for private car usage to the site will be essential and encouraging an integrated public 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 accessibility in the area.

Diversity of Housing

5.3.5 Housing will form a significant component of any redevelopment of the gas works site. Development in this location has the potential to be significant and will be expected to act as a catalyst to major regeneration in North Kensington. The Department for Transport has published a White Paper on the High Speed 2 railway system which would link London to the North. A hub at Old Oak Common in neighbouring Hammersmith and Fulham is included as part of this.

Keeping Life Local

5.3.8 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 gas works sites. A new primary school as well as police and health facilities will also be desirable to ensure that the needs of the community are delivered locally.

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

An Engaging Public Realm

5.3.10 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 via Portobello Road. 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.

5.3.11 Quality open space that forms 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 redevelopment. Improved access to Little Wormwood Scrubs would also be welcomed as this would improve the pedestrian environment. The canal and its towpath must also become an attractive and integral part of the urban fabric.

5.3.12 The Council will also continue to work with the City of Westminster Council to explore how connectivity between the two boroughs can be improved. Further linkages would be of benefit to residents of both boroughs, if developed correctly, to ensure maximum accessibility.

5.3.13 The gas works site offers a rare opportunity within the borough to establish a mixed-use community with its own distinct identity, while being integrated into the surrounding townscape. A scheme achieving a high density development, of high quality is desirable.

Renewing the Legacy

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

Fostering Vitality

5.3.15 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 the canal, as well as Ladbroke Grove. It would also extend the retail offer to support the needs of the local community and future residents. The canal should also realise its potential as a destination for leisure and recreation uses.

5.3.16 The Kensal Employment Zone is the largest of the 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 the creative and cultural industries, such as recording media, advertising, visual arts and crafts are also located here and these strengths 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 an important contribution to the area’s vitality and will continue to cater for small businesses and light industries.

5.3.17 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 gas works.

5.3.18 There are currently two gas holders on site. However, these are due to be decommissioned post 2016, which will require extensive land decontamination.

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

5.3.20 The Council considers that there is 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 Womington Green estate.

5.4 Delivery
Development management

5.4.1 Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weigh different policies against one another in a particular case. The vision set out for Kensal guides that decision making process but, to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Kensal is required.

Policy CP 5
Kensal
The Council will ensure the long term regeneration of Kensal by requiring development to positively contribute to the regeneration and environmental sustainability of the area, and resisting development which prejudices long term regeneration opportunities and which undermines the role of the employment zone.

Quantum of development

5.4.2 The Kensal Gas Works Strategic Site is allocated for upwards of 2,500 dwellings and a minimum of 12,000sq.m (130,000sq.ft) of non-residential floorspace, of which around 10,000sq.m (100,000sq.ft) will be offices with the remainder in town centre uses and social and community uses to support the creation of a new neighbourhood centre. In addition to this figure, the existing Sainsbury’s supermarket will be reprovided. This would be brought forward through the private development of the strategic development site, identified in section 2A of this document.

Infrastructure needs

5.4.3 The following infrastructure is specifically required to deliver the vision for Kensal:

- Crossrail Station
- contribution to social and community uses
- affordable housing
- construction and maintenance of bridges over the canal and railway
- improvements to Little Wormwood Scrubs,
- Kensal Green Cemetery (subject to access through the cemetery and linking bridge over the canal) and other public open spaces
- street trees
- public art
- improved transport infrastructure including better bus links
- landscaping and amenity improvements to the Grand Union Canal
- enhanced pedestrian links towards Notting Hill Gate via Portobello Road

5.4.4 Further information can be found in the infrastructure table in section 2C of this document.

Future plans and documents

5.4.5 The Council will draft a supplementary planning document for the Kensal gas works sites and surrounding area (specifically Kensal Green Cemetery and Little Wormwood Scrubs), this will be written in conjunction with the relevant landowners and the GLA following the formal adoption of the site as an Opportunity Area.

Monitoring

5.4.6 The vision: The focus of monitoring for Kensal must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision:

1. Has redevelopment of Kensal area occurred in a way which significantly improves the area’s relationship with the surrounding townscape?
2. Has a Crossrail station been established in Kensal?
3. Has the canal been bridged to improve access to Kensal Green Cemetery?
4. Has accessibility to Little Wormwood Scrubs improved?
5. Has the canal become a more vibrant and usable resource?
6. Has a link been established between Kensal and Notting Hill via Portobello Road?
7. Has the Kensal Employment Zone been protected and consolidated?
8. Has a new neighbourhood shopping centre been delivered in the Kensal area?
9. Has pedestrian access to Sainsbury’s supermarket and uses improved?

5.4.7 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within
the Plan that are monitored in the framework set out in Chapter 38.

5.4.8 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the Vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.

5.4.9 Quantum of development: this will be monitored through policy CP1 – additional criteria are not required.

5.4.10 Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

5.4.11 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 6
Golborne/Trellick

6.1 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 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 in the neighbouring City of Westminster. 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 and perceived 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 There are two strategic site allocations in Golborne/Trellick. One is Wornington Green (Chapter 21), where the Kensington Housing Trust have been exploring ways to renew the estate, and planning permission, in outline for the whole estate, and in detail for phase one, nearest the Golborne road, was granted in March 2010. 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 other strategic site allocation is the Edenham site – the land adjacent to Trellick Tower (Chapter 22) – also provides opportunities for regeneration including new housing and extra care facilities.

6.2 Vision

CV 6
Vision for Golborne/Trellick in 2028
Golborne and Trellick will have maintained a strong mixed community and Trellick Tower will remain the icon of the area. The Golborne Road Market and retailers will be thriving, serving both local people and other Londoners. The Portobello Road and Golborne Road Markets will have gained 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.

6.3 Priorities for action

6.3.1 The priorities for action for Golborne/Trellick have been set out under the Strategic Objectives for the Local Plan as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Renewing the Legacy

6.3.2 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.

6.3.3 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.
Key issues and potential opportunities

- Improve connection between Golborne Road Market and Portobello Road Market
- Improve pedestrian safety and consider possible realignment of intersection.
- Improve views to/from and pedestrian experience over bridge
- Streetscape improvement opportunities along Golborne Road
- Improve permeability within the site and reconnect to the surrounding streets
- Investigate potential for increased street market trading – preserve existing street character.
- Maintain small business & community focused shops as a special neighbourhood centre
- Improve pedestrian safety and visual experience along this connection
- Improve connection between Golborne Road Market and Portobello Road Market
- Improve pedestrian access
- Enhance connections to and from Tube stations.
- High quality Athlone Gardens and Community Centre to be reprovided as part of any redevelopment
- Canalside provides opportunities for water quality, wildlife & vegetation/habitat improvements.
- Improve pedestrian safety and consider possible realignment of intersection.
- Improve views to/from and pedestrian experience over bridge
- Improve permeability within the site and reconnect to the surrounding streets
- Investigate potential for increased street market trading – preserve existing street character.
- Maintain small business & community focused shops as a special neighbourhood centre
- Improve pedestrian safety and visual experience along this connection
- Improve connection between Golborne Road Market and Portobello Road Market
- Improve pedestrian access
- Improve linkages/relationship
- Enhanced connections to and from Tube stations.
- Improve views to/from and pedestrian experience over bridge
- Improve permeability within the site and reconnect to the surrounding streets
- Investigate potential for increased street market trading – preserve existing street character.
- Maintain small business & community focused shops as a special neighbourhood centre
- Improve pedestrian safety and visual experience along this connection
- Improve connection between Golborne Road Market and Portobello Road Market
- Improve pedestrian access
- Improve linkages/relationship
- Enhanced connections to and from Tube stations.
After making a careful assessment, the Council has concluded it should not be designated a conservation area. English Heritage listed the Cheltenham estate with Grade II status in 2012.

6.3.4 The Council envisages the Golborne and Trellick area developing in a way which maintains and enhances its function of a neighbourhood centre while preserving and enhancing the setting of the Grade II* listed Trellick Tower.

Keeping Life Local

6.3.5 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 inclusive for all.

6.3.6 There is also a range of local schools, and Kensington and Chelsea College is also located here. 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

6.3.7 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 initiatives will include the provision of electricity points in this part of Portobello Road for use by market traders and their customers. 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. Other possible initiatives to inject more life into the area could include the development of a speciality market in this area or the use of the blank wall opposite the Spanish School as an ever-changing ‘art wall’ or outdoor exhibition space for artists. Collaboration with the Spanish School will be encouraged.

6.3.8 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, to Golborne Road.

6.3.9 The Council considers ‘closing the gap’ as an important aspect of its initiative to try to increase footfall in the area, drawing people north from Notting Hill Gate, past a ‘renewed’ Wornington Green estate 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.

6.3.10 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.

6.3.11 The Kensal Employment Zone lies to the west of Trellick Tower, and provides small flexible workspaces. This employment use will be protected and consolidated as part of the Local Plan.

6.3.12 Locating a destination use, such as a leisure facility on the Edenham site, might also encourage footfall and stimulate trade along the Golborne Road.

Diversity of Housing

6.3.13 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. The Council will prepare a brief for this site in 2010.

6.3.14 Housing renewal is also 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 has prepared 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

6.3.15 There are two parks in the area: Athlone Gardens and Meanwhile Gardens, which are considered to be valued amenities to local 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 canalside environment.

6.3.16 The bridge over the Paddington main line is visually unattractive and acts as a break in Golborne Road. This will be cosmetically improved.

6.3.17 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 wayfinding will be provided between the two markets.

6.3.18 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.

Better Travel Choices

6.3.20 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 by increasing its use, and permeability of the area.

6.3.21 Additionally, improved use of the canal, where feasible, for the transfer of construction materials in the redevelopment process, and for light freight (e.g. domestic waste and deliveries) once the development is in use, will enhance accessibility.

6.3.22 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.

6.3.23 A new pedestrian access will be provided to the rear of Westbourne Park Underground station. This will greatly improve access to public transport services in the area.

6.3.24 Portobello Road will be reconnected to Ladbroke Grove as part of the redevelopment of the Wornington Green estate.

Respecting Environment Limits

6.3.25 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.

6.3.26 Refurbishing Trellick Tower is considered a sustainable re-use of an existing building. However, the redevelopment of the remainder of the site will also offer opportunities for low carbon development. Any major development along the Blue Ribbon Network must be accompanied by a safety and risk assessment, while all development should consider the natural forces of the canal in development e.g. flooding, erosion.

6.4 Delivery

Development management

6.4.1 Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weigh different policies against one another in a particular case. The vision set out for Golborne/Trellick guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Golborne/Trellick is required.

Policy CP 6 Golborne/Trellick

The Council will ensure the long-term regeneration of Golborne/Trellick by requiring development to positively contribute to the regeneration of the area, and resisting development which prejudices long-term regeneration. Proposals which increase footfall that would aid the viability of the market will be supported.

Quantum of development

6.4.2 Sixty residential units to be brought forward through private or RSL development within the land adjacent to Trellick Tower (Chapter 22). Additional leisure facilities could be accommodated within the area to meet local need, with B1 floorspace provided as new studio workspace (up to 100sq.m units, 1076sq.ft). Additional social and community uses, in particular facilities for general practitioners.
and the Primary Care Trust, will form part of the redevelopment, providing a level of floorspace required by the end user.

6.4.3 Wornington Green estate redevelopment (see Chapter 21 for site allocation) will comprise a minimum of 538 affordable residential units and 150 private dwellings, subject to detailed design and viability considerations. Additional development through replacement of the Venture Centre, including the adventure playground 2,500sq.m (GEA) (27,000sq.ft), replacement of open space at Athlone Gardens, including the ball court approximately 9,186sq.m (GEA) (105,000sq. ft) and tertiary education facilities. A1 to A5 Uses in the order of approximately 2,000sq.m (21,000sq.ft), providing these animate the street frontage, extend the retail offer along Portobello Road and help reconnect the link from Portobello Road and/or Wornington Road to Ladbroke Grove. Provision of CCHP to serve the estate, and which can in future be adapted to serve a wider area, will also form part of the development.

Infrastructure needs

6.4.4 The following infrastructure\textsuperscript{10} is specifically required to deliver the vision for Golborne and Trellick:

- Primary Care facilities
- bridge over Grand Union Canal, close to Trellick Tower, to improve existing, and connect Golborne and Harrow Roads
- improved access to public transport, e.g. Westbourne Park Station entrance
- affordable housing, the reinstatement of Athlone Gardens and the Venture Centre, community facilities, CCHP and public transport improvements to be provided within Wornington Green Estate development to enable the development to proceed

Future plans and documents

6.4.5 In addition to the SPD for Wornington Green estate, the Edenham site will also be the subject of a further SPD to guide development at this location. Initiatives to support enhancements at Golborne Road Market and the wider area will also be used to inform the future development of the Golborne/Trellick as a place.

Monitoring

6.4.6 The vision: The focus of monitoring for Golborne/Trellick must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision:

1. Has Trellick Tower been preserved and enhanced through refurbishment?
2. Have the homes in Wornington Green estate been brought up to the ‘decent homes’ standard by 2014?
3. Has the ‘gap’ between Golborne Road Market and Portobello Market, been closed, through initiatives, enlivenment or location of a destination use?
4. Has the Kensal Employment Zone been protected and consolidated?
5. Has Athlone Gardens been replaced as part of redevelopment, and Meanwhile Gardens been maintained?
6. Has the Golborne Road bridge over the Paddington main line been cosmetically improved?
7. Has a new footbridge linking to Harrow Road been created?
8. Has pedestrian access to the rear of Westbourne Park station been improved?
9. Has the district heat and energy source been delivered, and is there additional heat and energy being provided by the redevelopment?

6.4.7 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

6.4.8 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the Vision that can be controlled through development are accorded due weight – it is thus the Vision rather than the policy that should be the focus of monitoring.

6.4.9 Quantum of Development: this will be monitored through policy CP1 – additional criteria are not required.

6.4.10 Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

6.4.11 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 7
Portobello/Notting Hill

7.1 Introduction

7.1.1 Portobello Road and Notting Hill are internationally known for their ‘bohemian’ character, a character which derives from the eclectic mix of local shopping, bookshops, antiques and other second hand goods. 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.

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

7.1.3 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).

7.1.4 Portobello Road is an internationally celebrated cultural asset and tourist destination, but only for, at most, two days of the week. The antiques and flea markets attract very high footfall to the road on Friday and during the weekend. For most of the week, therefore, 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 per cent of the total retail floorspace within the centre is occupied by multiple retailers (compared with 60–80 per cent 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 Road 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, many of the smaller independent shops which serve the day-to-day needs of the area’s residents are 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 London. This cluster offers a pleasant shopping environment that provides a real alternative to London’s larger retail centres and shopping malls like Westfield London.

7.1.9 There are no strategic site allocations within Portobello/Notting Hill place contained in the Local Plan.

7.2 Vision

CV 7
Vision for Portobello/Notting Hill in 2028

Portobello Road will remain a jewel in London’s shopping crown, a place of world class antiques hunting alongside shops meeting the day-to-day needs of local people, above all, a place which has not been overrun by identikit multiples. The centre will maintain the rich variety of shops with a predominance now so rare in London, 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 vibrant small shops offering personal service, will continue to be built upon. Its less glamorous role as the provider of the range of shops and services essential to support 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, with its antiques, fashion, crafts, and fruit and vegetables 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. As Special District Centres, Portobello Road and Westbourne Grove will both remain internationally known vibrant retail areas. Westbourne Grove will retain its difference from Portobello Road and its position as a specialist shopping destination providing high end fashion retailing. 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.

7.3 Priorities for action

7.3.1 The priorities for action for Portobello/Notting Hill have been set out under the Strategic Objectives for the Local Plan as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Keeping Life Local and Fostering Vitality

7.3.2 Portobello Road in particular provides local shops and community 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 Fostering Vitality (Chapter 31) 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.

7.3.3 In particular the Council will work with stake-holders to increase the provision of banks in the northern end of the Portobello Road town centre.

7.3.4 The Council recognises the valuable role that the fruit and vegetable stalls play in meeting the day-to-day needs of local people and will continue to support this sector.

7.3.5 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.

7.3.6 The Council views the Portobello Road street market as a major asset which makes the centre the vital shopping street that it is. The antiques, bric-a-brac, fashion and crafts attract visitors of all ages from across the Capital. The Council will work with other stakeholders to take a proactive role in revitalising all elements of both the Portobello Road 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.

7.3.7 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 will include the provision of electricity points in this part of Portobello Road to make life easier for market traders and their customers.

7.3.8 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. Other possible initiatives to inject more life into the area could include the development of a speciality market in this area or the use of the blank wall opposite the Spanish School as an ever-changing ‘art wall’ or outdoor exhibition space for artists.

7.3.9 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
The RBKC Consolidated Local Plan 2015

Key issues and potential opportunities

7.3.10 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.  

7.3.11 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.  

7.3.12 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 primary retail frontage of the Portobello Road shopping centre to include the southern end of the centre. The loss of any retail floorspace at ground floor level within this primary frontage will be resisted. This will assist in the protection of the highly-valued antique arcades from the transition to non-shop uses. 

7.3.13 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’.

7.3.14 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, were this seen to be appropriate, to include a mix of unit sizes, and where appropriate, ‘affordable shops’.

7.3.15 The Council endorses initiatives by which it can take a proactive 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 that the Council can 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.

7.3.16 Westbourne Grove is dependent on maintaining a high proportion of shops within it if it is to retain its position as a specialist shopping designation providing high end fashion retailing. The entire centre has therefore been designated as primary retail frontage.

Renewing the Legacy

7.3.17 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 twenty first century. New shopfronts, be these of a traditional or a modern design, must be of the highest quality and reflect the character of the shopping street. Shopfront grants are available from the Council to help achieve this aim.

An Engaging Public Realm

7.3.18 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.

7.3.19 The Council will re-open the Talbot Road underground WC.

Better Travel Choices

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

7.3.21 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 and vibrant area.

Diversity of Housing

7.3.22 The Council supports initiatives to bring the vacant properties above shops back into residential use where this is not at the expense of existing town centre uses, 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

7.3.23 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.
7.4 Delivery

Development management

7.4.1 Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weigh different policies against one another in a particular case. The vision set out for Portobello/Notting Hill guides that decision making process, but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Portobello/Notting Hill is required.

Policy CP 7

Portobello/Notting Hill

The Council will ensure the long term success of Portobello Road, with its antiques and street market, and Notting Hill as unique local and international centres by promoting their retail character and supporting small format retail units, more suitable for independent businesses and antiques arcades, and by improving wayfinding and access.

Quantum of development

7.4.2 There are no strategic allocations within the Portobello/Notting Hill place.

Infrastructure needs

7.4.3 The following infrastructure that would help deliver the vision for Portobello Road/Notting Hill has been identified: the provision of affordable shops, to enhance the distinct character of the Portobello Road centre and support the units most suitable for the independent retailer and for shops that can meet the day-to-day needs of residents of the area; pedestrian improvements to ensure the area remains attractive, vibrant and legible, and in particular to enhance the links between the Portobello Road and the surrounding centre; improvements to help close the gap between the Portobello Road Centre and Golborne; enhanced pedestrian links to Notting Hill Gate and Westbourne Grove.

Future plans and documents

7.4.4 Portobello Road Town Centre Action Plan identifying the priorities and timescale for actions to support the commercial vitality of the centre. This will not form a document within the LDF, being taken forward by the Council’s Town Centre Initiatives Manager.

Monitoring

7.4.5 The vision: The focus of monitoring for Portobello/Notting Hill must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. Number of independent retailers.
2. No of antiques arcades and antique shops.
3. No of shops serving the day-to-day needs of residents.
4. Number of regularly occupied market pitches.
5. Length of active market.
6. Have initiatives to support market been delivered?
7. Has the Council continued to lobby the Government to give antiques arcades better protection?
8. Where suitable schemes have come forward, have any affordable shops been provided?
9. Has a bank been provided in the centre?
10. Has wayfinding in the area been improved?
11. Has a town centre action plan for Portobello Road been written, and when it has, have the recommendations within it been implemented?

7.4.6 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

7.4.7 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.

7.4.8 Quantum of development: this will be monitored through policy CP1 – additional criteria are not required.

7.4.9 Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this place chapter. Additional monitoring criteria are not therefore required.

7.4.10 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 8 Westway

8.1 Introduction

8.1.1 The Westway flyover was constructed between 1964 and 1970 to relieve congestion at Shepherd’s Bush. It also resulted in a reduction in 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 and gives rise to a number of physical and environmental problems.

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 north of the Westway could 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 to enhance the quality of the environment and better integrate the area into its surroundings through the introduction of new uses and investment in the public realm, public art and lighting, which would help 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.

8.1.5 Vehicles using the flyover produce a significant amount of noise and air pollution, which is detrimental to the residential amenity of the surrounding area. Pedestrians using the walking route north under the Westway can be 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 free standing, others 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.

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 borough-wide, 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 the Trust’s ambition of using its property portfolio to subsidise these, while ensuring that this is not to the detriment of the wider interests of the area.
Key issues and potential opportunities

- Redevelop Maxilla Nursery School as a 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 Ledbroke Grove station.
- Start-up business and new business units and possible youth facility.

- New links to access to Westfield and White City.
- Maxilla Gardens.
- Reinforce and support employment uses and cultural industries.
- Greater emphasis on cultural attractions - music, artists' studios.

- Well lit pedestrian and cycle path from Hammersmith and Fulham to Westminster.
- Community centre uses.
- Westway

- Potential for small supermarket.
- Expansion of Westway sports centre.
- Improvements to enhance 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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8.1.13 There are no strategic site allocations within Westway place contained in the Local Plan.

8.2 Vision

CV 8
Vision for Westway in 2028
The Westway flyover will no longer be an oppressive negative influence, but one which celebrates public art and creativity, using this and the land assets beneath the flyover. Problems of community safety have been overcome, and improved pedestrian linkages have made the area under the flyover into something wonderful.

8.3 Priorities for action

8.3.1 The priorities for action for Westway have been set out under the Strategic Objectives for the Local Plan as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Renewing the Legacy and An Engaging Public Realm

8.3.2 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), securing appropriate contributions and planning obligations, and creating a fund for community safety and public art improvements, this legacy can be mitigated, if not fully overcome.

8.3.3 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.

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

8.3.5 High level advertisements have been erected by the Westway Trust at the Westway roundabout. The Council refused advertisement consent, which was granted on appeal. The erection of the advertisements has had a negative impact on the wider area. The Council will continue to oppose advertisements which have a negative impact on the area and take all opportunities to have the existing hoardings removed.

8.3.6 Improved wayfinding is needed, to and from the stations and Portobello Road market.

Better Travel Choices

8.3.7 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 line to connect with White City. This will need to take full account of public safety impact and 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.

8.3.8 There are stations at Ladbroke Grove and Westbourne Park and opening up the back entrance at Westbourne Grove would be beneficial. Both stations are expected to be made step-free by 2015. Extending cycle and pedestrian links to these stations will also be promoted.

Fostering Vitality

8.3.9 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 or advertisement consent for any land usage such as illuminated advertising hoardings, which damage the built environment.

8.3.10 The western end of the Westway will retain its focus on sports. There are retail and commercial letting opportunities in the central stretch. There is scope for a new supermarket or other uses that provide an active street frontage 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.

8.3.11 At Ladbroke Grove a licensed use is far from ideal, because of the potentially intimidating effect it has on the area in the evening. However, this is a prime site for the Westway Trust. The Trust might like to consider an alternative use that does not have the same negative effect on the area.
8.3.12 The eastern end of the Westway 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.

8.3.13 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 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

8.3.14 The Westway Trust supports a range of local voluntary organisations, thus helping to enable the continued financial health of the Trust is an important part of keeping life local.

8.3.15 The Trust has gained planning permission for a school where the Maxilla Nursery is, and other community uses would also be appropriate for this site.

8.3.16 Further youth facilities are required, but the location and funding for these is not clear. It is important that facilities are provided for all ages.

8.3.17 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

8.3.18 Poor air quality from the pollution from vehicular traffic on the Westway is an issue. This is more serious for the houses a little way from the Westway, rather 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, and therefore all development proposals must have regard to the Council’s Air Quality Management Plan.

8.3.19 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 beneath the Flyover.

Diversity of Housing

8.3.20 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.

8.3.21 The Westway Travellers’ site is accessed from under the Westway roundabout, near the Westway Sports Centre. This site has been used as a gypsy 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.

8.4 Delivery

Development management

8.4.1 Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weigh different policies against one another in a particular case. The vision set out for Westway guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Westway is required.

Policy CP 8

Westway

The Council will ensure the negative impacts of the Westway are ameliorated by requiring development to include appropriate measures to improve the quality of the environment.

Quantum of development

8.4.2 There are no strategic site allocations within the Westway. A site (Maxilla Nursery School) has been identified as a potential redevelopment site for a small school or primary healthcare facility.
A new road, to improve access to the Westway Travellers’ site, and a site on Bramley Road which has potential for a small supermarket (less than 1000sq.m or 10,800sq.ft) provide additional development opportunities. The land along and under the Westway itself offers a number of opportunities for community use developments, and business opportunities.

**Infrastructure needs**

8.4.3 The following infrastructure is specifically required to deliver the vision for the Westway:

- lighting and public art along the Westway, including hanging gardens, and environmental improvements
- Primary Care facilities
- improved access to Westway Travellers’ Site, including additional pitches if need is identified at London Plan level, and brought forward through relevant DPD

**Future plans and documents**

8.4.4 An SPD will be prepared for the Westway, developing the Local Plan requirements further and continuing to take account of the aspirations of the Westway Development Trust, and those of the local community.

**Monitoring**

8.4.5 **The Vision:** The focus of monitoring for Westway must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. Has the ‘gap’ in activity in Portobello Road beyond the Westway been closed, through initiatives such as public art, wayfinding and environmental improvements?
2. Have improvements at Bramley Road and St Mark’s Road been made through public art?
3. Has an improved cycle and pedestrian path running the length of the Westway been created?
4. Have community safety problems been overcome?
5. Have Maxilla Gardens and Portobello Green been maintained and improved?
6. Have access to Ladbroke Grove and Westbourne Park stations been improved?
7. Has necessary enforcement action been taken against advertisement hoardings, which have a negative impact on the area, on the Westway?
8. Have cultural industries taken advantage of small business workshop space provided to the eastern end of the Westway?
9. Has access to the Westway Travellers’ site been improved, and options to provide additional gypsy and travellers pitches been explored?

8.4.6 **The priorities for action:** a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

8.4.7 **Development management:** this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.

8.4.8 **Quantum of development:** this will be monitored through policy CP1 – additional criteria are not required.

8.4.9 **Infrastructure:** this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

8.4.10 **Future plans and documents:** progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 9

Latimer

9.1 Introduction

9.1.1 The area, once known as Brickfields, dates back to the early 1780s showing that the locality was an industrial area for brick making, pottery and raising pigs. These uses remained until the late nineteenth 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 finely-grained 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 is 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 Underground 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.

9.1.6 There is a specific opportunity in relation to the existing site of the leisure centre. This Local Plan allocates the leisure centre site as the site of the much needed new school in the north of the borough (see Chapter 23). Preliminary work undertaken in the summer of 2009 indicated that the school could be accommodated without compromising the existing leisure centre.

9.1.7 Other specific opportunities to realise the vision (see below) have not been identified in this Local Plan. They will be identified through subsequent planning documents focusing only on the Latimer area.

9.2 Vision

CV 9

Vision for Latimer in 2028

Latimer will have been rebuilt, in a phased way, to a new street pattern, guaranteeing all existing tenants the opportunity of a new home as well as creating capacity for new residents to move to the area. It will be a place that focuses on the provision of high-quality services through excellent architecture and urban design. It will provide accessible, safe 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 Station. The area will be better served by public transport, and there will be clear links to Ladbroke Grove and White City. A community sports centre with a swimming pool will be retained in the area and a new academy will be established.

9.3 Priorities for action

9.3.1 The priorities for action for Latimer have been set out under the Strategic Objectives for the Local Plan as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Renewing the Legacy and an Engaging Public Realm

9.3.2 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.
9.3.3 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.

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

9.3.5 The Council has undertaken some initial feasibility work to test the implications of a long term redevelopment of the area. This has shown that a long term plan can deliver significant benefits in terms of the way the area works over a 20 year period, but is challenging financially especially in the early years. The Council will therefore continue to explore the potential for the area via a planning framework and masterplan. This would be prepared with the active involvement of local people.

9.3.6 While this long-term planning is being undertaken, regeneration will be initiated in the area of the Freston Road garages, where consent for affordable residential units has previously been granted. This phase is intended to produce a minimum of 63 units of affordable housing and a new children’s centre, in line with the s106 agreement requirement here. But the potential to create additional housing here, along with improved public space and facilities will be explored too.

9.3.7 In carrying out this initial phase care will be taken to ensure long term opportunities are not prejudiced.

Diversity of Housing

9.3.8 There are more than 1,800 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.

9.3.9 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.

9.3.10 A specific development proposal exists for the Freston Road garage area. This is linked to the planning permission that was granted in 2008 for Holland Park School, and to comply with that planning permission has to be built by 2014. It will provide 63 affordable units. The Council will be working with housing associations to deliver this development, and will be ensuring that in delivering these houses, opportunities are taken in the surrounding area to improve the area and the way it functions.

Keeping Life Local

9.3.11 There are few local shops in the area. A new neighbourhood 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.

9.3.12 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 academy of the highest academic standards, needs to be provided in North Kensington. The Council has identified the site in the heart of the Latimer area, between Grenfell Tower and Lancaster Road, next to the Hammersmith and City line and the sports centre, as the site for the academy. Preliminary feasibility work has been undertaken, and a bid is being prepared to the Government for funding.

9.3.13 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. The Council is committed to ensuring that the existing sports facilities in the area are not degraded. This commitment includes the continued provision of a swimming pool, whether this be retained in situ or re-provided elsewhere in the vicinity.
### Key issues and potential opportunities

**Existing Sports Centre** - Use part of its site as a new secondary school.

**Land underneath viaduct**:
- Improve uses
- Locate more uses
- Create attractive spaces

**Create a local centre** and improve its retail offer and promote cafe culture.

**Improve station and its safety**

**Create a street network** that easily connects Ladbroke Grove to Bramley Road.

**Improve buildings and spaces beneath the Westway**

**Maintain leisure facilities beneath the Westway**

**Improve access for Travellers Site**

**Future Hub of Activity**

**Improve permeability within and reconnect to surrounding streets**

**Pedestrian and Cyclist access to White City**

**WESTFIELD London Shopping Centre**

**Strategic development sites, allocated in the Core Strategy**

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Chapter 9  Latimer

Fostering Vitality

9.3.14 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.

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

9.3.16 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

9.3.17 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.

9.3.18 Improvements to pedestrian links over the West Cross Route and West London line could greatly improve access to the public transport network by opening up the underground and bus services to the west. Estate renewal would result in a legible, accessible and attractive environment for pedestrians by reintroducing a street pattern more typical of the borough.

Respecting Environmental Limits

9.3.19 Air quality, dust and noise are significant issues in this part of the borough because of 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.

9.4 Delivery

Development management

9.4.1 Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weight different policies against one another in a particular case. The vision set out for Latimer guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Latimer is required.

Policy CP 9 Latimer

The Council will ensure the long term regeneration of Latimer by requiring development to positively contribute to the regeneration of the area, and resisting development which prejudices long term regeneration opportunities and which undermines the role of the employment zone.

Quantum of development

9.4.2 The Council has allocated the Kensington Leisure Centre as a strategic site (Chapter 23). The allocation is for a new academy (with a floor area no less than 6,000sq.m or 64,600sq.ft), the retention of the existing sports centre, or its relocation within the vicinity; external recreation facilities; and element of residential development depending on the layout of the site, and the incorporation of Combined Cooling Heat and Power network. In addition, the Freston Road garage site will deliver 63 affordable residential units.

Infrastructure needs

9.4.3 The following infrastructure that would help deliver the vision for Latimer has been identified:

• a new academy serving the north of the borough to address the under supply of school places;
• the academy will have its own sports facilities, including external sports pitches;
• provision of a public sports centre (be this retained in situ or relocated), which offers equivalent sports facilities to the existing centre, including a swimming pool;
• upgrading of the Hammersmith and City line to improve public transport provision in the area;
• improvements to pedestrian links over the West...
Cross Route and West London line to improve access to the public transport network;
- co-ordinating of health premises to better align service provision.

**Future plans and documents**

**9.4.4** The Council will prepare a masterplan to form part of the LDF to explore the potential for the area.

**Monitoring**

**9.4.5 The vision:** The focus of monitoring for Latimer must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. Has redevelopment of Latimer area occurred in a way which significantly improves the area’s legibility?
2. Have pedestrian and cycle links been improved in the area, in particular across the railway to the White City area?
3. Have visual improvements been made to existing road and rail viaducts?
4. Has the provision/quality of open space in the area been improved?
5. Has a new local centre been delivered in the Latimer area?
6. Has a new academy been delivered in the area?
7. Has the sports centre been redeveloped, with an improvement in the facilities available?

**9.4.6 The priorities for action:** a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

**9.4.7 Development management:** this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the Vision that can be controlled through development are accorded due weight – it is thus the Vision rather than the policy that should be the focus of monitoring.

**9.4.8 Quantum of development:** this will be monitored through policy CP1 – additional criteria are not required.

**9.4.9 Infrastructure:** this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

**9.4.10 Future plans and documents:** progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 10
Earl’s Court

10.1 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 as a distinctive cultural brand.

10.1.2 Earl’s Court Neighbourhood Centre, on Earl’s Court Road by the eastern entrance to the underground station, provides a range of shops, restaurants, cafés and pubs, primarily meeting the needs of people that live in the area. Its important local role is recognised in the Local Plan as a neighbourhood shopping centre. The quality of the town centre is severely disrupted 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 There are five sites along the west of Warwick Road and north of Cromwell Road where significant change is planned. This is likely to be in the form of a mixed use development, with increased provision of open space and a new school that will also be used as a community facility. The sites are allocated as the Warwick Road considered in Chapter 25.

10.1.4 Earl’s Court is well served by public transport. It is one of the main Underground 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 creates a poor pedestrian environment.

10.1.5 Earl’s Court is largely residential, with a range of different property types. It has a relatively high concentration of private-rented and social housing, which are well integrated with the private housing stock.

10.1.6 There are at present no obvious ways to get from the Exhibition Centre to the neighbourhood centre with the underground station separating rather than connecting these two parts of Earl’s Court.

10.1.7 Earl’s Court Exhibition Centre plays a very important role locally and on a London-wide basis. The Exhibition Centre will be hosting the 2012 Olympic volleyball tournament and, apart from some sensitive improvements to access and servicing, no major redevelopment is planned before this date. After 2012, however, the landowners plan to redevelop the site. It is allocated as a strategic site in this Local Plan, see chapter 26. The Earl’s Court Exhibition Centre site extends into the neighbouring London Borough of Hammersmith and Fulham where it forms part of the Earl’s Court and West Kensington Opportunity Area, designated in the draft London Plan 2009. The two boroughs, Mayor of London and the landowners have been in discussions regarding a comprehensive regeneration and improvement scheme. The landowners will work with the planning authorities of both boroughs, Mayor of London, key local stakeholders and the local community to establish how this can be achieved.

10.1.8 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). Investigations have been made regarding the possible transfer of Brompton Cemetery to the Council.

10.2 Vision

CV 10
Vision for Earl’s Court in 2028

The western edge of the borough will be reintegrated with the Earl’s Court Neighbourhood Centre so that the centre is able to blossom, offering an attractive ‘urban-village’ environment which local residents can enjoy. Crucial to this is reducing the impact of the one-way system on residential amenity, the pedestrian environment and public transport users, preferably by returning the one-way system to two-way working or other significant environmental improvements. The function of the centre will be reinforced by improved
Key Issues and Potential Opportunities

- New linear open space as part of Warwick Road Redevelopment
- Unravel one-way system
- Improve pedestrian crossings/environment
- Wildlife/ ecology/ quiet recreational potential for Brompton Cemetery
- Shopfront and streetscape improvements
- Planting boulevard treatment to improve quality of east-west connection
- Redevelopment to recognise elevated position
- Improve pedestrian crossings/environment
- Make better connection between Exhibition Centre and Earl’s Court Road whilst respecting listed station
- West Brompton Station

**Symbol Description**

- Create new link
- Improve linkages/relationship
- Grade I and II listed buildings
- Selected Grade II listed buildings (not all Grade II listed buildings are shown)
- Designated Shopping Centre
- High traffic volumes
- Improve pedestrian access
- Main line railway
- Other railway
- Vista
- Public Open Space
- Strategic development sites, allocated in the Core Strategy
- Public Realm Improvements
The RBKC Consolidated Local Plan 2015

links to the Exhibition Centre, which should be developed for mixed uses with a significant convention, exhibition or cultural use. Earl’s Court site will therefore retain its important London-wide role as a distinctive cultural brand, but also transformed into a new vibrant urban quarter. New residential-led mixed use development along Warwick Road will further reinforce this urban quarter, which will include new open space and a new school. The area will continue to offer a wide range 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, marking the arrival of the A4 in Central London.

10.3 Priorities for actions

10.3.1 The priorities for action for Earl’s Court have been set out under the strategic objectives for the Local Plan as a whole. The strategic objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Better Travel Choices

10.3.2 The priority is returning the one-way system to two-way working, as part of the redevelopment of the Exhibition Centre site. The on-site road pattern and connections resulting from the redevelopment must be designed with regard to significantly improving traffic circulation in the surrounding area, and on primary routes in the London Borough of Hammersmith and Fulham and the Royal Borough, such that it enables the investigation of and contributes to returning the Earl’s Court one-way system to two-way working, for which initial feasibility work has already been undertaken. No funding for this project is at present allocated by Transport for London. The Royal Borough will therefore work in partnership with Transport for London amongst others regarding its delivery.

10.3.3 Pedestrian movement across West Cromwell Road will be improved, particularly at the junction with Warwick Road, as well as improvements to the pedestrian environment on Warwick Road north of West Cromwell Road.

10.3.4 Transport for London and the Greater London Authority (GLA) are partners in the planning and delivery of the future development in the Earl’s Court and West Kensington Opportunity Area. The Council will work in partnership with these organisations to overcome transport constraints on the development, while safeguarding the operational railway.

10.3.5 The Council will also consider the potential for improved interchange from the West London line to the Underground network.

Renewing the Legacy and Fostering Vitality

10.3.6 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.

10.3.7 The redevelopment of the Earl’s Court and West Kensington Opportunity Area 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 Earl’s Court Neighbourhood Centre in the Royal Borough.

10.3.8 Key to the long-term success of the area is the redevelopment of the Exhibition Centre. Earl’s Court must retain its long standing brand as an important cultural destination. This may be in the form of an international convention centre within the existing Earl’s Court or Olympia complexes. If it is located at Olympia (in the same ownership as Earl’s Court Exhibition Centre), then a significant cultural facility that is at least a national destination should be provided within the Earl’s Court and West Kensington Opportunity Area, to continue the long standing Earl’s Court brand of a national public cultural destination in this location. It is expected that this will be located within the most public transport accessible part of the Opportunity Area.

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

Keeping Life Local

10.3.10 Earl’s Court Neighbourhood Centre provides local shops and community services to 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 on the Earl’s Court and West Kensington Opportunity Area, 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 within the Earl’s Court Neighbourhood Centre. The area of Earl’s Court and West Kensington Opportunity Area is currently deficient of access to neighbourhood or higher order shopping facilities. The Council will therefore support a new centre in this location, which includes retail provision supporting the day to day needs of the development and other acceptable town centre uses identified in policy CA7. The size and function of the centre will be confirmed through the joint planning brief, having regard to the up-to-date evidence. The extent to which there is scope for a larger centre within the Opportunity Area will depend on a detailed analysis of retail and leisure need, taking account of the vitality and viability of existing centres (both in this and within neighbouring boroughs) both at the time of the development and in the longer term.

10.3.11 Facilitating the connection of any redevelopment of the Earl’s Court and West Kensington Opportunity Area to the Earl’s Court Neighbourhood Centre is important in realising the regenerative potential of the scheme.

Diversity of Housing

10.3.12 Earl’s Court must retain the diversity of housing tenure, which it currently enjoys. Residential development in Earl’s Court must deliver a mix of housing to reflect local and boroughwide need. There are significant new housing projects at 100 West Cromwell Road alongside Tesco, and further north in Warwick Road. Guidelines have been prepared for the Warwick Road sites. In addition, the Earl’s Court and West Kensington Opportunity Area may deliver a minimum of 2,000 new dwellings. Establishing the exact development capacity is subject to further detailed work relating to design and transport capacity.

An Engaging Public Realm

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

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

10.3.15 Returning the one-way system to two-way working 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. There are also plans to transform the environment in West Cromwell Road, introducing avenues of trees, and bringing significant improvements to the pedestrian environment in Warwick Road.

10.3.16 Brompton Cemetery, which is a Grade I Registered Park and Garden of Historic interest, is open to the public for wider quiet recreational use and provides a good pedestrian link from Brompton Road to the Fulham Road. There will be further provision of public open space as part of the Warwick Road development. The Earl’s Court and West Kensington Opportunity Area will also provide publicly accessible open space with play facilities for new residents, addressing existing deficiencies.

Respecting Environmental Limits

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

10.4 Delivery

Development management

10.4.1 Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weigh different policies against one another in a particular case. The vision set out for Earl’s Court guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Earl’s Court is required.

Policy CP 10

Earl’s Court

The Council will ensure an attractive ‘urban-village’ environment in Earl’s Court by supporting improvements to the public realm, pedestrian environment and open space. The Council will resist development proposals which prejudice the opportunities for wider regeneration of the area and compromise delivery of the vision.
Quantum of development

10.4.2 There are two strategic site allocations in this place: Earl’s Court Exhibition Centre and the Warwick Road sites. Earl’s Court Exhibition Centre Strategic site is allocated for a minimum of 500 dwellings and a minimum of 10,000sq.m of office floorspace. The Council will also support a new centre in the Earl’s Court and West Kensington Opportunity Area, with retail provision to serve the day-to-day needs of the development. It is part of a wider site including land in the London Borough of Hammersmith and Fulham, where a further 1,500 homes may be built, giving 2,000 across the Earl’s Court and West Kensington Opportunity Area. The Warwick Road sites are allocated for 1,600 homes overall. Within the Royal Borough, therefore, the Earl’s Court is expected to deliver a minimum 2,100 homes during the lifetime of this plan.

Infrastructure needs

10.4.3 The following infrastructure16 is specifically required to deliver the vision for Earl’s Court:

- affordable housing as part of residential requirement;
- Social and community facilities provided as part of the development;
- Investigating and contributing to returning the Earl’s Court one-way system to two-way working;
- possible expansion of Abingdon Health Centre to accommodate growth;
- improved public transport and pedestrian interchange;
- additional new public open space, including considering opportunities to create biodiversity.

Future plans and documents

10.4.4 A joint supplementary planning document for the Earl’s Court and West Kensington Opportunity Area will be prepared by the London Borough of Hammersmith and Fulham and the Royal Borough, with involvement from the GLA. This SPD will confirm the exact quantum of development and distribution of land uses across the entire site.

Monitoring

10.4.5 The vision: The focus of monitoring for Earl’s Court must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. Has development investigated and contributed to returning the one-way system to two-way working?
2. Has development delivered a minimum of 2,100 new homes in the Earl’s Court ‘place’, with a minimum of 500 homes from the Earl’s Court Exhibition Centre strategic site and 1,600 from development on Warwick Road?
3. Has a significant convention, exhibition or cultural use been retained in Earl’s Court?
4. Have streetscape and pedestrian improvements to Cromwell Road, Warwick Road and Earl’s Court Road been implemented?
5. Has the redevelopment of the Earl’s Court and West Kensington Opportunity Area established a district heat and energy network in the Earl’s Court area?
6. Has development delivered the social and community facilities identified through the SPD?

10.4.6 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

10.4.7 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.

10.4.8 Quantum of development: this will be monitored through policy CP1 – additional criteria are not required.

10.4.9 Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this place chapter. Additional monitoring criteria are not therefore required.

10.4.10 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 11
Kensington High Street

11.1 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 comparatively recently, and remains reflected today in the cluster of young fashion shops in the eastern end of the centre.

11.1.2 At its western end there is a 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, Yorkstone 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 was extended to Hammersmith via Paddington in December 2009.

11.1.9 The Grade II* Listed 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. To that end it is included as a Strategic Site Allocation within this Local Plan (Chapter 24). A planning application was received in 2009 which included modifications to the building for the Design Museum, with enabling residential development also on the site. The Council is minded to grant permission subject to a s.106 agreement.

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 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, Chapter 28.
Key issues and potential opportunities

Chapter 11  Kensington High Street

SYMBOL  DESCRIPTION

Create new link
High traffic volumes
Improve pedestrian access
Vista

Designated Shopping Centre
Public Open Space
Private green spaces
Strategic development sites, allocated in the Core Strategy
Potential development sites
Central Activities Zone

Grade I and II* listed buildings
Selected Grade II listed buildings (not all Grade II listed buildings are shown)
11.2 Vision

CV 11
Vision for Kensington High Street in 2028

Kensington High Street will have redefined its role to ensure that it distinguishes its offer from Westfield, Knightsbridge and King’s Road. The centre will have continued 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 will be central to this success. Re-use of the former Commonwealth Institute for a significant public institution will have attracted increased visitor numbers and developed a further niche retail cluster at the western end of the High Street. The cinema will have been maintained.

11.3 Priorities for action

11.3.1 The priorities for action for Kensington High Street have been set out under the strategic objectives for the Local Plan as a whole. The strategic objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Fostering Vitality

11.3.2 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.

11.3.3 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 primary retail frontages.

11.3.4 In order to support the key shopping role of the centre, the loss of shops will be rigorously assessed to ensure the necessary flexibility does not undermine the vitality of the centre.

11.3.5 The Council will work to establish 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

11.3.6 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, and services like the library, for local residents, workers and visitors.

Renewing the Legacy

11.3.7 There are a number of listed buildings in and adjacent to the centre: the former Vestry Hall/Library, the ‘Art Deco’ former department stores (Derry and Toms (Grade II*) and Barkers), St Mary Abbots Church, at the Kensington Church Street junction; the former Commonwealth Institute (Grade II*), 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.

11.3.8 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 can anchor 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.

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

11.3.10 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.

11.3.11 High Street Kensington underground station is not inclusive for all as it does not allow step free access. The station is not listed, and thus represents a potential redevelopment opportunity, although the arcade will be retained.
An Engaging Public Realm

11.3.12 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.

11.3.13 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.

11.3.14 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.

Better Travel Choices

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

11.3.16 The design of High Street Kensington Station is such that there is no step-free 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 step free access. The High Street is very well served by a range of bus routes but there is a need to improve visitor information on bus routes, particularly to Notting Hill Gate for Portobello Road.

Diversity of Housing

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

11.3.18 Providing a diversity of housing is important and schemes which would deliver additional affordable housing would be welcomed as long as this was not at the expense of the vitality of the centre.

Respecting Environmental Limits

11.3.19 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.

11.4 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’ frontages of the Major Centre. This section contains the Odeon 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’ frontage designation inappropriate.

11.5 Delivery

Development management

11.5.1 Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weight different policies against one another in a particular case. The vision set out for Kensington High Street guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Kensington High Street is required.

Policy CP 11

Kensington High Street

The Council will ensure the continued success of the High Street as a high quality shopping street serving residents, workers and visitors by paying close regard to the need to enhance the character of the area, support existing retail niches, attract new trip generating uses and ensure it is inclusive for all.

Quantum of development

11.5.2 There is one strategic allocation for Kensington High Street, the former Commonwealth Institute. A detailed map and the proposed allocation and site potential are given in Section 2A Allocations and Designations Chapter 24. This sets out that the site should be retained for a public institutional use with potential for some enabling development.

11.5.3 Two potential development sites have been identified which are shown on the Key Issues and Potential Opportunities map. Lancer Square and Kensington High Street station would both be suitable for retail use on the ground floor with other appropriate town centre uses on upper...
floors. The ground floor footprint of these sites is approximately 4,200sq.m (approximately 45,000sq. ft). These sites will be brought forward for development as market opportunities arise.

**Infrastructure needs**

11.5.4 The following infrastructure that would help to deliver the vision for Kensington High Street has been identified:

- refurbishment of High Street Kensington station to provide step-free access and increase the capacity of the platforms;
- improvements to the southern end of Kensington Church Street and the pedestrian crossings on Kensington Church Street and the east end of the High Street.

**Future plans and documents**

11.5.5 The following plan and document will be brought forward for Kensington High Street: Kensington High Street Town Centre Action Plan identifying the priorities and timescale for actions to support the commercial vitality of the centre. This is being brought forward by the Council’s Town Centre Initiatives Manager and will not form a document within the LDF.

**Monitoring**

11.5.6 The vision: The focus of monitoring for Kensington High Street must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. Has the role of Kensington High Street been redefined to ensure it distinguishes its offer from Westfield, Knightsbridge and King’s Road?
2. Has a new public institutional use been found for the former Commonwealth Institute?
3. Has the cinema been retained?
4. Have visitor facilities at Kensington Palace been improved?
5. Have Lancer Square and Kensington High Street station been redeveloped?
6. Have improvements been made to the southern end of Kensington Church Street and the pedestrian crossing on Kensington Church Street and the east end of the High Street?
7. Has visitor information on bus routes been improved?

11.5.7 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

11.5.8 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.

11.5.9 Quantum of development: this will be monitored through policy CP1 – additional criteria are not required.

11.5.10 Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

11.5.11 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 12
South Kensington

12.1 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 extends into the City of Westminster and contains the Victoria and Albert Museum and the Natural History Museum (both of which have Grade I listed buildings), the Science Museum, Imperial College London, the Royal College of Music 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 (Chapter 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. In addition to the museums, Imperial College has a student population of over 13,000 and employs over 6,000 staff. 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. The Council is implementing a plan to transform Exhibition Road to overcome these issues.

12.1.3 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 in the world).

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, 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.

12.1.6 There are no strategic site allocations within South Kensington place contained in the Local Plan.

12.2 Vision

CV 12
Vision for South Kensington in 2028
Prince Albert’s vision of a wide range of world-class institutions connecting the science and art of the past, present and future will have been taken forward to reflect how our interpretation of culture is ever richer, embracing more of our everyday lives - entertainment, eating and drinking, and even shopping. South Kensington will continue to develop across this spectrum of cultural activity to remain a local, national and internationally-significant destination.

The spirit of social connectivity, so powerfully expressed in the soon to be completed public realm of Exhibition Road, will be developed throughout South Kensington through innovative public realm proposals, generous public spaces, unique retailing and cultural experiences. All the facilities developed for residents and visitors alike will be connected to create an inspiring, memorable and thoroughly contemporary re-evocation of the original Victorian vision.

12.3 Priorities for action

12.3.1 The priorities for action for South Kensington have been set out under the strategic objectives for the Local Plan as a whole. The strategic objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

An Engaging Public Realm

12.3.2 The Council will deliver the Exhibition Road Project, in partnership with the City of
Key issues and potential opportunities

- Improve Imperial College Road as a pedestrian and cycling route that links with the cycle route in Hyde Park
- Scale back use of open space for events
- Continue to support Bute Street market
- Redevelopment site
- Improve arcades, exterior and public space by street entrances/exits
- Encourage cafes and restaurants
- Streetscape improvements being implemented as part of Exhibition Road Improvement Scheme
- Enhance connection between South Kensington Station and Brompton Cross along Pelham Street
- Consider new use for Post Office Building
- Listed station but opportunity for development including retail along Pelham Street
- Exhibition Road project will transform the area, significantly improving the environment for pedestrians

**SYMBOLE DESCRIPTION**

- Improve pedestrian access
- Grade I and II* listed buildings
- Selected Grade II Listed Buildings (not all Grade II listed buildings are shown)
- Public Realm Improvements
- Public Open Space
- Potential development sites
- Designated Shopping Centre
- Central Activities Zone
- South Kensington Cultural Area
Westminster and the Mayor of London, that will enhance connections from the underground 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 Station along Thurloe Street to Exhibition Road will be improved to make wayfinding clearer for visitors.

12.3.3 The area outside the Natural History Museum 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 publicly accessible open space providing essential ‘breathing space’ for visitors. The Natural History Museum is preparing a Grounds Strategy that will set out a long term vision and management plan to review the use of this area and the wider museum grounds. 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.

12.3.4 Imperial College Road has the potential to be a pleasant boulevard and an alternative pedestrian and cycling route. The post office site, on the corner with Exhibition Road, could contribute to opening up and better integrating the boulevard.

Renewing the Legacy
12.3.5 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. The Council will also 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
12.3.6 Imperial College is located within both the Royal Borough of Kensington and Chelsea and the City of Westminster. It is an institution which creates both 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.

12.3.7 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.

Better Travel Choices
12.3.8 South Kensington Estates is seeking to improve the Thurloe Street/Thurloe Place triangle. The Council will work with the Estate to provide high quality convenience and restaurant uses.

12.3.9 The Council recognises South Kensington station requires modernisation to cope with the huge numbers of visitors, students and workers who use it daily. The station is Grade II Listed, but within this conservation constraint an appropriate and sympathetically-designed development could be introduced at and over the station. This must include provision of step-free access and 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 designed 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.

12.3.10 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 (some ten 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
12.3.11 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
12.3.12 The area surrounding the Exhibition Road institutions is residential in character. There is also residential use over the shops in the area around
the London Underground Station. Balancing residential amenity and the issues associated with the large volume of visitors is not straightforward\(^{10}\). 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.

12.3.13 Outside of the area between Queen’s Gate and Exhibition Road north of Cromwell Road, providing a diversity of housing is important and schemes which would deliver additional affordable housing would be welcomed as long as this was not at the expense of the vitality of the centre\(^{11}\).

Respecting Environmental Limits

12.3.14 Air quality is a significant issue in this part of the borough because of high traffic levels on Cromwell Road and Brompton 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\(^{12}\).

12.4 Delivery

Development management

12.4.1 Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weigh different policies against one another in a particular case. The vision set out for South Kensington guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for South Kensington is required.

Quantum of development

12.4.2 There are no strategic allocations for South Kensington.

12.4.3 Four potential development sites have been identified. These are shown on the Key Issues and Potential Opportunities map. One site, the former Iranian Embassy, would be for Embassy or Consulate use. South Kensington Station could have retail development at ground floor including along Pelham Street with office and or residential development above. The office building on the northern side of Pelham Street also has potential for new retail development on the ground floor. The post office building on the western side of Exhibition Road could be suitable for a retail or restaurant/café use. The ground floor footprint of the station site, the office site on Pelham Street and of the post office building is approximately 3,000sq.m (32,000sq.ft). These sites will be brought forward for development as market opportunities arise.

Infrastructure needs

12.4.4 The following infrastructure\(^{13}\) that would help to deliver the vision for South Kensington has been identified:

- expansion of medical services to address identified under provision;
- public realm improvements to provide a single surface for Exhibition Road and improve the pedestrian environment around South Kensington station;
- modernisation of South Kensington station to provide step-free access;
- Improvements to the pedestrian tunnel.

Future plans and documents

12.4.5 There are no future plans or document in the pipeline for South Kensington. The Council is implementing the Exhibition Road scheme, and preparing further plans before this is completed would not be appropriate. However, the Council is investigating World Heritage Site designation.

Monitoring

12.4.6 The vision: The focus of monitoring for South Kensington must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. Has South Kensington retained its position as a local, national and internationally significant destination?
2. Has the Exhibition Road project been delivered?
3. Has the Natural History Museum’s Grounds Strategy resolved the use of the museum’s grounds for events and temporary exhibitions?
4. Has the post office building been redeveloped?
5. Has the former Iranian Embassy site been redeveloped?
6. Has South Kensington station been redeveloped?
7. Have ground floor offices on the north side of Pelham Street been converted to retail?
8. Has the South Kensington public transport network been promoted to tourists?
9. Has the Bute Street market been supported by the Council and has the opportunity to host occasional week-day markets been investigated?

12.4.7 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

12.4.8 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.

12.4.9 Quantum of development: this will be monitored through policy CP1 – additional criteria are not required.

12.4.10 Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

12.4.11 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 13
Brompton Cross

13.1 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 it 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 of 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 400 metres (450 yards) to the northwest along Pelham Street. The pedestrian route between the Brompton Cross and the 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.

13.1.8 There are no strategic site allocations within Brompton Cross place contained in the Local Plan.

13.2 Vision

CV 13
Vision for Brompton Cross in 2028
Brompton Cross will remain a high quality specialist boutique retail centre with international appeal and will have a stronger sense of identity as a place. The centre will be enhanced by development which reflects its high quality character and it will have benefited from improved pedestrian links to South Kensington Underground Station, the Museums, and Knightsbridge. The return of long-term vacant retail units to retail use will have been achieved. The hospitals to the west, which provide health care and medical research of both national and international significance will have been maintained and improved.

13.3 Priorities for action

13.3.1 The priorities for action for Brompton Cross have been set out under the strategic objectives for the Local Plan as a whole. The strategic objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Fostering Vitality

13.3.2 The Council will support the specialist boutique designer retail offer within the centre,
Key issues and potential opportunities

Chapter 13  Brompton Cross

Pedestrian links to South Kensington Tube Station and museums

Opportunities for further ground floor retail

Improving pedestrian environment at the road junctions

To Knightsbridge

Grade II Michelin Building

Pedestrian link to King's Road could be improved

Selected Grade II Listed Buildings (not all Grade II listed buildings are shown)

Designated Shopping Centre

Public Realm Improvements

Public Open Space

Potential development sites

Private green spaces (not all private green spaces are shown)

SYMBOL  DESCRIPTION
particularly small-sized units. The existing gastronomic uses will also be protected.

13.3.3 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 underground cutting in Pelham Street. These sites have the potential for retail use at street level.

Renewing the Legacy

13.3.4 The Michelin building is, in many ways, why Brompton Cross is so special. While ‘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.

13.3.5 By contrast, Elden House which sits next to the Michelin building, is an example of poor 1970s ‘standard’ design. Its replacement with a building more appropriate to its context would be welcome.

13.3.6 To the south, the housing development at Ixworth Place may hold greater historic value than currently acknowledged. Its conservation status will be investigated.

An Engaging Public Realm

13.3.7 While significant improvements have been made to the public realm in the area, the Council will continue to investigate improvements, particularly to pedestrian environment at the road junctions. There may also be further scope for sculptural features given the width of the roads.

Better Travel Choices

13.3.8 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

13.3.9 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.

13.3.10 The hospitals in the area, including The Royal Marsden and Royal Brompton Hospitals, will be supported as they provide both a local as well as a national and international health care function.

Diversity of Housing

13.3.11 The Council will protect existing residential uses above shops along Brompton Cross, and encourage further residential uses of upper floors to ensure the local housing needs are met where this is not at the expense of existing town centre uses.

Respecting Environmental Limits

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

13.4 Delivery

Development management

13.4.1 Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weight different policies against one another in a particular case. The vision set out for Brompton Cross guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Brompton Cross is required.

Policy CP 13

Brompton Cross

The Council will ensure Brompton Cross has a stronger sense of identity by supporting small format retail units to protect and promote the high quality specialist boutique retail nature of the centre and improve the pedestrian links between South Kensington Underground station and the Museums.

Quantum of development

13.4.2 There are no site allocations within Brompton Cross. However, there are redevelopment opportunities in Pelham Street, with the potential for ground floor retail. These sites are considered in the South Kensington Place Chapter 12. There is also the potential for mixed-use development, with retail at ground floor level, at the telephone exchange and the Clearings sites. The area of these sites is approximately 4,500sq.m (48,500sq.ft). Any development opportunities brought forward will be dictated as market opportunities arise. Elden House has been identified as a site which has redevelopment opportunities.
opportunities but, as the ground floor is already in a retail use, has little opportunity for further retail expansion.

**Infrastructure needs**

13.4.3 The following infrastructure is specifically required to deliver the vision for Brompton Cross:

- step-free access to South Kensington underground station, to be delivered through redevelopment at and near the station;
- public realm improvements including a central sculptural feature.

**Future plans and documents**

13.4.4 A supplementary planning document will be prepared for the Clearings site.

**Monitoring**

13.4.5 The vision: The focus of monitoring for Brompton Cross must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. The number of independent or small-scale retailers within the town centre.
2. The number of shopfront improvements carried out.
3. Are the hospitals still thriving international healthcare institutions?
4. Has there been any development or redevelopment of the ground floor units along Pelham Street?
5. Has there been any redevelopment of the telephone exchange, Elden House or The Clearings?

6. The number of schemes to improve existing pedestrian links to South Kensington Underground Station, the Museums and Knightsbridge.
7. The number of long-term vacant units within the town centre.
8. Given the width of the road, has the opportunity for further sculptural features been taken?

13.4.6 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

13.4.7 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.

13.4.8 Quantum of Development: this will be monitored through policy CP1 – additional criteria are not required.

13.4.9 Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

13.4.10 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 14  
Knightsbridge

14.1 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 (Chapter 28). It includes the streets that make up the International Centre. The centre is based around Sloane Street and Brompton Road (see blue shaded area on the Knightsbridge map) and is surrounded by residential areas. While 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.

14.1.7 There are no strategic site allocations within Knightsbridge Place contained in the Local Plan.

14.2 Vision

CV 14
Vision for Knightsbridge in 2028
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.

14.3 Priorities for action

14.3.1 The priorities for action for Knightsbridge have been set out under the Strategic Objectives for the Local Plan as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Fostering Vitality

14.3.2 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. There is also the potential to intensify retail uses within the block behind Knightsbridge Underground station and the fire station site might make a suitable retail site at ground floor level.

14.3.3 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.

14.3.4 As a highly-accessible area with excellent
Chapter 14  Knightsbridge

Key issues and potential opportunities

- Revitalise Beauchamp Place
- Public Realm Improvements
- 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
- Streetscape improvements to Sloane Street
- Possible new retail on ground floor of the Sheraton Park Tower Hotel and behind Knightsbridge tube station
- New pedestrian crossing
- Improve quality of Knightsbridge Green
- Potential outdoor market/activity space in Montpelier Street
- Balance footfall on both sides of Brompton Road and encourage pedestrian movement towards Brompton Cross

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The RBKC Consolidated Local Plan 2015

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.

14.3.5 The Council does not welcome hotels in the residential areas, although more hotels may be acceptable in the shopping area.

Keeping Life Local
14.3.6 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.

14.3.7 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
14.3.8 As one of the principal 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’. While 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.

14.3.9 Streetscape improvements are scheduled for Hans Crescent and also for the junction of Hans Road and Basil Street.

14.3.10 Improving pedestrian links between Knightsbridge, Hyde Park and Belgravia will also be investigated.

14.3.11 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.

14.3.12 The Council will continue to work in partnership with the City of Westminster to achieve a shared vision for the area. The possibility of implementing public realm improvements in Montpelier Street to provide space for market stalls and events will be investigated.

Renewing the Legacy
14.3.13 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.

14.3.14 Most of the area is covered by conservation areas 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
14.3.15 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.

14.3.16 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.

Diversity of Housing
14.3.17 The terraces and mansion blocks of Knightsbridge and Hans Town are of the highest quality.

14.3.18 A diversity of housing is important and schemes which deliver additional affordable housing in the area will be welcomed, providing this is not at the expense of the vitality of the centre.

Respecting Environmental Limits
14.3.19 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.
14.4 Delivery

Development management

14.4.1 Development Management Policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weigh different policies against one another in a particular case. The vision set out for Knightsbridge guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Knightsbridge is required.

Policy CP 14
Knightsbridge

The Council will ensure the continued success of Knightsbridge as the Royal Borough’s international shopping destination, and as an important residential quarter and service centre for residents, by resisting proposals which are aimed at mass tourism and supporting proposals likely to favour independent and high end retail and to maintain the area’s high residential quality of life.

Quantum of development

14.4.2 There are no strategic allocations for Knightsbridge.

14.4.3 Four potential development sites have been identified. These are shown on the Key Issues and Potential Opportunities map. The site behind Knightsbridge station, the fire station and the ground floor of the Park Tower Hotel would be suitable for comparison retailing. The ground floor footprint of these sites is approximately 7,500sq.m (80,000sq.ft). The multi-story car park in Pavilion Road would be suitable for provision of appropriate uses to support the needs of local people, with social and community or neighbourhood facilities on the ground floor and residential above. The ground floor footprint of this site is approximately 1,500sq.m (16,000sq.ft). These sites will be brought forward for development as market opportunities arise.

Infrastructure needs

14.4.4 The following infrastructure that would help to deliver the vision for Knightsbridge has been identified: public realm improvements to rebalance pedestrian footfall between north and south sides of Brompton Road and encourage people to spend longer shopping; provision of a pedestrian crossing phase for the crossing at the top of Sloane Street.

Future plans and documents

14.4.5 The following plans and documents will be brought forward for Knightsbridge: Knightsbridge Town Centre Action Plan, identifying the priorities and timescale for actions to support the commercial vitality of the centre. This is being brought forward by the Council’s Town Centre Initiatives Manager and will not form a document within the LDF.

Monitoring

14.4.6 The vision: The focus of monitoring for Knightsbridge must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. Has Knightsbridge retained its position as an International Centre and home to some of the most exclusive shopping in London?
2. Has Knightsbridge retained its identity as an important residential quarter and a service centre for residents?
3. Has the ground floor of the Park Tower Hotel been redeveloped for retail use?
4. Has retail use of the block behind Knightsbridge station been intensified?
5. Has Beauchamp Place regained its position as a unique part of the Knightsbridge offer?
6. Have any new hotels been developed in the shopping area?
7. Has the area been promoted to visitors?
8. Has the multi-storey car park in Pavilion Road been redeveloped?
9. Has Transport for London explored initiatives to improve the public realm on Brompton Road?
10. Have streetscape improvements to Hans Crescent and the junction of of Hans Road and Basil Street been implemented?
11. Have improvements to pedestrian links between Knightsbridge, Hyde Park and Belgravia been investigated?
12. Has the Council, working in partnership with the City of Westminster, achieved a shared vision for the area and has the opportunity for improvements to Montpelier Street been investigated?
13. Has a pedestrian crossing phase been introduced for the crossing at the top of Sloane Street?

14. Have Transport for London explored initiatives for improving the walking environment and encouraging people to walk further west along Brompton Road?

14.4.7 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

14.4.8 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.

14.4.9 Quantum of development: this will be monitored through policy CP1 – additional criteria are not required.

14.4.10 Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

14.4.11 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 15

King’s Road/Sloane Square

15.1 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 per cent of all retail floorspace in the eastern part of the centre and 40 per cent 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, 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 primary function of the King’s Road 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 Square, 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, and not allowing their spread into the residential areas adjoining the centre, are important factors in ensuring that the amenity of the surrounding residential areas is protected. The Council also recognises that a ‘critical mass’ of shops required

Blue Bird Restaurant
Key issues and potential opportunities

Symbol Description

- High traffic volumes
- Improve pedestrian access
- Vista

Grade I and II* listed buildings
Selected Grade II listed buildings (not all Grade II listed buildings are shown)
Designated Shopping Centre
Public Realm improvements
Public Open Space
Potential development sites
15.3 Priorities for actions

15.3.1 The priorities for action for King's Road/ Sloane Square have been set out under the Strategic Objectives for the Local Plan as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Fostering Vitality

15.3.2 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.

15.3.3 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.

15.3.4 In particular, the Council will require both small and 'affordable' shop units to be provided by way of s106 agreements linked 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.

15.3.5 The Council's Retail Needs Assessment suggests that the amount of comparison retail floorspace should expand in the south of the borough to meet future needs.

15.3.6 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 additional shopping floorspace as possible within the King's Road (East) and (West) centres. This is likely to take the form of redevelopment of some

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.

15.1.8 There are no strategic site allocations within King's Road/Sloane Square Place contained in the Local Plan.

CV 15

Vision for King's Road/Sloane Square in 2028

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 events that London has to offer.
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.

15.3.7 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 250 King’s Road (Blocks A and B); the Sydney Street car park; 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. Some supporting town centres uses may also be suitable.

15.3.8 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.

15.3.9 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**

15.3.10 It is essential that the public transport infrastructure serving the King’s Road is supported as the ease of access to the centre is central to the King’s Road remaining competitive and amongst the top retail destinations in London.

15.3.11 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 Crossrail 2 (Chelsea-Hackney line). The Council would support the principle of 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 until after 2025. These stations would improve public transport accessibility to the Fulham Road area as well as helping draw visitors west along the King’s Road. The Council does however recognise that the provision of new stations/interchanges on the Chelsea-Hackney line would have significant impacts upon the King’s Road and surrounding residential areas. These impacts would need to be fully understood and found acceptable before any new stations were agreed.

15.3.12 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**

15.3.13 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. Given their need, these uses may be appropriate within the primary as well as secondary frontages of the centre.

15.3.14 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.

**An Engaging Public Realm**

15.3.15 The King’s Road offers a high-quality, laid back, 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.

**Renewing the Legacy**

15.3.16 Any development within the King’s Road must recognise both the quality of its buildings, and the distinct relationship that the main shopping street has to its surroundings. Exceptional architectural and design quality is expected as it will assist the
King’s Road in remaining the iconic street that it is.12

**Diversity of Housing**

15.3.17 The Council supports initiatives to bring vacant properties above shops back into residential use, where this is not at the expense of existing town centre uses. This supports both the vitality of the King’s Road by maintaining activity after the shops close and helps diversify the borough’s housing stock.13 Two teaching hospitals lie within, or close to, 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.

**Respecting Environmental Limits**

15.3.18 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 seek to support initiatives which reflect the borough’s designation as an Air Quality Management Area to reduce this pollution.

**15.4 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 2002 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.

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 secondary retail frontage. While these units greatly contribute to the function of the centre, the introduction of some non-shop town centre uses will not jeopardise the essential shopping function of the ‘core’ of the centre. On the contrary, the introduction of some A3 café and other non-shop uses could enhance the benefits available to the centre associated with the large numbers of visitors attracted to the adjoining Saatchi Gallery. The units fronting the King’s Road have been designated as lying within the primary retail frontage.

15.4.3 The units in Symonds Street and Lightfoot Hall have been designated as secondary retail frontage. 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 Chelsea Sports Centre have been included as secondary retail frontages of the King’s Road (East) Major Centre, as they are civic uses which significantly contribute to the non-shop draw of the centre.

**15.5 Delivery**

**Development management**

15.5.1 Development Management Policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weight different policies against one another in a particular case. The vision set out for King’s Road/Sloane Square guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for King’s Road/Sloane Square is required.

**Policy CP 15**

**King’s Road/Sloane Square**

The Council will ensure King’s Road and Sloane Square remains one of London’s iconic and vibrant shopping streets by supporting proposals likely to favour independent retailers and small up market chains, supporting cultural facilities and promoting improvement to the public realm to better reflect its international reputation.

**Quantum of development**

15.5.2 There are no strategic allocations within the King’s Road Place. The Council has however identified No. 250 King’s Road (Blocks A and B); the Sydney Street car park; the Chelsea Farmer’s Market, 125-155 Sydney Street and 102 Sydney Street as edge-of-centre sites which combined have a ground area of 6,400sq.m (69,000sq.ft) and therefore have the potential to include significant amounts of retail use at street level.

**Infrastructure needs**

15.5.3 The following infrastructure that would help to deliver the vision for the King’s Road has been identified:

- increased medical provision in south-west Chelsea
- the provision of affordable shops to encourage new independent boutiques
- new Underground station on the King’s Road as part of the Chelsea-Hackney line
• new bank on the King’s Road in south west Chelsea

Future plans and documents

15.5.4 The King’s Road Town Centre Action Plan identifying the priorities and timescales for actions to support the commercial viability of the centre. This will not form a document within the LDF, being taken forward by the Council’s Town Centre Initiatives Manager.

Monitoring

15.5.5 The vision: The focus of monitoring for King’s Road/Sloane Square must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. Have the number of independent boutiques increased within the centre?

2. Where suitable schemes have come forward, have any affordable shops been provided?

3. Have any new stations been provided within the centre as part of the planned Crossrail 2 (Chelsea-Hackney Line)?

4. Has the provision of local medical facilities been improved in the south west of the centre?

5. Has a town centre action plan for the King’s Road been written, and when it has, have the recommended actions within it been implemented?

15.5.6 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

15.5.7 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.

15.5.8 Quantum of development: this will be monitored through policy CP1 – additional criteria are not required.

15.5.9 Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

15.5.10 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 16
Notting Hill Gate

16.1 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 vehicular 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 concourse 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 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, residential units in Campden Hill Towers and cultural uses, including two cinemas and a theatre. There are also currently some educational uses in the upper floors of David Game House. The Notting Hill Gate library is located a fair distance to the north of the centre, along Pembridge Road, and it may benefit from better integration within the centre.

16.1.4 The centre is increasingly dominated by a proliferation of poor-quality fast food outlets, bureaux de change and estate agents, which have a negative effect on the centre. It is widely accepted that the place lacks a clear function and identity, especially as a centre with high-quality local shops and restaurants, which cater for the local community.

16.1.5 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 impact on the character of Notting Hill Gate and the wider area. Newcombe House is identified as an ‘eyesore’ in the Local Plan. The shopfronts are also generally of poor quality, with few helping to create a distinctive identity.

16.1.6 The area around the junction of Notting Hill Gate and Kensington Church Street is designated as a Site of Archaeological Importance.

16.1.7 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 pedestrian space, the lack of pedestrian crossings, and a general proliferation of street clutter.

16.1.8 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.

16.1.9 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.

16.1.10 Many of the issues facing Notting Hill Gate will need to be resolved through close working between the Council, landowners and other...
Key issues and Potential opportunities

- Improve legibility of route to Portobello Market
- Refurbish Campden Hill Towers
- Better use/arrangement of pavement space
- Improve pavement congestion areas
- Remove pedestrian guardrail to improve pedestrian crossing environment
- Improve shopfronts and define vista
- Potential redevelopment opportunities
- Newcombe House redevelopment opportunity
- Improve linkages/relationship
- High traffic volumes
- Improve pedestrian access
- Vista
- Selected Grade II listed buildings (not all Grade II listed buildings are shown)
- Designated Shopping Centre
- Public Open Space
- Potential development sites

Notting Hill Gate looking west towards the Coronet Theatre
interested stakeholders, which may or may not be conducted through the planning process.

16.1.11 There are no strategic site allocations within Notting Hill Gate place contained in the Local Plan.

16.2 Vision

CV 16

Vision for Notting Hill Gate in 2028

Notting Hill Gate will be significantly strengthened as a District Shopping Centre, with improved shops and restaurants that reflect the needs of the local catchment. 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 Special District Centre will also be enhanced through good design, legibility and clear wayfinding.

16.3 Priorities for actions

16.3.1 The priorities for action for Notting Hill Gate have been set out under the Strategic Objectives for the Local Plan as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Fostering Vitality

16.3.2 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 are 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.

16.3.3 The Council will generally discourage applications for new hot-food takeaways, estate agents and bureaux de change, as these are already over subscribed within the centre and do not cater for the local catchment. While the Council will support improving the quality of existing restaurants in the centre, new restaurants will only be supported where do not breach the criteria set out within policy CF3 (diversity of shops within town centres). The Council will also use Conditions and Article 4 Directions to carefully control permitted changes of use within this and other uses classes. This position will be regularly reviewed and updated as necessary.

16.3.4 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.

16.3.5 The centre is also suitable for hotels that assist in maintaining the vitality of Notting Hill Gate and do not result in a loss of A1 (shops).

16.3.6 The Council will also require any future major retail or mixed use development in Notting Hill Gate to deliver a mix of unit sizes, having regard to the size (and depth) of the street block and retailer requirements, and where appropriate provide ‘affordable shops’.

Renewing the Legacy

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

16.3.8 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. The Council will work closely with land owners to bring this about.

16.3.9 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.

16.3.10 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.

16.3.11 The Council will also seek the full restoration of the Grade II listed Coronet Cinema.

16.3.12 Applications for development proposals within the Site of Archaeological Importance are advised to have pre-application discussions with the Greater London Authority Advisory Service (GLAAS).

An Engaging Public Realm and Better Travel Choices

16.3.13 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, which will also contribute to creating an ‘iconic’ identity for the area.

16.3.14 The pedestrian environment may be significantly enhanced through the removal of street clutter, including the central guard railings; the relocation of the station entrances; narrowing vehicle lanes; widening pavements and central reservations; providing more informal and formal crossing facilities; improving wayfinding to Portobello Road; and a significantly improved or possibly relocated open space.

16.3.15 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 contributions received from major development and working in partnership with London Underground and Transport for London.

Keeping Life Local

16.3.16 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. The Council will also support the relocation of the Notting Hill Gate library to a site within the centre, possibly on the first or second floor level overlooking a new or improved public space.

Diversity of Housing

16.3.17 Town centre living can improve the vibrancy and vitality of retail centres. The Council will protect the existing residential provision in Notting Hill Gate. There is also some opportunity for new residential uses on the upper floors above commercial floorspace.

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

Respecting Environmental Limits

16.3.19 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 and energy 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.

The Council will also encourage the planting of street trees and living roofs, which will seek to meet the green infrastructure requirements in the centre.

16.4 Delivery

Development management

16.4.1 Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weigh different policies against one another in a particular case. The Vision set out for Notting Hill Gate guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Notting Hill Gate is required.

Policy CP 16

Notting Hill Gate

The Council will require development to strengthen Notting Hill Gate’s role as a District Centre by supporting high trip generating uses; improving retail and restaurant provision including some anchor retail to serve the local catchment; and deliver new distinctive identity through high quality architecture and design of the public realm. The Council will also resist development which prejudices opportunities for wider regeneration of the area and compromises delivery of the vision.
Quantum of development

16.4.2 The centre covers a site area of approximately 13,200sq.m (139,000sq.ft) and predominantly consists of five sites (United House; Foxtons/RBS; David Game House; Newcombe House, including the Kensington Church Street frontage; and Astley House), which have been identified as opportunities for redevelopment. However, there are no site specific allocations within Notting Hill Gate.

16.4.3 This provides an opportunity for improved retail, better arrangement of the public realm and mixed uses on the upper floors.

16.4.4 These development opportunities would be brought forward as market opportunities arise.

Infrastructure needs

16.4.5 The following infrastructure is specifically required to deliver the vision for Notting Hill Gate: creation of enhanced pedestrian links to Portobello Road Special District Centre through good design, legibility and clear wayfinding; improved pedestrian flows through the relocation of the Tube entrances; the provision of affordable shops to enhance Notting Hill Gate as a District Shopping Centre; the provision of a CCHP network, or similar, to deliver cooling, heat and energy in an environmentally friendly way; green infrastructure in the form of street trees and living roofs/walls.

Future plans and documents

16.4.6 The Council will prepare a supplementary planning document for Notting Hill Gate in due course.

Monitoring

16.4.7 The vision: The focus of monitoring for Notting Hill Gate must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. What benefits has major development, including the redevelopment of Newcombe House, brought to the wider area?
2. What opportunities exist to further enhance the Georgian shops, and Victorian frontages, along the north of Notting Hill Gate?
3. Has the Coronet Cinema been restored?
4. In which ways has major development contributed to an improved pedestrian environment with reduced vehicle dominance? What effect have these measures had on pedestrian movement (and congestion)?
5. Has a new food store been delivered, and is this used by local people?
6. Has the library been relocated to within the Centre?
7. Has the district heat and energy source been delivered, and is there additional heat and energy being provided by the redevelopment?

16.4.8 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

16.4.9 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.

16.4.10 Quantum of development: this will be monitored through policy CP1 – additional criteria are not required.

16.4.11 Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

16.4.12 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 17
Fulham Road

17.1 Introduction

17.1.1 Fulham Road Town Centre is a ‘district centre’ 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, but many residents dislike these names.

17.1.2 Fulham Road 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 that contribute to the centre’s vibrant nightlife. There are also 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 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 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 on the Fulham Road, 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.

17.1.8 There are no strategic site allocations within Fulham Road place contained in the Local Plan.

17.2 Vision

CV 17

Vision for Fulham Road in 2028

Fulham Road will continue to be 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.

17.3 Priorities for action

17.3.1 The priorities for action for Fulham Road have been set out under the Strategic Objectives for the Local Plan as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Keeping Life Local

17.3.2 Fulham Road 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.

An Engaging Public Realm

17.3.3 The Council will continue to maintain the
Key issues and potential opportunities

- 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)
- Designated Shopping Centre
- Main line railway
- Public Realm Improvements
- Public Open Space
- Private green spaces (not all private green spaces are shown)

- Improvements
  - Improve shopfronts and remove street clutter
  - Opportunities for quiet recreation and pedestrian and cycle link from cemetery to Thames

- Multimodal connectivity
  - North-South cycle link
  - To Battersea Bridge > Beaufort Street
  - To Brompton and Earl's Court
  - To Fulham and Stamford Bridge
  - To Hammersmith and Fulham
  - To Brompton Cross > Fulham Road

- Connectivity
  - Edith Grove
  - Gunter Grove
  - Redcliffe Gardens
  - Finborough Road
  - Fulham Road
  - King's Road
  - Evelyn Gardens
  - Elm Park Gardens
  - The Vale
  - Drayton Gardens

- Designated Shopping Centre
- Selected Grade II listed buildings (not all Grade II listed buildings are shown)
- Grade I and II* listed buildings

- Private green spaces (not all private green spaces are shown)
public realm to a very high standard. 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.

17.3.4 The Brompton Cemetery is located at the western end of Fulham Road. Investigations have been made regarding the possible transfer of the management of Brompton Cemetery 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 will be explored while still protecting the historic character of the cemetery.

Better Travel Choices
17.3.5 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.

17.3.6 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 area. Improved pedestrian links to train and underground stations will be encouraged.

Fostering Vitality
17.3.7 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. Assessing food and drink uses will be done individually and cumulatively.

Renewing the Legacy
17.3.8 The Council will encourage uptake of shopfront improvement grants throughout the centre.

Diversity of Housing
17.3.9 The Council will protect existing residential uses above shops along Fulham Road, and encourage further residential uses of upper floors, where this is not at the expense of existing town centre uses.

Respecting Environmental Limits
17.3.10 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.

17.4 Delivery
Development management
17.4.1 Development Management Policies to implication the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weight different policies against one another in a particular case. The vision set out for Fulham Road guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Fulham Road is required.

Policy CP 17 Fulham Road
The Council will ensure the local retail and residential character of Fulham Road is maintained by limiting new food and drink uses.

Quantum of development
17.4.2 There are no site allocations within the Fulham Road Place. Any development opportunities brought forward will be dictated as market opportunities arise.

Infrastructure needs
17.4.3 The following infrastructure is specifically required to deliver the vision for Fulham Road: improvements to shop fronts; new pedestrian and cycle links in Brompton Cemetery.

Future plans and documents
17.4.4 There are no future plans or documents for Fulham Road.

Monitoring
17.4.5 The vision: The focus of monitoring for Fulham Road must be the extent to which the vision has, or has not, been achieved. The
following output indicators will be used to monitor the vision.

1. The number of shopfront improvements carried out;
2. The number of new pedestrian and cycle links established in and to Brompton Cemetery;
3. The number of food and drink uses within the town centre;
4. Has any development or redevelopment occurred to the hospital?

17.4.6 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

17.4.7 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.

17.4.8 Quantum of development: this will be monitored through policy CP1 – additional criteria are not required.

17.4.9 Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

17.4.10 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Chapter 18
Lots Road/World’s End

18.1 Introduction

18.1.1 The area is characterised by a vibrant mix of uses, including social and private housing, retail and light industry.

18.1.2 Lots Road is severed from surrounding areas by the River Thames to the south and the railway line to the west. The high volume of traffic acts as a barrier for pedestrians further adding to the perception that it is isolated. Therefore, connections are vital to the wider area.

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

18.1.4 The Lots Road Employment Zone lie to the west of the Place. 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 designers and business services typically associated with the creative industries. The south of the area contains the decommissioned Lots Road Power Station. A planning application was approved on appeal by the Secretary of State in 2006. This cross-boundary mixed-use development will include retail, businesses and over 400 new dwellings in the borough and over 380 new dwellings, car and cycle parking, children’s playspace, and works to Chelsea Creek and Chelsea Basin in the London Borough of Hammersmith and Fulham. Implementation of this permission has yet to commence. The late-Victorian housing stock, together with Chelsea Wharf, other smaller employment spaces, and the Heatherley School of Fine Art contribute to the character and ‘industrial’ feel of this diverse area. It is not currently designated as a conservation area.

18.1.5 The new Chelsea Academy on the western corner of Lots Road is now open. The Academy is 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.

18.1.6 A much needed overland train station opened in September 2009 in the Chelsea Harbour area (Imperial Wharf Station on the West London line) in the London Borough of Hammersmith and Fulham. There is potential for a pedestrian and cycle bridge to be built either within or alongside the existing Cremorne railway bridge that would link North Bat-

CV 18
Vision for Lots Road/World’s End in 2028

The opening of the new secondary school will bring people into the area. By 2028, 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 a mixture of uses including housing, new neighbourhood centre, offices, and social and community facilities including 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 to the riverside will be supported by completing the Thames Path and the use of the Cremorne railway bridge by pedestrians and cyclists.

18.3 Priorities for actions

18.3.1 The priorities for action for Lots Road/World’s End have been set out under the Strategic Objectives for the Local Plan as a whole. The Strategic Objectives are not listed in the same order for each Place, instead they have been listed in order of importance for delivering the vision for each Place.

Renewing the Legacy

18.3.2 The Council recognises the importance of conserving the industrial character of the Lots Road area, which is enhanced by the listed
Key issues and potential opportunities

Chapter 18  Lots Road/World’s End

[Map and text about Lots Road/World’s End issues and potential opportunities]
pumping station, Lots Road Power Station, its late Victorian housing stock, and traditional corner shops, public houses and cafés. 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 also a need for high quality design standards throughout the area.

18.3.3 The World’s End estate was built as a set piece, and conceived as a fortress. It is a landmark series of buildings. While many people do not like its appearance and its dominating presence, the design integrity must nonetheless be respected.

An Engaging Public Realm

18.3.4 The World’s End estate needs to be improved to make it visually and physically pleasing for residents and visitors. Reducing its poor legibility and the fear of crime is also necessary, this will be achieved by increasing its links with 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 better integrate the estate with its surroundings and to make better use of the parking facilities underneath it.

18.3.5 Streetscape improvements have already been made in the Lots Road area, with further improvements to be implemented following the completion of the Chelsea Academy, partially funded through s106 contributions.

18.3.6 Existing green open space will be protected and consideration will be given to the creation of new open space when possible. Westfield Park has been upgraded recently, it is a local park well loved by residents and provides a valuable open space in the Lots Road area. Cremorne Gardens provides another valuable open space in the area.

Keeping Life Local

18.3.7 Some of the shops along the King’s Road, by the World’s End estate are not fulfilling their potential. 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.

18.3.8 The one-way system presents a significant barrier to accessing the shops from Lots Road. Pedestrian facilities are therefore needed. The inclusion of retail 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.

18.3.9 The opening of the Chelsea Academy in 2010 brings an important local facility into the area.

Diversity of Housing

18.3.10 The area offers a diverse range of housing. Further housing will be provided as part of the Lots Road Power Station scheme.

Better Travel Choices

18.3.11 The opening of the new train station in the area will significantly improve 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 returning the one-way system to two-way working. The Council will seek to secure the improvements of 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

18.3.12 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 Thames 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.

18.3.13 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. The use of Cremorne Wharf for waste management purposes...
could generate a high volume of lorry movements.

**Fostering Vitality**

18.3.14 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, art-related firms and creative industries, but there has been a recent emergence of interior design and business services into the area reinforced by the Design Centre. 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.

**18.4 Delivery**

**Development management**

18.4.1 Development Management Policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weight different policies against one another in a particular case. The vision set out for Lots Road/World’s End guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Lots Road/World’s End is required.

**Policy CP 18**

**Lots Road/World’s End**

The Council will maintain, protect and enhance the character of the area by supporting better local shopping facilities, social and community uses, small cultural and creative uses and requiring improvements to connectivity and integration within the place, the wider area, and the river.

**Quantum of development**

18.4.2 Permission for the redevelopment of Lots Road Power Station was granted in 2006 for:

- Shops (A1): 1,198sq.m (12,900sq.ft)
- Financial and Professional Services (A2): 82sq.m (883sq.ft)
- Food and Drink (A3): 528sq.m (5,700sq.ft)
- Non-Residential Institutions (D1): 877sq.m (9,500sq.ft)
- Business (B1): 4,904sq.m (43,000sq.ft)
- Housing: 420 dwellings, including 166 affordable units
- Open Space

18.4.3 A secondary school catering for 810 pupils is being built.

**Infrastructure needs**

18.4.4 The following infrastructure is specifically required to deliver the vision for Lots Road/World’s End:

- The provision of a river path;
- Provision of a new Chelsea-Hackney line station and interchange to the West London line at Imperial Wharf station.

**Future plans and documents**

18.4.5 We are currently in the implementation phase as there is a large amount of development planned for this area including both the secondary school and the redevelopment of the power station. There is a need for the area to settle after the implementation of these projects takes place. No plans are in preparation.

18.4.6 The possible designation of a conservation area in the Lots Road area will be investigated.

**Monitoring**

18.4.7 **The vision**: The focus of monitoring for Lots Road/World’s End must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. What benefits have both the secondary school and the redevelopment of Lots Road Power Station brought to the wider area?
2. Has a conservation area in Lots Road been designated?
3. Have better pedestrian links from Lots Road to the World’s End shops been delivered?
4. Has connectivity to the riverside been improved?

18.4.8 **The priorities for action**: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

18.4.9 **Development management**: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through development are accorded due weight – it is thus the vision rather than the policy that should be the focus of monitoring.
18.4.10 **Quantum of development:** this will be monitored through policy CP1 – additional criteria are not required.

18.4.11 **Infrastructure:** this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.

18.4.12 **Future plans and documents:** progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
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Delivery Strategy

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Chapter 19
Strategic Sites Allocations

19.1 Introduction

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

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

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

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<td>Wornington Green&lt;br&gt;Land adjacent to Trellick Tower</td>
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</table>
STRATEGIC SITES

1. Kensal
2. Wornington Green
3. Land adjacent to Trellick Tower
4. North Kensington Sports Centre
5. Commonwealth Institute
6. Warwick Road (5 sites)
7. Earl's Court
8. Lots Road Power Station (permission granted)
Chapter 20

Kensal Gasworks
(sites north and south of the railway)

20.1 Introduction

20.1.1 There are eight sites (including the canal towpath) which make up the Kensal gas works site. Seven 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, the Boathouse Centre and the canal towpath. 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.

20.1.2 The sites are located in the far north of the borough and are situated to the west of Ladbroke Grove. The site as a whole is bisected by the Great Western Railway and the tracks will also form part of the Crossrail network in the future.

20.1.3 The site shares the western boundary with the London Borough of Hammersmith and Fulham and is very close to the London Borough of Brent and the City of Westminster. This makes the site extremely important in the strategic development of the wider area.

20.1.4 Kensal gas works is located in the Kensal Place, Chapter 5. Particular attention is drawn to the vision for Kensal (section 5.2), and the Priorities for Action (section 5.3), which consider the wider Kensal area beyond this specific strategic site allocation. In the Priorities for Action section, the actions are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Kensal: 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.

20.1.5 Kensal represents a significant opportunity to act as a catalyst, not only for the regeneration of the north of the borough but also for north/west-central London as a whole.
20.1.6 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.

20.2 Allocation

20.2.1 This site has considerable potential. This is reflected by the GLA who have designated Kensal as an Opportunity Area in the revised London Plan1.

20.2.2 The Council considers the site to have the capacity for upwards of 2,500 new dwellings and also has potential for at least 10,000 sq.m of offices or other B1 uses. It is also important to cater for the needs of the community and therefore a quantum of in excess of 2,000 sq.m of non-residential floorspace, including social and community facilities is likely to be necessary to provide for local needs. The site would also reprovide the existing Sainsbury’s supermarket, which may be able to be expanded. This should provide a better relationship with Ladbroke Grove and would form the hub of a new town centre which would be needed to meet the local needs of new residents as well as providing a better facility for the existing community. The sites have the potential to deliver a high-density development which meets a high standard of environmental sustainability2.

20.2.3 While a Crossrail station in Kensal is not provided for by the Crossrail Act, the railway tracks have been ‘plain lined’ to allow for a 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 could be provided at Kensal, allowing simultaneous use as a station. Any additional costs incurred in this would fall to the developers of the site.

20.2.4 As the majority of this site only has a moderate public transport accessibility level3, additional improvements to bus services will also be required so as to provide better links with the rest of the borough and indeed with neighbouring Hammersmith and Fulham and increase this rating to PTAL4. By doing this, greater densities can be achieved on site as well as allowing more employment opportunities on site.

20.2.5 Access to the site is limited to a single entrance on Ladbroke Grove, therefore the development is also likely to require substantially improved infrastructure including new roads, new public transport nodes and links over the railway lines. The London Borough of Hammersmith and Fulham would be a partner in improving access to the west. The development should also look to reduce residential car parking on site to the minimum number of spaces necessary, thereby easing access on, off and through the site.

20.2.6 Improved connections over both the railway lines and the canal which currently isolate the site will be necessary to knit the site into its surrounding context, aid permeability, create a legible street network and make best use of the site’s assets and open spaces. A responsive public realm around the canal-side will be necessary as high quality spaces can help stimulate healthy and more engaged communities4. This should also utilise the invaluable and unique resource provided by the currently underused canal to attract leisure, education and business uses to provide an vibrant and responsive canalside environment.

20.2.7 The facilities currently provided by Canalside House, the Boathouse Centre and the water tower are extremely valuable to north Kensington and these uses must form part of the development. However, their accommodation (especially in the case of Canalside House) is in need of upgrading and therefore, could be reprovided elsewhere on the site in improved accommodation in order to facilitate a comprehensive redevelopment and efficient use of land.

20.2.8 On-site waste treatment facilities will be required as part of the development to handle waste arising from the new uses of the site (this could include recycling facilities and anaerobic digestion). This facilities will help towards the borough’s waste apportionment figure set out in the London Plan. 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 Further to this, the Sustainability Appraisal notes that there is a potential flood risk on site and was sequentially tested to examine the risk. The site subsequently passed the sequential test as required by former Planning Policy Statement 25 Development and Flood Risk. Land contamination issues also exist on site, however work is ongoing to mitigate this on the Central site.

20.2.10 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.

20.2.11 The development has the potential to become an exemplar of sustainable urban development and is encouraged in the Pre-feasibility Study\(^5\) which states that development should balance social benefit and economic value without environmental harm to bring benefit to all. Central to this will be a 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. To ensure a truly environmentally responsive redevelopment, use of sustainable building materials and techniques are also required. Borough Grade I and II Sites of Nature Conservation Importance and identified green corridors exist on site, notably along the railway and by the canal. Development should therefore be carefully managed. Ways to create biodiversity should also be considered.

20.2.12 National Grid, who own the gas holders, have informed the Council that they are looking to remove them by 2017 at the earliest. The gas holders site will therefore be in the second phase of the development. The Health and Safety Executive require that, while in situ, the gas holder have a ‘consultation zone’ around them in which residential development is not permitted. Further to this, National Grid will require the land to the west of the gas holders for essential electricity infrastructure.

20.2.13 British Rail Residuary Board (BRB) may use the current depot site for the railway uses until 2018 for the building and testing of new inter-city express trains and, like the gas holders, may only become available for development in the phase two. However, the use of the land by BRB will be subject to consultation.

Policy CA 1
Kensal Gasworks
Allocation for Kensal Gasworks
The Council allocates development on the site to deliver, in terms of:

Land use allocation:
- a. upwards of:
  - i. 2,500 new dwellings;
  - ii. 10,000sq.m of new offices;
  - iii. 2,000sq.m of new non-residential floor-space, including social and community and local shopping facilities;
- b. a Crossrail station, subject to approval by Crossrail Limited;
- c. the relocation and reprovision of the existing Sainsbury’s supermarket in a location which provides a better relationship with Ladbroke Grove;
- d. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
- e. the provision of on-site waste management facilities to deal with the development’s waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);

Principles:
- f. a high-density development with a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car dependency and ownership;
- g. improved infrastructure including new pedestrian and cycling links, new roads which connect the site into its surrounding context and other public transport links, including improved connections over both the railway lines and the canal;
- h. a usable, vibrant and responsive public realm around a mixed-use canalside which as well as residential, attracts leisure, education and business uses;
- i. the improvement and relocation of the facilities currently provided by Canalside House and the Boathouse Centre on-site if relocation of these facilities is required to achieve a comprehensive redevelopment along the canalside and Ladbroke Grove;
- j. the retention of the area west of the gas holders for the provision of electricity infrastructure. Part of this site may also be required for a gas pressure reduction station, replacing the gas holders. Any buildings must be of a high architectural standard and in keeping with the overall redevelopment of the site;
- k. the ongoing access to the memorial site of the victims of the Paddington rail disaster.
through a redevelopment which will maintain its dignity;

Infrastructure and planning obligations:

1. a Crossrail station (subject to agreement in principle and detail with Crossrail Limited);
2. social and community uses (including health, education and police);
3. affordable housing;
4. construction and maintenance of bridges over the canal and railway;
5. improvements to Little Wormwood Scrubs and Kensal Green Cemetery (subject to access through the cemetery and linking bridge over the canal);
6. improved transport infrastructure including better bus links and new roads;
7. landscaping and amenity improvements to the Grand Union Canal;
8. other contributions as set out in the Planning Obligations SPD and the site specific SPD.

20.3 Delivery milestones

Risks
20.3.1 The following risks will need to be taken into consideration:

- Crossrail unable to deliver a station at Kensal, either as a turn back or as a full station
- Gas works is retained as part of the gas infrastructure beyond 2017 and does not come forward for development, reducing development capacity and also impacting on the potential of adjacent site because of the safety cordon requirements
- North Pole Depot (eastern end) is not released for redevelopment

Related site specific supplementary planning documents or Area Action Plans planned or prepared
20.3.2 A supplementary planning document for the site will be produced.

Delivery agencies
20.3.3 The Royal Borough of Kensington and Chelsea, Greater London Authority (GLA), Ballymore, Sainsbury’s, National Grid, British Rail Board (Residuary), Crossrail Limited, Network Rail, Transport for London, NHS Kensington and Chelsea, British Waterways and other site owners.

Projected delivery milestones
20.3.4 Kensal gas works will be a phased development so as to align with various milestones on site.

2009: Scope planning framework and enter into planning performance agreement with landowners
2009-2011: Prepare and adopt planning framework
2010-2011: Assess and grant planning permission (eastern and central sites)
2011/2012: Commence work on site
2017: Crossrail open and phase complete
2017-18: Grant planning permission for southern and western sites
2018: Decommissioning of gas holders and commencing decontamination as necessary
2019: Start work on site
2023: Phase complete

Funding arrangements
20.3.7 Primarily private development

20.4 Site information

Site address
20.4.1 The addresses for each of the sites are:

- Kensal Gas works, 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:
Chapter 20  Kensal Gasworks (sites north and south of the railway)

• Western site - National Grid
• Central site - Ballymore
• Purple hatched area within the Central site (illustrated on the Site Plan) - Network Rail
• Eastern site - 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
• Canal and towpath - British Waterways

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 14,895sq.m (160,330sq.ft) of non-residential uses. This application was subsequently withdrawn in December 2008 (following a change of ownership of the site).

20.4.7 The permission for the water tower was for its conversion into a residential dwelling. This was granted in 2007 but is yet to be implemented.
Chapter 21
Wornington Green

21.1 Introduction

21.1.1 Wornington 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, which are all socially rented, 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 Wornington Green is located in the Golborne/Trellick Place, Chapter 6. Particular attention is drawn to the Vision for Golborne/Trellick (see section 6.2), and the priorities for action (section 6.3), which consider the wider Golborne/Trellick area beyond this specific site allocation. In the Priorities for Action section, the actions are set out under the heading of Strategic Objectives of the plan as a whole, but in the order of priority regarded as appropriate for Golborne/Trellick: Renewing the Legacy, Keeping Life Local, Fostering Vitality, Diversity of Housing, An Engaging Public Realm, Better Travel Choices and Respecting Environmental Limits.

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 Barlby Road junction. This 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. Outline planning permission was granted on 30 March 2010 with all details submitted for phase 1 and all details reserved for phase 2-5.
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.

21.2 Allocation

21.2.1 The current housing in the estate 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 and a potential grant from the Homes and Communities Agency to fund the reporvision of the social rented homes. A planning application for the redevelopment of the estate was granted in March 2010, subject to there being no Direction by the Mayor of London, planning conditions and signing of the necessary s106 agreements.

21.2.2 The estate currently contains 538 social housing units. The number of market housing required to help fund the redevelopment of the estate is dependent on the grant from the Homes and Communities Agency and therefore currently unknown. Therefore a minimum allocation of 150 market housing units has been proposed. This will result in a density of approximately 130 dwellings per hectare. However, initial urban design studies suggest that the site is able to accommodate higher densities through efficient design and housing provision that meets current need, without the loss of existing community facilities or a negative impact on residential amenity or design quality.

21.2.3 The Council, through its Overview and Scrutiny Committee, assessed the case for total redevelopment of the estate and concluded this is the only financially viable option. On this basis, the Council as land owner, has also agreed to facilitate the redevelopment of the estate by making available some of its assets to help phase construction.

21.2.4 Given the number of residents living on the estate and the limited amount of space to phase development, the redevelopment is likely to cause some disruption during the construction. To minimise this disruption, and to ensure that residents are kept together and only have to move once, the Council has agreed to allow part of Athlone Gardens to be used to phase construction.

21.2.5 The site contains community and leisure facilities, which are all Council owned, including Athlone Gardens, a ball court and the Venture Centre with its adventure playground, IT training facilities and several meeting rooms and halls. Many of these facilities are not only used by the residents of the estate, but the wider community.

21.2.6 It is the Council’s intention that the retail uses along Portobello Road are extended north to provide convenience shopping and local services to the area and animate this frontage. The Council also intends to reinstate the Victorian street pattern, including the reconnection of Portobello Road to Wornington Road and Ladbroke Grove.

21.2.7 There are approximately 20 market storage lockups in Munro Mews.

21.2.8 Several other buildings, such as the Kensington and Chelsea College, are also located within the site allocation but are not programmed for redevelopment unless this is beneficial to the wider community and sufficient funding is identified.

21.2.9 The scale of development and the mix of uses is also a good opportunity for the provision of a Combined Cooling, Heating and Power plant, which would form the starting point of a district heat and energy network in the area.

21.2.10 The site passed the sequential test required in accordance with former Planning Policy Statement 25: Development and Flood Risk.
**Policy CA 2**

**Wornington Green**

**Allocation for Wornington Green**

The Council will require development on the site to deliver, in terms of:

**Land use allocation:**

- a. a minimum of 538 affordable dwelling units;
- b. a minimum of 150 private dwellings;
- c. the replacement of an improved Athlone Gardens, measuring 9,186sq.m (GEA), including the area of the existing ball court;
- d. the refurbishment or replacement of an improved Venture Centre and scope for its enlargement, including the provision of the existing community and leisure facilities currently provided;
- e. A1 to A5 uses in the order of approximately 2,000sq.m, providing these animate the street frontage, extend the retail offer along Portobello Road and help reconnect the link from Portobello Road and/or Wornington Road to Ladbroke Grove with no one unit being over 400sq.m (GEA);
- f. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
- g. replacement of the storage used by market traders in Munro Mews;

**Principles:**

- h. an integrated community, where current tenants who want to remain at Wornington Green will be guaranteed a new home on the new development and the vast majority of residents should only have to move once;
- i. a phasing scheme to minimise disruption to residents and adjoining neighbours during the construction period;
- j. a good quality open space at least half the size of Athlone Gardens (4,593sq.m) must be available for public use throughout the construction period;
- k. the reconnection of Portobello Road and Wornington Road to Ladbroke Grove and the re-establishment of the traditional street pattern in the area;

**Infrastructure and Planning Obligations:**

- l. affordable housing;
- m. a site management plan;
- n. the reinstatement of an improved Athlone Gardens, Venture Centre and adventure playground;
- o. play space and play equipment;
- p. healthcare facilities;
- q. education facilities;
- r. construction training contribution;
- s. neighbourhood policing facilities, should they be required;
- t. mitigation for any negative transport impacts;
- u. improvements to public transport arising from the development, including improvements to the bus infrastructure;
- v. walking, cycling and public realm improvements;
- w. arrangements for on-street residents' permit-free parking;
- x. sustainable development measures as set out in the Wornington Green Supplementary Planning Document;
- y. public art; and
- z. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

**21.3 Delivery**

**Risks**

**21.3.1** The following risk will need to be taken into consideration:

- 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.

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

**21.3.2** The Wornington Green Supplementary Planning Document was adopted in November 2009.
Delivery agencies
21.3.3 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 developers in later phases of development.

Delivery milestones
21.3.4 The delivery milestones are:
- 2009: Supplementary planning document consultation and adoption
- 2009: Planning performance agreement signed with KHT
- 2009: KHT planning application submitted
- 2010: Planning application determined
- 2010: HCA funding secured
- 2010: Site works begin
- 2015: Completion of phase 1
- 2021: Phases 2 and 3 completed

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

Site Information
Site address
21.4.1 Worthington Green Estate, Worthington Road

Worthington Green estate

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) own the vast majority of the site. The Royal Borough of Kensington and Chelsea own Athlone Gardens, the freehold to the Venture Centre and the storage units in Munro Mews. Several other landowners include Kensington and Chelsea College and the Opendoor Friendship Centre.

Current uses
21.4.5 Residential use with associated open space, education and community uses.

Existing permissions
21.4.6 In March 2010, the Council resolved subject to there being no Direction to the contrary by the Mayor of London to grant outline planning permission for Phase 1 (all details submitted) and Phases 2-5 (all matters reserved) subject to conditions and the prior completion of a s106 Planning Obligation (PP/09/02786).
Chapter 22
Land adjacent to Trellick Tower

22.1 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.

22.1.2 This site is located in the Golborne/Trellick Place, Chapter 5. Particular attention is drawn to the Vision for Golborne/Trellick (see section 6.2), and the Priorities for Action (section 6.3) which consider the wider Golborne/Trellick area beyond this specific strategic site allocation. In the Priorities for Action section, the actions are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for the Land Adjacent to Trellick Tower: Renewing the Legacy; Keeping Life Local; Fostering Vitality; Diversity of Housing; An Engaging Public Realm; Better Travel Choices; and Respecting Environmental Limits.

Why the site is of strategic importance to the borough
22.1.3 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 Local Plan, and therefore the development of the surrounding land is considered vital in funding the restoration. Failure to allocate the site will result in a delay in the implementation of the restoration of Trellick Tower.

22.2 Allocation
22.2.1 The Edenham site is adjacent to Trellick Tower and the Cheltenham estate, both of which are residential areas. A mixed use block that fronts on to the northern end of Golborne Road, at the Golborne Road (North) neighbourhood shopping centre, also abuts the site.

22.2.2 Residential development with mixed uses is regarded as the most suitable use for the site.
to achieve the strategic aim of renovating Trellick Tower. At around 80 dwellings per hectare, the site allocation takes account of London Plan ‘designs on London’ policies, and Table 4B1.

22.2.3 This estimation may well be found to be conservative. However, with the iconic Trellick Tower adjacent, it is important that the final capacity of the site is established through a careful design process, which could constrain development. While additional dwellings may well be able to be accommodated, it would not be prudent to allocate the site for additional dwellings without detailed designs to confirm the acceptability and an understanding and appreciation of the local social, historical and physical context, and impact on the adjoining site of importance for local nature conservation. The grade II* listed status of Trellick Tower could prove a constraint on development in the area.

22.2.4 NHS Kensington and Chelsea - the PCT - is in need of a new facility in the area, to replace some existing doctor’s surgeries that no longer meet modern standards that primarily serve the Kensal area. This site is seen as ideal to locate this facility.

22.2.5 The location of a destination use, such as a leisure facility, could improve the vitality of the neighbourhood shopping facility at Golborne Road (North). Employment uses in the form of studio workspace would also be appropriate on the site, as part of a mixed use development. However, neither of these are requirements of the development.

22.2.6 Both the additional and existing residential population of the area will benefit from the restoration of Trellick Tower, and the new mix of uses, which will be accessed locally. These are central to both Fostering Vitality and Keeping Life Local strategic objectives. New uses (e.g. health facility) provide the necessary infrastructure for the existing and future local community, promoting social inclusion and an enhanced community environment.
Funding arrangements
22.3.5 RBKC, private investment, Homes and Communities Agency

22.4 Site Information
Site Address
22.4.1 The Land adjoining Trellick Tower, defined as the land to the rear of 7-19 Golborne Road and the land to the rear of 1-13 Edenham Way

Ward
22.4.2 Golborne

Site Area
22.4.3 The site area is 0.77 hectares (1.9 acres)

Site Owners
22.4.4 Royal Borough of Kensington and Chelsea

Current Uses
22.4.5 Site of former Care Home (class C2), garages/parking area and multi use games area

Existing Permissions
22.4.6 None
23.1 Introduction

23.1.1 The Kensington Leisure Centre is located in the north west of the borough, to the south of the Westway. It is located in the Latimer Place, Chapter 9. Particular attention is drawn to the Vision for Latimer (see section 9.2), and the Priorities for Action (section 9.3), which consider the wider Kensington Leisure Centre area beyond this specific strategic site allocation. In the Priorities for Action section, the allocations are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Latimer: 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 academy in the north of the borough. The site is also currently an important sports and leisure facility in this part of the borough.

23.2 Allocation

23.2.1 There is only one secondary school in the north of the borough and it largely serves the Catholic community. The majority of secondary school age pupils are obliged to travel south to the heavily over-subscribed Holland Park School or to schools in neighbouring boroughs. The Council is resolving this deficiency through the provision of a new academy, agreed by the Minister for Education, to be potentially funded through ‘Building Schools for the Future’ grants or other sources of funding.

23.2.2 The site already contains a very popular sports centre, including adult and junior swimming pools, dance and sports halls, a gym and café, ball courts and play areas which are used by the local community. The Council has yet to decide whether this sports centre should be refurbished in situ or relocated elsewhere on site to facilitate the design of the new academy. If refurbished, extensive internal remodelling would be advantageous. However, the replacement of the facility is more desirable in the long term.
23.2.3 Any sports facilities needed by the academy will be additional to the existing sports provision. The academy would provide the external sports facilities, which will need to be made available to the community. The public and academy sports facilities could be provided next to one another and linked, making the academy facilities more easily accessible by the community out of hours and aiding the management of both facilities.

23.2.4 Any public sector funding may need to be supplemented with funding from enabling residential development. However, the amount of enabling residential development will be dependent on the capacity and design of this site and therefore does not form part of the allocation.

23.2.5 The site significantly restricts links between Grenfell Road and Lancaster Road, which results in poor legibility in the area and makes the existing sports centre difficult to locate. Reinventing the traditional street pattern through the site would help to resolve this.

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

Policy CA 4
Kensington Leisure Centre
Allocation for the Kensington Leisure Centre

The Council will require development on the site to deliver, in terms of:

Land use allocation:

a. a new academy with a minimum gross internal floor area of 10,000 sq.m, including its own internal sports facilities to deliver the national curriculum but excluding external sports pitches;

b. a refurbished or relocated sports centre on site, with equivalent sports facilities to the existing centre, including a swimming pool and other facilities identified through a demand assessment, built in a way that is flexible for the future;

c. open space in the form of external sports facilities for the school, which should be shared with the sports centre;

d. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;

Principles:

e. green turf, planting and landscaping at the external sports facilities to contribute to the visual amenity of the surrounding properties;

f. improvements to the legibility and permeability of the street network in the area, through a new road connecting Grenfell Road and Lancaster Road;

Infrastructure and Planning Obligations:

h. improved public transport infrastructure;

i. other contribution’s as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

23.3 Delivery

Risks

23.3.1 The following risk will need to be taken into consideration: The academy will be part funded by the ‘Building Schools for the Future’.
Related site specific supplementary planning documents or Area Action Plans planned or prepared

23.3.2 A supplementary planning document will be prepared for the Kensington Leisure Centre site for adoption by December 2010. An Area Action Plan will be prepared for the wider Latimer area between 2010 and 2012.

Delivery agency

23.3.3 RBKC, Private Developer(s), Greater London Authority and Westway Development Trust.

Delivery milestones

23.3.4 A bid to ‘Building Schools for the Future’ will be made shortly, with a planning application to be submitted in 2010-11. The academy 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 academy.

Funding arrangements

23.3.5 RBKC, ‘Building Schools for the Future’ funding 2011-12 or other public sector investment, possibly some enabling residential development and private investment.

23.4 Site Information

Site address

23.4.1 Kensington Leisure 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

Current uses

23.4.5 Sports and leisure centre (Class D1: Non-residential Institution), including dance, gym and sports halls, large and small swimming pools, café, football pitches, car parking and incidental open space

Existing Permissions

23.4.6 None
Chapter 24
The Former Commonwealth Institute

24.1 Introduction

24.1.1 The former Commonwealth Institute site lies at the western end of the Kensington High Street "major town centre", immediately to the south of Holland Park. It falls within the Kensington High Street Place, Chapter 11.

24.1.2 The former Commonwealth Institute site is located in the Kensington High Street Place, Chapter 11. Particular attention is drawn to the Vision for Kensington High Street (section 11.2), and the Priorities for Action (section 11.3), which consider the wider Kensington High Street area beyond this specific strategic site allocation. In the Priorities for Action section, the actions are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for the Kensington High Street Place: Fostering Vitality, Keeping Life Local, Renewing the Legacy, an Engaging Public Realm, Better Travel Choices, Diversity of Housing and Respecting Environmental Limits.

24.2 Allocation

24.2.1 The former Commonwealth Institute building is a Grade II* listed building, built in the post war period. It is located at the western end of Kensington High Street's designated town centre. The site backs onto Holland Park, a park

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.
The RBKC Consolidated Local Plan 2015

also listed as Grade II in the Register of Parks and Gardens of Historic Interest as well as being designated Metropolitan Open Land, and a Site of Nature Conservation Importance. It lies within and is surrounded by conservation areas. There are also a number of trees which occupy the site all of which are protected by Tree Preservation Orders.

24.2.2 The ‘tent’, the main building, is set 45 degrees to the High Street. It has a hyperbolic paraboloid roof, covered in copper. To the west on a north-south alignment, there are two wings of administrative accommodation.

24.2.3 The concept of the original building was as a ‘tent in the park’, although for a variety of reasons, this concept was not fully realised. It was built on land that formed part of Holland Park at the time.

24.2.4 The Commonwealth Institute vacated the building in the 1990s. Since then it has had occasional exhibition use, but has essentially been vacant. It is now on the buildings at risk register.

24.2.5 Because of the building’s location relative to Kensington High Street, re-using the building for a high trip generating public institutional arts or cultural use, preferably an ‘exhibition’ use would have significant regeneration benefits for Kensington High Street.

24.2.6 Alterations to the interior of the building will almost certainly be required to adapt it to a new user, as the existing interior was a bespoke design for the static Commonwealth exhibition, such adaptations being balanced against the need to preserve the special architectural and historic interest of the building.

24.2.7 It is possible that the new user can fund necessary adaptations without development on the site. Development in such close proximity to the listed building, and within the setting of Holland Park and various conservation areas would be against policy. However, it is possible that ‘enabling’ development may be required to secure the future of the tent building.

24.2.8 An application for the re-use of the ‘tent’ building which includes enabling development is currently pending decision (see Delivery Milestones below).

Policy CA 5
Allocation for the former Commonwealth Institute

The Council allocates development on the site to deliver, in terms of:

Land use allocation:

a. 9,300 sq.m (net) of exhibition or assembly and leisure floorspace within the ‘tent’ building;

b. the re-use of the Commonwealth Institute as a high trip-generating public institutional use;

Principles:

c. the preservation of the ‘tent’ building now and in the future;

d. include the creation of an active public space on High Street Kensington frontage;

e. the development should positively relate the ‘tent’ to Kensington High Street, while integrating with and enhancing the parkland setting;

Infrastructure and Planning Obligations:

f. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.
24.3 Delivery
Risks
24.3.1 No risks have been identified for the delivery of the site.

Related site specific supplementary planning documents or Area Action Plans planned or prepared
24.3.2 The ‘Tent in the Park’ Supplementary Planning Document (SPD) was adopted in June 2009.

Delivery agency
24.3.3 Site owners

Delivery milestones
24.3.4 A major planning application was submitted to the Council in April 2009 for the refurbishment and alteration of the property (including removal of the administration building and extension of the basement) for D1 (non-residential institution), retail, restaurant and café, office, storage and ancillary uses; the erection of two residential buildings and one mixed use building containing 62 residential units, retail and ancillary D1 uses together with basement storage, car, motorcycle and cycle parking, and cinema, fitness centre, swimming pool and spa facilities; works of hard and soft landscaping; removal and replacement of trees; installation of plant and machinery; vehicle access arrangements; and associated works. The Council’s Major Development Committee has resolved to grant this application subject to the signing of the necessary s106 agreements, for refurbishment and alteration of the property (including removal of the administration building and extension of the basement) for D1 (non-residential institution), retail, restaurant and café, office, storage and ancillary uses; the erection of two residential buildings and one mixed use building containing 62 residential units, retail and ancillary D1 uses together with basement storage, car, motorcycle and cycle parking, and cinema, fitness centre, swimming pool and spa facilities; works of hard and soft landscaping; removal and replacement of trees; installation of plant and machinery; vehicle access arrangements; and associated works.

24.3.5 If this planning application was considered acceptable the refurbishment of the tent building is likely to take place between 2010 and 2012.

Funding arrangements
24.3.6 Private investment

24.4 Site Information
Site address
24.4.1 Commonwealth Institute, 250 Kensington High Street, London 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

Current uses
24.4.5 Vacant exhibition space (Class D1)

Existing permissions
24.4.6 Planning permission (and listed building consent) was granted at the end of 2009, subject to the signing of the necessary s106 agreements, for refurbishment and alteration of the property (including removal of the administration building and extension of the basement) for D1 (non-residential institution), retail, restaurant and café, office, storage and ancillary uses; the erection of two residential buildings and one mixed use building containing 62 residential units, retail and ancillary D1 uses together with basement storage, car, motorcycle and cycle parking, and cinema, fitness centre, swimming pool and spa facilities; works of hard and soft landscaping; removal and replacement of trees; installation of plant and machinery; vehicle access arrangements; and associated works.
Chapter 25
Warwick Road
(5 sites including 100 West Cromwell Road)

25.1 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. Three of the sites have planning permission and another has an agreed outline planning permission.

25.1.2 Warwick Road is located in the Earl’s Court Place, Chapter 10. Particular attention is drawn to the Vision for Earl’s Court Place (see section 10.2), and the Priorities for Action (section 10.3), which consider the wider Earl’s Court area beyond the specific site allocation. In the Priorities for Action section, the actions are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for the Earl’s Court Place: 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 sites 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.

25.2 Allocation

25.2.1 A primarily residential development with mix-use will ensure that the borough’s housing targets are met. Non-residential floorspace is needed to service the proposed residential accommodation with an active frontage to Warwick Road.
25.2.2 Warwick Road presents a physical barrier to pedestrians due to the one-way system and the lack of good pedestrian facilities, which needs improvements. One hundred West Cromwell Road is constrained by the existing podium adjacent to the Tesco Store. There is a need to integrate the developments within its wider residential urban context, and to provide new public open space, private garden space and children’s play facilities that gives a focus and sense of place. Public realm improvements, including street tree planting and new pavements are required on the Warwick Road frontage in addition to the internal access roads.

25.2.3 There is considerable and growing demand for primary school places in the central part of the borough and therefore a new primary school should be provided on-site. Residential institutions (Class C2) could also be provided, but are not a requirement. In view of the scale of development, it is likely to generate the need for additional police services in the area. A Safer Neighbourhood Police Base is therefore sought as part of the development. The floor area should be located at ground floor level and be at least 125sq.m. The size of the allocation is in line with the size and scale of the developments envisaged.

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

v. a minimum of 350 residential units on the 100 West Cromwell Road site;

b. On the northern four sites:
   i. a primary school on-site, and
   ii. on-site public open space, including outdoor play space;

c. On the 100 West Cromwell Road site leisure, social and community uses (Class D1), provision of car parking and open amenity space;

Principles:

e. sufficient non-residential uses on the northern four sites to provide active frontages to the ground floor of Warwick Road;

f. four northern sites to be developed to a single masterplan;

Infrastructure and Planning Obligations:

g. affordable housing as part of residential development on all the sites to ensure a mixed and balanced community;

h. social and community facilities;

i. community sports hall and swimming pool;

j. health facilities;

k. crèche and education facilities;

l. landscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road site;

m. streetscape improvements to Warwick Road in connection to all development sites;

n. pedestrian and cycle improvements;

o. floorspace for Safer Neighbourhoods unit;

p. a contribution to investigate and implement measures to return the Earl's Court one-way system to two-way working;

q. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning documents.

Policy CA 6
Warwick Road
Allocation for the Warwick Road Sites
The Council allocates development on the site to deliver, in terms of:

Land use allocation:

a. 1,550 total combined residential units across all five sites, with a minimum of:
   i. 500 residential units on the Charles House site;
   ii. 250 residential units on the Former Territorial Army site;
   iii. a minimum of 150 residential units on the Empress Telephone Exchange site;
   iv. a minimum of 300 residential units on the Homebase site;

25.3 Delivery

Risks

25.3.1 The risk identified for the delivery of this site is the reduction in housing provision, and the possibility the borough may not meet its housing targets, due primarily to the 2008-2009 recession.
Chapter 25  Warwick Road

Related site specific supplementary planning documents or Area Action Plans planned or prepared

25.3.2 The related documents are 100 West Cromwell Road Planning and Design SPD (to be adopted late 2009) and Warwick Road SPD (adopted January 2008).

Delivery agency

25.3.3 Private developers/site owners

Delivery milestones

25.3.4 The delivery milestones will vary depending on each site. Consent has been granted at the Empress Telephone Exchange site. The applications at the Former Territorial Army, Charles House and 100 West Cromwell Road are pending determination. Land ownership issues and the current recession are delaying implementation at the moment but are expected them to be implemented within the next five years. The implementation of the remaining sites is expected within five to ten years. The different timescales for the site could affect the coordination of the infrastructure provision.

Funding arrangements

25.3.5 Private investment

25.4 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 site, 245 Warwick Road
• Empress Telephone Exchange, 213-215 Warwick Road
• Homebase, 195 Warwick Road
• 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:

Curved frontage, Homebase
Charles House: outline planning permission is pending 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 4,800sq.m (43,000sq.ft), 461sq.m (5,000sq.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 is pending for the redevelopment of the site to provide class C3 (residential use) comprising 174 market units and 81 affordable units, 481sq.m (5,200sq.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, 542sq.m (5,800sq.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.

Outline planning permission was granted in 1996 for the redevelopment of the greater ‘Fenelon Place’ site to provide a three phase development. Phases one and three have been implemented and comprise the existing Tesco store with housing above and the Kensington Westside residential development respectively. Phase two was for an office building (14,864 square metres) and has not been implemented. The phase two site is now known as the 100 West Cromwell Road site.
Chapter 26
Earl's Court Exhibition Centre

26.1 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 Earl's Court Exhibition Centre site is located in the Earl's Court Place, Chapter 10. Particular attention is drawn to the Vision for Earl's Court (see section 10.2), and the Priorities for Action (section 10.3), which consider the wider Earl's Court area beyond this specific strategic site allocation. In the Priorities for Action section, the actions are set out under the heading of Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Earl's Court Place: 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, which contributes to the distinctive Earl's Court cultural brand. The aim of this site is to provide a mixed-use development which will include residential, employment and other uses. The Earl's Court Strategic Site falls within the Earl's Court and West Kensington Opportunity Area, as designated in the draft London Plan 2009. The Opportunity Area also includes part of the Earl's Court, West Kensington and North Fulham Regeneration Area, which is identified in the London Borough of Hammersmith and Fulham's Core Strategy. A scheme for the whole Opportunity Area would need to be agreed with both boroughs.

26.2 Allocation
26.2.1 It is clear that the site has considerable potential. The draft London Plan indicates that the Earl's Court and West Kensington Opportunity Area has the potential to provide over 2,000 dwellings and approximately 7,000 jobs. The draft London Plan further states that “the potential for a strategic leisure, cultural and visitor attraction and strategically significant offices should be explored..."
together with retail, hotels and supporting social infrastructure”. Within the Royal Borough it is anticipated the scheme will be residential-led, as the strategic site can comfortably accommodate over 500 new homes. The full development capacity and exact disposition of uses across the Opportunity Area should be considered as part of the spatial planning for the Opportunity Area, through the joint supplementary planning document (SPD). This SPD will be prepared and adopted by both boroughs, and be capable of being adopted by the GLA as an Opportunity Area Planning Framework.

26.2.2 By bringing together this site, a comprehensive mixed-use scheme can be achieved on the Earl's Court and West Kensington Opportunity Area, to provide housing, employment, hotels, leisure, offices, health and social and community facilities, with shops for day-to-day needs of the development and complement the existing neighbouring centres. The area of the strategic site is outside 400 metres or five minutes walk of a neighbourhood or higher order centre. The Council will therefore support the establishment of a new centre within the Earl's Court and West Kensington Opportunity Area, with new retail provision to serve the day-to-day needs of the development and of a scale that does not have an unacceptable impact on the vitality and viability of existing centres in RBKC and LBHF. New public open space will also be required to improve accessibility to open space in this location.

26.2.3 Key to the long term success of the area is the redevelopment of the Exhibition Centre. Earl's Court has a long-standing role as an important cultural destination of London, which contributes to the distinctive Earl's Court 'brand'. A new significant cultural facility is required. However, if that facility is located at Olympia (in the London Borough of Hammersmith and Fulham) which is in the same ownership as Earl's Court Exhibition Centre, and it is likely to be refurbished and extended to accommodate some of the cultural, conference and exhibition uses at Earl's Court then a significant cultural facility should also be retained in the Earl's Court and West Kensington Opportunity Area to continue the long standing Earl's Court brand. It is expected this will be located within the most public transport accessible part of the Opportunity Area. The exact location of any cultural or destination uses or attractions will be determined through the supplementary planning document to be prepared jointly by the Royal Borough and the London Borough of Hammersmith and Fulham and the Greater London Authority.

26.2.4 The on-site road pattern and connections must be designed with regard to significantly improving traffic circulation in the surrounding area, and on primary routes in the London Borough of Hammersmith and Fulham and the Royal Borough, such that it investigates and contributes to returning the one-way system to two-way working, for which initial feasibility work has already been undertaken. No funding for this project is at present allocated by Transport for London. The Royal Borough will therefore work in partnership with Transport for London amongst others regarding its delivery.

26.2.5 It will be necessary to deck over the TfL depot and West London line in multiple locations to allow for good connections. There may also be scope to build over the railway to increase the development capacity of the site. While the accessibility of the site is high, with good Tube and rail networks, the quantity of development of different land uses, the capacity of these networks and the road network to absorb further growth, and the identification of deliverable improvements in the transport infrastructure needs considerable further research, in the context of a full Transport Assessment.

26.2.6 Transport for London and the Greater London Authority (GLA) are partners in the planning and delivery of the future development in the Earl's Court and West Kensington Opportunity Area. The Council will work in partnership with them to overcome transport constraints on the development, while safeguarding the operational railway.

26.2.7 The redevelopment of the Earl's Court and West Kensington Opportunity Area 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 Earl's Court neighbourhood centre in the Royal Borough. A comprehensive mixed-use scheme should be carefully planned to ensure this potential is achieved.

26.2.8 High-density development is appropriate for this highly-accessible location, but high density does not necessarily mean high rise, which can cause significant adverse effects on existing residential areas through overshadowing and microclimatic changes. The London Borough of Hammersmith and Fulham’s Core Strategy Options 2009 states that tall buildings may be appropriate in the Earl's Court/North End regeneration area, subject to detailed justification.

26.2.9 On-site waste management facilities will be required as part of the development to handle waste
arising from the new uses of the site (this could include recycling facilities and anaerobic digestion). This facility will help towards the borough’s waste apportionment figure set out in the London Plan.

26.2.10 The scale of development and the mix of uses is also a good opportunity for the provision of low or carbon neutral developments and the establishment of a district heat and energy source.

26.2.11 A grade I Registered Park and Garden of Historic Interest has been identified to the south west of the site and therefore development round this site should be carefully managed. Part of the strategic site is also designated as a Site of Nature Conservation Importance (Grade I), which forms part of the Green Corridor designated along the West London railway line.

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

Policy CA 7
Earl’s Court Exhibition Centre
Allocation for Earl’s Court Exhibition Centre

The Council allocates development on the site to deliver, in terms of:

Land use allocation:

a. a minimum of 500 homes within the Royal Borough, which could be increased, in particular if (b) to (e) below are provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD;

b. a minimum of 10,000sq.m (108,000sq.ft) of office floor space;

c. retail and other uses within the class of the Use Classes Order 1987 (as amended) to serve the day-to-day needs of the new development;

d. a significant cultural facility to retain Earl’s Court’s long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility;

e. other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel and leisure uses;

f. social and community uses;

g. on-site waste management facilities to handle waste arising from the new uses of the site (including recycling facilities and/or anaerobic digestion), which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;

h. low or carbon neutral developments and a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network, which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;

Principles:

i. a new urban quarter which links well with its surroundings, especially to the west and east;

j. a design of the road network and connections with the surrounding area that significantly improves residential amenity, the pedestrian environment and public transport access in the area of the one-way system, and does not have an unacceptable impact on traffic congestion;

k. an open urban square, fronting onto Warwick Road, with land uses that provide positive active edges to the building frontages;

Infrastructure and Planning Obligations:

l. social and community facilities;

m. additional new public open space, including considering opportunities to create biodiversity;

n. securing highway contributions including the investigation, in consultation with TfL and the boroughs, into returning the Earl’s Court one-way system two way working, implementation of those measures identified during the investigation commensurate to the development proposal; and significant improvements to quality of residential amenity, the pedestrian environment and public transport access in the area of the Earl’s Court one-way system;

o. improvements to Tube, bus and rail access, including interchange from the West London line to the Underground network and the extension of bus services into the site;

p. improved pedestrian links from and through
the site and the surrounding area to public transport facilities and improved cycle links to enhance north/south cycle accessibility;

q. affordable housing as part of residential requirement;

r. education facilities;

s. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

26.3 Delivery

Risks

26.3.1 There is a risk that the Earl’s Court brand is lost if no exhibition centre, convention centre or cultural use is included in the redevelopment. There is also a risk that redevelopment does not investigate, nor contribute to, returning the one-way system to two-way working. There is also a risk that the SPD is not adopted in advance of a planning application being submitted for the Strategic Site. If this risk is realised, the planning application will be considered in accordance with policy CA7 and any material planning considerations, which may include up to date evidence and viability being prepared for the SPD and a planning application.

Related site specific supplementary planning documents or area action plans planned or prepared

26.3.2 A joint supplementary planning document will be produced working in partnership with the London Borough of Hammersmith and Fulham and the GLA. This document will provide a framework for a coordinated and phased development of the Earl’s Court and West Kensington Opportunity Area and may include some other land in Hammersmith and Fulham, and may fulfil the role of any Opportunity Area Planning Framework.

Delivery agency

26.3.3 Capital and Counties Plc. Other delivery agencies unknown at this stage.

Delivery milestones

26.3.4 The delivery milestones are:

2009: agree scope and arrangements for preparation of a supplementary planning document with the London Borough of Hammersmith and Fulham

2009-2011: preparation of the supplementary planning document

2012: grant planning permission

2013: start implementation on site

2023: completion

Funding arrangements

26.3.5 Mainly private investment

26.4 Site Information

Site address

26.4.1 The sites’ addresses are:

- Earl’s Court Exhibition Centre, Warwick Road
- Land in Cluny Mews
- 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 strategic site area is 7.43 hectares (18.36 acres). The Earl’s Court and West Kensington Opportunity Area extends into the London Borough of Hammersmith and Fulham and covers an area of approximately 31 hectares (76 acres).

Site owners

26.4.4 Earl’s Court Limited and Transport for London (the Exhibition Centre site), Clear Channel and Empress Limited (Cluny Mews). The Earl’s Court and West Kensington Opportunity Area which extends into the London Borough of Hammersmith and Fulham 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 remainder of the Earl’s Court and West Kensington Opportunity Area includes 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. The Earl’s Court One Exhibition Centre has a Certificate of Immunity from Listing which expires in 2012.
Chapter 27
Lots Road Power Station

27.1 Introduction
27.1.1 This site is not a strategic site allocation. There is a live planning permission which expires in 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. Lots Road Power Station is located in the Lots Road/World’s End Place, Chapter 18. Particular attention is drawn to the Vision for Lots Road/World’s End (section 18.2), and the Priorities for Action (section 18.3), which consider the Lots Road/World’s End area beyond the specific strategic site allocation. In the Priorities for Action section, the actions set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Lots Road/World’s End Place: Renewing the Legacy; an Engaging Public Realm; Keeping Life Local; Diversity of Housing; Better Travel Choices; Respecting Environmental Limits and Fostering Vitality.

27.2 Delivery
Related site specific supplementary planning documents or area action plans planned or prepared
27.2.1 None

Delivery agency
27.2.2 Private developers

Delivery milestones
27.2.3 The delivery milestones are:

- **2006**: Permission granted
- **2009-2011**: Start implementation on site, otherwise the planning permission expires
- **2015**: Completion

Funding arrangements
27.2.4 Private investment

27.3 Site Information
Site address
27.3.1 The site address is 55 Lots Road
Ward
27.3.2 Cremorne

Site area
27.3.3 The site area is 1.77 ha (4.37 acres)

Site owner
27.3.4 Hutchison Whampoa Ltd

Current uses
27.3.5 Vacant power station

Existing permissions
27.3.6 Permission was granted in 2006 for:
- Shops (A1): 1,198sq.m (12,900sq.ft)
- Financial and professional services (A2): 82sq.m (883sq.ft)
- Food and drink (A3): 528sq.m (5,700sq.ft);
- Non-residential institutions (D1): 877sq.m (9,500sq.ft)
- Business (B1): 4,904sq.m (43,000sq.ft);
- Housing: 420 dwellings, including 166 affordable units
- Open space

Known site specific s106 requirements (if not provided as part of the development)
27.3.7 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
Chapter 28
Proposals Map

28.1 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 to the existing map.

28.1.2 The adopted Local Plan includes all the items 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, we are therefore taking the opportunity to update the proposals map with a wider range of information which was not contained on the 2002 Proposals Map 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 (while this features in UDP Policy PU12, it does not feature on the map)
- HSE Land Use Planning/Consultation Inner Zone

28.1.5 A separate fold-out map with all the designations and allocations is also available.

NB: The areas of solid black as illustrated on Town Centre maps in Chapter 42 indicate railway lines within the borough.
The entire Borough is designated as an Air Quality Management Area.
Chapter 29  
Policies and Actions

29.1 Introduction

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

29.1.2 The seven strategic objectives are:

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

29.1.3 Each of the sections follows a similar format:

- An introduction summarising the strategic objective;
- A section ‘what this means for the borough’, identifying issues that are locally distinctive;
- Planning policies are set out with a summary of the relevant evidence being provided as reasoned justification for the policy that follows. The policies are set in boxes. Each of the planning policies starts with a strategic policy which stands in its own right. Below this are the criteria of how the policy can be complied with, but the list is not exhaustive and addressing all the criteria may not necessarily indicate that a proposal is in conformity with the strategic policy.
- Corporate and Partner actions follow. This section summarises other strategies and plans prepared by the Council and partners that will also play a part in delivering the strategic objective. Actions to be taken by the Council or by partners are also listed. Planning may have a direct role in the implementation of these actions, but this will not necessarily be the case in all situations.

29.1.4 There is a requirement that the policies within a Local Plan must be monitored by the local planning authority to determine their effectiveness. The monitoring framework is included within Section 2D of the document.

29.2 Infrastructure and Planning Obligations (s106)

29.2.1 PPS12, paragraph 4.8 states: “The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations”.

29.2.2 Delivery of infrastructure is critical to the delivery of all the strategic objectives of the Local Plan. 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 infrastructure schedule is set out in Chapter 37, setting out key schemes required to facilitate development and secure delivery of the Local Plan, though infrastructure requirements from development will not be limited to these. The Council will prepare an Infrastructure Delivery Plan (IDP) with partners and infrastructure providers, which will be regularly monitored and reviewed, forming the basis of site specific requests for infrastructure as part of development proposals.

29.2.3 Infrastructure planning is the process for ensuring the physical needs of an area can be delivered to keep pace with its population’s requirements. It will include utility services, transport, education, health and leisure provision. Sound infrastructure plans are needed to support the Local Development Framework and to provide a robust base for developing planning obligations, and are a pre-requisite to introducing the Community Infrastructure Levy (CIL).

29.2.4 Planning obligations are intended to make acceptable development which would otherwise be unacceptable in planning terms. They might be used to prescribe the nature of a development; to secure a contribution from a developer to compensate for loss or damage created by a development; or to mitigate a development’s impact. They must comply with the provisions of Circular 05/2005 ‘Planning Obligations’, and the Community Infrastructure Levy Regulations 2010 and such measures may include:

1. Environmental improvements - to buildings, the street (including townscape enhancements), improvements for inclusive design, utility provision, 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, flexibly sized accommodation and 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, affordable premises for voluntary and community organisations and churches and other religious facilities

5. Provision of transportation facilities – including facilities for walking and cycling, inclusive public transport and highway improvements to cater for the impact of the development and impact of the construction of development in relation to traffic, air quality and noise on the amenity of residents, and towards Crossrail where development within the CAZ1 or in other circumstances, would require this as a result of London Plan Supplementary Planning Guidance (SPG), and permit-free development

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. Green infrastructure improvements – to the network of multi-functional open spaces in the borough including the creation of new public open space, improvements to existing open space, and securing public access to private open space

9. Cultural facilities – securing the provision of arts, cultural and entertainment facilities, new works of art or performing arts space in association with development proposals

10. Play facilities – providing play provision through publicly accessible play space and facilities in new residential developments

11. Energy efficiency and renewable energy

12. Utility infrastructure requirements – including water, foul drainage and sewage treatment, and energy utilities

13. Waste management and recycling to mitigate the impact of the development

14. Land charges, legal, project management, monitoring and implementation costs, and management and maintenance costs on completion
Policy C 1 Infrastructure Delivery and Planning Obligations

Infrastructure Requirements and Delivery

New development will be coordinated with the provision of appropriate infrastructure to support the development. The Council will require that there is adequate infrastructure to serve developments, including through the use of planning obligations, working with infrastructure providers and stakeholders to identify requirements.

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, green or environmental infrastructure, or improvements to the proposals submitted to enable the development to proceed, in accordance with advice in national guidance.

Planning Obligations

Planning obligations will be negotiated whenever appropriate in accordance with Circular 05/2005 Planning Obligations, and taking account of the proposed development, and in determining which measure receives priority, account will be taken of the individual characteristics of the site, the infrastructure needs of the site and the surrounding area, and the London Plan. Proposals that form part of potentially wider sites will be assessed in terms of the capacity of the site as a whole.

The viability of the development will also be taken into account. In the case of an enabling development, or where the development is unable to deliver all the policy requirements for reasons of viability, a viability study will be required to accompany the planning application. s106 contributions will be reviewed in the context of this viability study. The viability study should use the GLA toolkit or an agreed alternative. The applicant will fund the independent assessment of the viability study, or other technical studies requiring independent assessment, prior to the application being determined.
Chapter 30
Keeping Life Local
Social and Community Uses, Local Shopping Facilities and ‘Walkable Neighbourhoods’

30.1 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. Therefore strategically, we need to protect and promote functions that otherwise might be lost to residential use and ensure that necessary infrastructure is provided to support the scale, location and timing of development planned for an area.

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 Local Plan’s central vision of Building on Success. It lies at the heart of the Royal Borough’s residential quality of life.

CO 1
Strategic Objective for Keeping Life Local
Our strategic objective to keep life local is for strong effective neighbourhood centres and for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be inclusive for all so that residential communities can flourish.

30.2 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 a number of parts to this.

30.2.2 First, protecting existing and facilitating new social and community uses, such as meeting halls, GP and dentist surgeries, pharmacies and primary schools, which have a local catchment. Other facilities, such as libraries, sports centres, secondary schools and hospitals serve wider, even borough-wide, catchments. Finding new sites in the right place for these uses is a major challenge.

30.2.3 Secondly, recognising that some facilities within the borough have a national or international catchment, such as some of our hospitals, and that they also offer significant benefits to borough residents and are thus highly valued by the community. These are also therefore regarded as social and community facilities.

30.2.4 Thirdly, strengthening neighbourhood centres as the focus of a local community, and establishing new ones in areas of deficiency, as part of the concept of walkable neighbourhoods, will meet the main day-to-day needs of local communities, promote healthier more active lifestyles and help to foster community cohesion and a greater sense of belonging.

30.2.5 Not all shops, doctors’ surgeries and schools are within centres. The concept of walkable neighbourhoods therefore extends to all those local facilities wherever located. Currently, the vast majority of the borough is within a five minute walk of local shops, and a ten minute walk of primary schools and doctors’ surgeries.

30.3 Planning Policies
Social and Community Uses

30.3.1 Social and community facilities are identified within the London Plan as enabling the community to function. Their role in stimulating a sense of community and providing valuable social infrastructure is recognised through the protection and enhancement of these 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. For example, the closure of the care home at Vicarage Gate House in 2003, which was subsequently converted in residential units following an upheld appeal in 2008.
Chapter 30  Keeping Life Local

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 Neighbourhood or Higher Order Town Centre

Neighbourhood Shopping Centres

Higher Order Centres

Areas within 400m or 5mins walk of neighbourhood centres outside of the Royal Borough

Future impact of Lots Road redevelopment on walkable neighbourhood

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30.3.3 In spite of this, the Council acknowledges that the needs of communities change. Therefore, the protection of all existing social and community facilities would not allow for necessary changes. Policies have therefore been devised to allow for changes while maintaining the borough’s overall stock of social and community uses. The Council also recognises, taking a pragmatic approach, that it may be necessary to support enabling development on a given site where the proposal will result in an overall improvement to the social and community facilities in the borough.

30.3.4 For the purposes of the Local Plan, social and community uses are defined as including: care homes/care facilities and elderly people’s homes; community/meeting halls and rooms; doctors, dentists, hospitals and other health facilities; hostels; laundrettes; libraries; Metropolitan Police and other emergency service facilities; petrol filling stations; places of worship; bespoke premises for the voluntary sector; schools and other educational establishments; sport facilities; and youth facilities.

30.3.5 The Council also acknowledges that there are also social and community uses which are considered valuable, such as post offices and pharmacies, where change to another use in the same use class, such as a shop, does not require planning consent. The Council cannot therefore control these uses through its planning powers and therefore cannot be controlled under policy CK1 at present. These facilities have tended to be available within ‘walkable neighbourhoods’. The Council will, therefore, in partnership with others, strive to achieve this through other means.

30.3.6 Should any of these uses change to a different use class (eg. to Sui Generis), they would be considered under policy CK1.

30.3.8 One of the most important facilities needed in the borough is a new academy. At present, 50 per cent of 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 academy is needed in North Kensington. Metropolitan Police, ambulance and fire services have very specific operational circumstances, unlike those of any other social and community uses. As a result, their needs will be assessed on a case by case basis.

Policy CK 1
Social and Community Uses

The Council will ensure that social and community uses are protected or enhanced throughout the borough and will support the provision of new facilities.

To deliver this, the Council will:

a. provide a new academy for the communities of North Kensington;

b. permit new, and the expansion of existing, social and community uses which predominantly serve, or which provide significant benefits to, borough residents, except where the proposal results in a shared or communal residential/social and community entrance;

c. apply the following sequential approach:

i. protect land and/or buildings where the current use is or the last use was a social or community use, for re-use for the same, similar or related use;

ii. permit the change of use of land and/or buildings where the current or last use was a social or community use from one social and community use to another social and community use which predominantly serves, or which provides significant benefits to borough residents and where it is demonstrated that there is a greater benefit to the borough resulting from this change of use;

iii. permit enabling development on land and of buildings where the current use is or the last use was a social and community use in order to:

   significantly improve that use;

   provide another social and community use on site;

   significantly improve or provide new social and community uses elsewhere within the borough and where it can be demonstrated that there is a greater benefit to the borough resulting from this enabling development.
Local shopping facilities and other facilities which Keep Life Local

30.3.9 The evidence on local shopping deficiency shows that a policy is required to retain and enable better access to shopping facilities on foot or by bicycle in order to significantly improve the quality of urban life.

30.3.10 The Council will use walkable neighbourhood indicators to assess accessibility to local shopping facilities. National indicators recommend an 800 metre (875 yard) walk. However, the use of national indicators is not appropriate due to the relatively large number of shopping 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.

30.3.11 Currently 74.8 per cent of the borough is located within a five minute (400m) walk of a neighbourhood or higher order shopping centre, of this, 1.5 per cent are served by local centres in neighbouring boroughs. Excluding public spaces, the main areas with an established deficiency are Latimer, Kensal (east of Ladbroke Grove) and parts of Earl’s Court. In these areas, many residents will have to walk for more than ten minutes (or 800m) to local shopping facilities. Lots Road is currently seen as being deficient. However, once implemented, the planning permission for the Lots Road Power Station site will address the deficiency. While it is noted that there is little residential accommodation currently in the area shown as deficient in Kensal, the Kensal Gasworks Strategic Site is allocated for significant housing growth in this Local Plan, meaning that local shopping facilities will be required. The deficiency in Earl’s Court is expected to be resolved through the redevelopment of the Earl’s Court Exhibition Centre strategic site.

30.3.12 By developing these sites and by creating new neighbourhood centres in Latimer and Kensal, it is calculated that 76 per cent of the borough would be within a five minute walk of local shopping facilities.

30.3.13 Individual shops and parades are also important as they offer convenience retail to those living in areas which are not located near defined shopping centres.

30.3.14 As well as social and community facilities, the borough must also cater for 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.

30.3.14A The continued loss of the borough’s stock of public houses over the past 30 years has eroded an easily accessible social focus for the community. From 181 premises in 1980 to 110 in 2012, well over one third have been lost and with escalating residential property prices, this trend is set to continue. The borough has experienced a number of traditional public houses changing into other drinking establishments which do not provide the same community function to residents. However, these changes do not represent a change under the Town and Country Planning (Use Classes) Order 1987 and cannot be controlled by the Council.

30.3.14B Public houses not only make a valuable contribution to the community and cultural life of the borough, but at neighbourhood level they offer a source of identity and distinctiveness, provide opportunities for social interaction and provide places to meet which support community cohesion – in short the essential ingredients of a sense of community and place. They are part of that fine grain mix of uses, which provide not only historical continuity, but contribute economically and to the vitality of our residential communities and the character of an area. They are an essential ingredient for promoting healthy communities and maintaining diverse, strong, secure and accessible neighbourhoods.

30.3.14C However, it is not only public houses that display these distinctive characteristics. Other uses such as shops, financial and professional services uses and restaurants/cafes are also valued, for both the service that they provide and their wider social role. This essential mix of uses in the borough's predominantly residential areas, not only makes these areas highly desirable places in which to live, helping to provide services locally for the community and beyond, but adds to the character and distinctiveness of the borough as a whole. The approach of maintaining and protecting a broader range of uses also brings greater benefit to the wider community, rather than favouring a particular group within it.

30.3.14D In applying this policy individual shops will be protected, but the swap of other uses within the A use class (classes A2 – A4) will be treated on their own merits depending on their role within the locality they serve and their impact on neighbours. The Council recognise no hierarchy of uses in this regard.
Policy CK 2
Local Shopping and other Facilities which Keep Life Local
The Council will ensure opportunities exist for convenience shopping and other facilities which make life local throughout the borough.
To deliver this the Council will:

- a. protect individual shops (Class A1) outside of designated town centres;
- b. resist the loss of public houses and other drinking establishments (Class A4) throughout the borough;
- c. resist the loss of restaurants and cafes (Class A3) and financial and professional services (Class A2) outside of higher order town centres.

NOTE: Further policy mechanisms for delivering local shopping facilities are included in Policies CF1, CF2 and CF3 in Fostering Vitality, Chapter 31.

Walkable Neighbourhoods and Neighbourhood Facilities

30.3.15 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.

30.3.16 The evidence on walkable neighbourhoods in the borough show that existing facilities need protecting, in some cases expanding 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.

30.3.17 The concept of ‘walkable neighbourhoods’ has been 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. In the case of Kensington and Chelsea’s neighbourhood facilities, this level has been set at 800 metres (875 yards).

30.3.18 Having local neighbourhood facilities within a short walking distance is an essential characteristic of local life in Kensington and Chelsea. Currently 84.7 per cent of the borough is within an 800m walk of a GP surgery and 93.1 per cent of a primary school. Walkable neighbourhoods also include local shopping facilities, but these are covered by the policy above (policy CK2), because they have a different spatial distribution across the borough.

30.3.19 A ten 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$. It is also used by NHS Kensington and Chelsea as an appropriate distance for residents to travel to General Practitioners$.

Policy CK 3
Walkable Neighbourhoods and Neighbourhood Facilities
The Council will maintain the current percentage of access to neighbourhood facilities and work towards increasing the number of facilities where appropriate opportunities arise.

NOTE: Policy mechanisms for delivering this are included in policy CK1 and policy C1.

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

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

This strategy sets out how the Commissioning Group intends to provide out of hospital medical care. This includes a devolution of many aspects of primary care traditionally provided within hospitals.

The Metropolitan Police Authority/Metropolitan Police Service Estate Strategy 2010-2014

Published in 2010 this document highlights the high level strategy by which the Metropolitan Police intend to manage their estate across the capital.

Metropolitan Police Authority Planning for Future Police Estate Development

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

Corporate or Partnership Actions for Keeping Life Local

The Town Centre Initiatives Manager will work in partnership with retailers, landlords, residents and other stakeholders to support and strengthen the viability of local shopping centres.

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

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

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

4. The Directorate of Planning and Borough Development will work with the Director of Public Health and NHS Property Services to ensure that the needs of the West London Clinical Commissioning Group are implemented where appropriate, and ensuring that residents have good access to GP, dentist, pharmacy and hospital services.

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

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

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

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

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

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

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

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

13. The Directorate of Planning and Borough Development will work with stakeholders to set up and maintain a register of Assets of Community Value.
Chapter 31

Fostering Vitality

Town centres, retail, arts and culture and business

31.1 Introduction

31.1.1 The borough has 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 but have, of late, been under pressure from residential development. There is a risk that they could decline to such an extent that the collective quality of life of the borough could be diminished.

31.1.2 Fostering vitality is an integral part of the Local Plan’s central vision of Building on Success. It lies at the heart of the Royal Borough’s reputation as a national and international destination.

31.2 What this means for the borough

31.2.1 Most of 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, Brompton Cross, 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 The Council will direct new shopping, large-scale offices, and other town centre uses into existing higher order town centres wherever possible. The Council does however, recognise that is likely that Knightsbridge, King’s Road, Fulham Road, Brompton Cross and South Kensington will need to be expanded 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 higher order centres with excellent links to the rest of the capital, particularly Knightsbridge, King’s Road (East), Brompton Cross, South Kensington, Kensington High Street and Notting Hill Gate. They will also be supported in the wider Earl’s Court Opportunity Area, to service the destination cultural use proposed.

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. Similarly, the important role that very small and small offices have throughout the borough will continue to be recognised. It is these premises that are both disproportionately staffed by the borough’s residents and are of particular value to the borough’s thriving creative and cultural business sector.

31.3 Planning Policies

Location of Town Centre Uses

The Council’s Retail Needs Assessment predicts retail need up till 2028, the end of the plan period. While need until 2015 can be estimated to an acceptable degree of accuracy, longer term forecasts are more susceptible to change. The Local Plan, therefore, seeks to plan for, and accommodate, retail need to 2015 only. This approach is consistent with PPS4 which states that local planning authorities need only to allocate sufficient sites to meet identified need for the first
Chapter 31  Fostering Vitality

FOSTERING VITALITY
Town Centres, Retail, Arts and Culture and Business,

- Employment Zones
- Westfield London Shopping Centre
- Concentration of Cultural Uses
- Concentration of Offices
- Concentration of Hotels

- Town Centres
- Centres identified for possible expansion
- Central Activities Zone (CAZ)
- Possible new centre

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HAMMERSMITH
AND
FULHAM
WANDSWORTH
five years of the plan. The Council will review retail need on a regular basis, and where necessary amend the Local Plan accordingly.

31.3.1 The Retail Needs Assessment states that to 2015 a total of 25,500sq.m (gross) (approximately 275,000sq.ft) of additional comparison retail floorspace is needed in the south of the borough if the borough is to take advantage of the expected increase in retail expenditure in the area. Some of this need is already in the development pipeline, with much of the remainder likely to be accommodated within the existing higher order centres (Knightsbridge, King’s Road, Fulham Road, Brompton Cross and South Kensington) as well as within the network of neighbourhood centres, by making better use of existing premises, the filling of vacant units, or by making better use of under-used sites. The Council has, however, identified a number of edge-of-centre sites within the Knightsbridge, King’s Road, South Kensington and Brompton Cross Places (Chapters 12-15), as being potentially suitable for retail expansion. With a total site area of more than 21,000sq.m (approximately 225,000sq.ft), these sites should be capable of accommodating any additional retail need which cannot be provided within the existing centres. The suitability of any additional windfall sites for shopping floorspace will be assessed against policy CF1.

31.3.2 Over the same period 650sq.m (gross) (approximately 7,000sq.ft) of additional comparison retail floorspace will 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 floor space could be accommodated within existing centres through making better use of existing premises, the filling of vacant units or by making better use of under-used sites.

31.3.3 The Council endorses the ‘town centre first’ approach and ‘sequential test’ for new town centre uses as set out within PPS4 and the London Plan. The PPS4 definition of an edge-of-centre site (within 300m of a town centre boundary) is not however, considered to be relevant in the borough because almost the entirety of the borough would qualify as edge-of-centre within this definition. The Council considers edge-of-centre development to be that adjacent to an existing centre.

31.3.4 PPS4 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 Local Plan’s vision as requiring regeneration.

31.3.5 The Keeping Life Local Strategic Objective (Chapter 30) 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 in the Latimer and Kensal areas and the area of the Earl’s Court Exhibition Centre Strategic Site. A significant amount of development is expected within the plan period in the Earl’s Court and West Kensington Opportunity Area. This site, designated within the draft London Plan as an Opportunity Area, straddles the boundary with Hammersmith and Fulham. Both the quantum of development, and the distribution of land uses across the Opportunity Area will be established within a future planning brief. This brief will be prepared jointly by LBHF, this borough and the GLA. It is likely that the Opportunity Area will include a significant amount of housing, as well as business uses, hotel floorspace, and a cultural destination. This development is likely to generate some retail ‘need’ in its own right.

31.3.6 The new centres at Kensal, Latimer and Earl’s Court will serve a localised retail catchment, providing the convenience goods and services required by the local communities. The extent to which, from a retail perspective, there is scope for a larger centre in any of these sites, will depend on a detailed analysis of retail need, taking account of the vitality and viability of existing centres (both in this and within neighbouring boroughs) both at the time of the development and in the longer term. A new centre is ‘supported’ rather than ‘required’ within the Earl’s Court wider area as it is possible that its eventual location may be in Hammersmith and Fulham.

31.3.7 The Council recognises that smaller scale parades of shops or isolated shops also have a role in serving the needs of residents across the borough. Out of centre units with a gross floor area of less than 400sq.m (4,300sq.ft) are likely to have a convenience function as are of a scale which often equate to a ‘local’ format small supermarket. These are of a size which are usually to be considered a ‘small shop’ with regard to the restrictions for Sunday Trading (280sq.m (net) (3,000sq.ft)).
Policy CF 1
Location of New Shop Uses
The Council will ensure vital and viable town centres through a town centre first approach to new retail floorspace.

To deliver this the Council will:

a. support the creation of new shop floorspace within town centres;

b. require new retail development with a floor area of 400sq.m (4,300sq.ft) (gross external) or more to be located within existing higher order town centres or within sites adjoining Knightsbridge, King's Road (East and West), Fulham Road, Brompton Cross and South Kensington where no suitable sites can be identified within these centres;

c. permit new shops (A1) of less than 400sq.m (4,300sq.ft) (gross external) in areas of retail deficiency as shown on the plan within Chapter 30 (Keeping Life Local);

d. require the establishment of new centres in the Latimer and Kensal areas to address identified retail deficiency and support the establishment of a new centre in the Earl's Court and West Kensington Opportunity Area, with retail provision to serve the day-to-day needs of the development. Any new centre must comply with the requirements of PPS4, and be of a scale that does not have an unacceptable impact on existing centres;

e. require, where proposals for new retail development do not comply with parts (a) to (d), that it is demonstrated either:

i. that the development would meet the requirements of the sequential assessment; and that the development will not have an unacceptable impact on existing centres; or

ii. that the new floorspace would underpin the Council's regeneration objectives and the vitality of any existing centre will not be harmed.

Character of Town Centres
31.3.8 The borough contains some of London's 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 eclectic markets or to the quirky and the unexpected. Indeed, the significant contribution that Knightsbridge plays to the Capital's retail draw is reflected by its inclusion within the London Plan's CAZ. The boundary of the CAZ is shown on the Proposals map.

31.3.9 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 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 (Fulham Road (West) in the London Plan) and Brompton Cross (Fulham Road (East) in the London Plan).

31.3.10 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, as designated within the London Plan, to recognise its scale and its primary function in serving the day-to-day needs of local people and those visiting the Earl's Court Exhibition Centre. As such, part (d) of policy CF3 is relevant in the determination of planning applications for this centre.

31.3.11 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.

31.3.12 The Council has drawn up visions for each of the borough's higher order centres. These are included within the Places section of the Local Plan (Chapters 5-18). Detailed changes to specific town centre boundaries are set out in the Places section where applicable.

31.3.13 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 Chapter 30 (Keeping Life Local).

31.3.14 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, Earl’s Court Road North, 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 Avenue, Elystan Street, Chelsea Manor Street, Lower Sloane Street, World’s End, and Fulham Road/Brompton Cemetery.

31.3.15 Golborne Road has been designated a Special Neighbourhood Centre to reflect its wider function and the close links between the Golborne and Portobello markets. The boundaries of the centres are shown on The Proposals Map and repeated in Chapter 42.

31.3.16 The Retail Needs Assessment concludes that the Council is in a fortunate position and that our centres are healthy and vibrant in character. However, the Council recognises that the borough is not immune from the changes in the local retail market, be these increasing competition from shopping centres outside the borough, or the pressure on diversity from an increasing homogeneous retail sector. The Council is currently concerned about what impact the new shopping centre in Hammersmith and Fulham, ‘Westfield London’ will have upon the health of the borough’s centres. The higher order centres north of the Cromwell Road, and in particular Kensington High Street are likely to be the most affected as visitors choose to visit Westfield rather than the established centres in this borough. While anecdotal evidence does suggest that, to date, the impact of Westfield on Kensington High Street has not been as great as originally feared, the Council will continue to monitor the health of the borough’s centres very carefully.

31.3.17 The Council endorses the view of the Retail Commission in recognising 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. There are threats to this diversity, and while 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’. Eighty-nine per cent of the shopping floor-space within Knightsbridge, 81 per cent of Kensington High Street and 68 per cent of King’s Road (East) is occupied by multiple retailers, although many of these are top name international brands which have a limited representation in Britain.

31.3.18 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 per cent of the total retail floorspace of the centre being occupied by multiple retailers. The Council cannot however, be complacent, and recognises that it is the low proportion of national multiples that helps maintain the special character of some of our centres. The Council recognises that the planning system does not allow a local planning authority to consider the nature of a particular shopkeeper when determining a planning application. Councils are, however, encouraged to promote diversity within town centres, using the tools available to them.

31.3.19 The ‘town centre first’ approach to new shopping development is central to maintaining the character of successful and diverse centres. Similarly, the Council recognises that for new retail development to help support the function of a centre, it must be of an appropriate scale and provide a mix of shop unit sizes. The Council endorses the view of the Retail Commission that, in order to ensure the continued supply of small units that are more likely to be occupied by start-up, independent or specialist traders it may be appropriate to use s106 agreements (or conditions) to provide both a mix of unit sizes and affordable shops. In both cases, the use of such methods will only normally be suitable within major shopping developments (with a net increase in retail floor area of 1,000sq.m or more), where the viability of the wider scheme is not jeopardised. The Council’s favoured method for the provision of ‘affordable shops’ is for developers to provide premises to be managed under the Council’s Neighbourhood Shopping policy, although the Council does recognise that other mechanisms for the provision of affordable shops, secured through s106 agreements, may also be appropriate. The Council recognises that there may be circumstances where it would be appropriate for the affordable shop to be provided off site, but within the same centre. These could include, for example, where the proposed retail development has a narrow street frontage, and where the provision of an additional shop on the site could jeopardise the successful operation of the principal shop. Where an affordable unit cannot be provided, the Council will seek financial contributions, through planning obligations (where appropriate, feasible and viable), to provide the mitigation necessary to support retail diversity within the centre or the rest...
of the borough. The onus will be on the applicant to successfully demonstrate where a contribution to the retail diversity of the centre, be this by ‘on’ or ‘off’ site provision of an affordable unit, or by financial contribution, is not appropriate.

31.3.20 The Council does recognise that the planning system does not normally allow a local planning authority to control the amalgamation of shop units as amalgamation is not normally considered to be development which requires planning permission. Conditions do, however, allow the Council to protect newly created small units where they are considered to play a significant role in maintaining the character of a centre.

Policy CF 2
Retail Development within Town Centres
The Council will promote vital and viable town centres and ensure that the character and diversity of the borough’s town centres is maintained.

To deliver this the Council will:

a. require the scale and nature of development within a town centre to reflect the position of the centre within the retail hierarchy and to assist in the implementation of the vision for that centre as set out within Section 1B Places (Chapters 4-18);

b. require a range of shop units sizes in new major retail development, and resist the amalgamation of shop units, where the retention of the existing units contributes to achieving the vision for the centre;

c. seek the provision of affordable shops in new large scale retail development or mixed use development with a significant retail element, to provide affordable shops, or where this is not appropriate, to provide a financial contribution through planning obligations to support retail diversity within the centre. Affordable shops can be provided off site within the same centre where appropriate.

Diversity within Town Centres

31.3.21 PPS4: Planning for Sustainable Economic Growth list the main town centre uses. These are retail, banks, building societies and other professional services, leisure and entertainment (including restaurants, pubs, take-aways and cinemas), offices, arts, culture and tourism (theatres, museums, galleries, concert halls, hotels and conference facilities). 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. Some, including police contact points, are particularly suited to central town centre locations. Social and community uses and local convenience shopping are considered in both this chapter and in Keeping Life Local (Chapter 30).

31.3.22 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 preferred locations for other town centre uses, 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.

31.3.23 The Council recognises that these differing roles are served by different parts of the borough’s larger centres. It is the primary retail frontages which provide the critical mass of shops, and the secondary retail frontages, while still being mostly shops, contain a greater diversity of town centre uses serving non-shopping needs of visitors. Taken together, the primary and secondary retail frontages provide the range of town centre uses necessary to make the borough’s centres the diverse and successful places that they are.

31.3.24 The Council is concerned with the mix uses within differing parts of the centre, as well as in the centre as a whole. In any one street frontage (between successive intersecting vehicular highways) the Council will take account of the concentration of units in any non-shop use and the length of break in the retail frontage. The primary and secondary retail frontages of the borough’s higher order town centres are set out in Chapter 42. These will be reviewed.

31.3.25 The Council recognises that restaurants and drinking establishments do have a role in supporting the diversity of the borough’s town centres and in providing a useful day-to-day service to our residents. Such uses can, however, be unneighbourly and cause particular problems to the quiet enjoyment of our residential areas.

31.3.26 It is not appropriate to draw such a distinction between the primary and secondary
retail frontages within the borough’s neighbourhood centres. The maintenance of strong neighbourhood centres is integral to the creation of walkable neighbourhoods, and all shops in such locations will be essential to the centres’ character. The only exception to this is where a new social community use is to be provided, as the function of the neighbourhood centres is to serve both the shopping and other day-to-day need of the residents of the area. The main retail function cannot, however, be allowed to be lost.

Policy CF 3
Diversity of uses within Town Centres
The Council will secure the success and vitality of our town centres by protecting, enhancing and promoting a diverse range of shops and by ensuring that these uses will be supported, but not dominated by, a range of complimentary town centre uses.

To deliver this the Council will:

a. Protect all shops and shop floorspace at ground floor level in primary retail frontages of:
   i. Knightsbridge, King’s Road (East and West), Fulham Road, Brompton Cross, South Kensington, Kensington High Street and Westbourne Grove town centres unless the change is to another town centre use and where 80 per cent of the ground-floor units in the relevant street frontage will remain in an A1 (shop) use and the non shop use is not adjacent to another non-A1 use;
   ii. Notting Hill Gate unless the change is to another town centre use, but not an estate agents, bureaux de change (Class A2) or hot food takeaway (Class A5) and the change is to a town centre use and where 66 per cent of the ground-floor units in the relevant street frontage will remain in an A1 (shop) use and there are no more than 3 non-A1 uses in a row;
   iii. Portobello Road Special District Centre;

b. Protect all shops and shopping floorspace at ground floor level within the secondary retail frontages of:
   i. Knightsbridge, King’s Road (East and West), Fulham Road, Brompton Cross, South Kensington and Kensington High Street and Portobello Road town centres, unless the change is to a town centre use and where 66 per cent of the ground-floor units in the relevant street frontage will remain in an A1 (shop) use and there are no more than 3 non-A1 uses in a row;

Street Markets
31.3.27 Street markets are a form of shopping greatly valued by many of the borough’s residents. Their role is diverse, supporting the day-to-day shopping needs of local people, as well as, in the case of the Portobello and Golborne Road markets, attracting large number of visitors from outside the borough. The existing markets are considered to be an integral part the borough’s retail offer and to play a vital role in maintaining the special character and the diversity of the borough’s centres. Storage for market traders is essential for the market to operate successfully. This storage will be for both the goods sold and for the stalls themselves, and, as such, must be in reasonable proximity to the market pitches if they are to serve any useful function. The expansion of the Portobello Road Street market, north up to the Golborne Road, has been supported within both the Golborne and Portobello/Notting Hill Places, in Chapters 6 and 7 respectively, as it is considered to be an initiative that will greatly assist in generating increased footfall in this part of the borough.

Policy CF 4
Street Markets
The Council will ensure that street markets remain a vibrant part of the borough’s retail offer.
To deliver this the Council will:

- protect all of the borough's street markets including those at Portobello Road, Golborne Road and Bute Street;
- support new, or the expansion of existing, street markets where this fits in with our broader retail strategy and our strategic objectives for the town centres in which they would be located within or adjacent to;
- require the protection of existing storage lockups for street traders, or their equivalent re-provision.

Location of Business uses

31.3.28 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. The retail, catering and hotel sectors are therefore excluded.

31.3.29 While the borough has not been designated by the Mayor of London as a strategic office location, it does contain locally-important concentrations of offices, particularly in the wards around Kensington High Street and South Kensington. There are also concentrations within the other higher order centres, within the remaining predominantly commercial mews and within the borough's employment zones.

31.3.30 Business uses employ some 34,500 people within the borough, or 31 per cent of all jobs within Kensington and Chelsea. This is less than the national average of 41 per cent, a figure which reflects the small proportion of industrial jobs, at just five per cent compared to the national average of 21 per cent. 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 587,000sq.m of floorspace makes the Royal Borough of Kensington and Chelsea the twelfth largest office provider in the capital.

31.3.31 The average business unit in the borough measures 230sq.m (2,475sq.ft) – less than half the London average of 425sq.m (4,550sq.ft). The data however, shows that a high proportion of business premises within the borough are considerably smaller, at less than 100sq.m (1,075sq.ft). Offices of this size (and indeed, smaller) are often home to local businesses including those providing a community or voluntary sector function.

31.3.32 There is a forecast demand for 15 per cent growth of office jobs between 2004 and 2026. This equates to a net increase of 60,000sq.m (750,000sq.ft) of office floorspace between 2008 and the end of the plan period. For industry and warehousing, the forecast is for a small reduction of required stock of just 4,500sq.m (50,000sq. ft) or just 180 jobs. The type of units sought does vary. For light industrial uses, most take up is in units to about 230sq.m (2,500sq.ft), whereas for offices, most take up is for units between 45sq.m and 75sq.m (500sq.ft and 800sq.ft). This is not to say that there is no demand for larger units within the borough. The recent building out of some large scale office developments indicates that there is.

31.3.33 On the supply side, office floorspace under construction, outstanding permissions (as of March 2008) provide a net addition of 37,000sq.m (500,000sq.ft). This level of building will meet office demand until 2017. The Council therefore recognises that a further 23,000sq.m of office floorspace needs to be developed, within the plan period for the predicted need to be met. The Council has allocated 20,000sq.m (215,000sq.ft) of business floor space within the Strategic Site Allocations for the Earl's Court Exhibition Centre and the Kensal gas works sites. Any remaining need would be likely to be met by other smaller windfall sites, particularly by very small and small office developments across the borough.

31.3.34 The continued concentration of large (greater than 1000sq.m GEA) and medium scale (300sq.m to 1000sq.m GEA) business premises on the upper floors of sites within town centres, on sites in town centres and in other accessible areas is important as it assists in the provision in the range of premises needed, supports 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 relationship is symbiotic with offices benefiting from, as well as contributing to, the range of facilities which may be available from an accessible town centre location.

31.3.35 While medium-size offices do benefit from proximity to a town centre, their wider distribution across the borough shows that they can also thrive in other locations. They are an integral part of the mix of premises available to those who wish to locate, or expand their business within the borough. As such, they will also be supported in all accessible locations, within the employment zones and within primarily commercial mews.
31.3.36 The Council wishes to provide for the identified need for new office floorspace within the plan period. As a ‘town centre use’, offices are subject to the requirements of PPS4. The Council, therefore, seeks to direct new large and medium-sized office premises to town centre locations, or to sites immediately adjoining these locations. New offices may, however, be appropriate in any ‘accessible location’, with the Council considering an area which has a Public Transport Accessibility Level (PTAL) score of 4 or greater to be accessible. The Council is satisfied that employment zones are suitable locations for very small, small and medium offices, be these stand alone or forming a part of a larger business development. While the employment zones are not well served by public transport, and are not centred on existing town centres, they have formed successful clusters of business uses, clusters which the Council wishes to support further.

31.3.37 The Council considers that a small, medium-sized or large business development is one with a total floor area of between 100sq.m and 300sq.m, between 300sq.m and 1,000sq.m and more than 1,000sq.m respectively. It may be a development which will contain a single occupier or one which will contain a number of smaller units.

31.3.38 The availability of small (floor area of 300sq.m GEA or less) and very small (floor area of 100sq.m GEA or less) business premises across the borough is also valued as these are the premises which are in the greatest demand by the borough’s residents. They are not ‘high trip generators’, and do not require a highly accessible or a town centre location to be successful. These smaller units are often provided within purpose built business centres. These offer flexibility and the scope for a successful business to expand in situ. The use of s106 agreements to control amalgamation will, however, be appropriate for newly built business centres and other proposals which provide small workspaces. This will allow the Council to support the expansion of growing businesses but resist the incremental creation of large scale single occupier buildings outside of higher order town centres and other accessible areas.

31.3.39 The Kensal, Freston Road/Latimer Road and Lots Road employment zones are the principal concentrations for the borough’s remaining light industrial uses, although other parts of the north of the borough, as well as Campden ward, do make a significant contribution to this sector19. These uses are valuable as it is the smaller business units that usually provide disproportionately more jobs for local people than larger units14. In particular it is these smaller units which are of particular demand for the borough’s creative and cultural industries. As a borough with some of the highest land values in the country, there is a danger that lower value land uses, such as light industrial or small offices, will be replaced by higher value uses such as housing (including student accommodation) or large-scale offices. In addition the Council notes that none of the borough’s employment zones are located in areas which are well served by public transport and therefore that, as major trip generators, large scale offices in these areas are likely to increase car use and congestion.

31.3.40 In order to maintain a broad mix of employment opportunities, to protect the small business units favoured by local employees, and to ensure diversity of uses within the borough, the Council will support the employment zones as the remaining concentrations of light industrial uses, workshops, creative and cultural industries and small businesses outside the town centres. The Council recognises that business centres make an important contribution to the function of the employment zones, as they assist in providing the flexible workspace which is in particular demand from the borough’s creative and cultural industry. While new business centres or office developments should contain a mix of unit sizes, the majority of the units should be of the type and size which are suitable for the small business sought by the Council. The Council does, however, recognise that any large scale business developments may have the potential to cause a material increase in traffic congestion and, therefore, will be carefully assessed against the requirements of policy CT1.

31.3.41 The protection of offices as set out in Policy CF5 includes the protection of both units and floor space.

Policy CF 5
Location of Business Uses
The Council will ensure that there is a range of business premises within the borough to allow businesses to grow and thrive; to promote the consolidation of large and medium offices within town centres; support their location in areas of high transport accessibility; and protect and promote employment zones for a range of small and medium business activities which directly support the function and character of the zone.
To deliver this the Council will, with regard to:

**Offices**

a. protect very small and small offices (when either stand alone or as part of a larger business premises) throughout the borough; medium sized offices within the employment zones, higher order town centres, other accessible areas and primarily commercial mews; large offices in higher order town centres and other accessible areas, except where:

i. the office is within an employment zone and is being replaced by a light industrial use, workshop or other use which directly supports the character and function of the zone;

ii. the office is within a town centre and is being replaced by a shop or shop floorspace, by a social and community use which predominantly serves, or which provides significant benefits to, borough residents; or by another (not residential) town centre use where this allows the expansion of an adjoining premises;

b. permit very small offices anywhere in the borough save for ground floor level of town centres;

c. permit small office developments anywhere in the borough; require medium-sized office developments to be located in town centres, in other accessible areas, in employment zones and in commercial mews; require large office developments to be located in higher order town centres and other accessible areas, except where the proposal:

i. results in shared communal residential/business entrance;

ii. results in the net loss of any residential units or floorspace; or

iii. in the case of a town centre, harms the retail function of that centre;

d. permit business centres at upper floor levels of higher order town centres, within accessible areas and within employment zones;

e. require all new business floorspace over 100sq.m to be flexible, capable of accommodating a range of unit sizes;

**Light Industrial**

f. protect all light industrial uses throughout the borough;

g. require new light industrial uses to be located within employment zones, predominantly commercial mews and other areas where amenity is not harmed;

h. require the provision of a mix of unit sizes suitable for the creative and cultural businesses, as appropriate;

**Employment Zones**

i. protect light industrial uses, workshops, very small, small and medium offices, and business centres;

j. require there be no net loss of business floorspace unless to uses which directly support the function and character of the zone;

k. resist large office developments except when consisting entirely of very small, small or medium units;

l. resist residential uses including for student housing or any form of living accommodation;

m. promote employment zones as locations for small businesses and for workshops (whether stand alone or part of large business centres).

n. to restrict, through the use of s106 planning obligations, the amalgamation of small and very small business units.

**Creative and Cultural Businesses**

31.3.42 As a share of total employment in the borough, the cultural and creative sector is unusually large, accounting for around 30 per cent 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 4,000 separate businesses15. These industries are well represented across the borough, but particularly within the employment zones and the town centres16.

31.3.43 The borough has long been a centre for innovation, initially attracting artists and artisans, and now as a centre for the new media, for the film, music and 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.
31.3.44 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.

31.3.45 The Council also recognises that the creative industry thrives on the linkages associated with being parts of wider ‘clusters’. Therefore, while the policies within this chapter support the creation of premises suitable for the creative and cultural business sectors across the borough, concentrations of creative industries are specifically supported in the Kensal, Earl’s Court and Lots Road Places (Chapters 5, 10 and 18).

Policy CF 6
Creative and Cultural Businesses
The Council will promote and protect the workspaces needed to support the creative and cultural industries across the borough.

Arts and Culture uses
31.3.46 The borough contains a number of major arts and cultural attractions, including the Natural History, Science and Victoria and Albert museums, the Earl’s Court Exhibition Centre, 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 Brands, nine cinemas and eight smaller theatres, as well as being home to more than six hundred arts organisations and artists.

31.3.47 Arts and cultural uses at local level can help underpin and secure communities which are central to the residential character of the borough. They can be a means of retaining and enhancing familiar landmarks and can increase stability by reinforcing neighbourhood identity. In short, they add variety and richness to the life of the borough.

31.3.48 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.

31.3.49 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, an international draw.

31.3.50 The requirements of arts and cultural operators change over time. Sometimes new requirements can be met on the existing site. Sometimes they cannot. Therefore, the Council recognises that it may be necessary to be pragmatic and to support enabling development on a given site where the proposal will result in an overall improvement to the arts and cultural use provided in the borough.

Policy CF 7
Arts and Cultural Uses
The Council supports the borough’s role in both local and world-class arts and culture. The Council will welcome new cultural institutions and facilities 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.

To deliver this, the Council will:

a. protect all land and/or buildings where the current or last use is/was an arts and cultural use unless that use is re-provided to an equivalent or better standard in the immediate vicinity of the site;

b. permit new arts and cultural uses, or the expansion of these uses, which are likely to generate large numbers of visitors in higher order town centres and other 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. Smaller scale arts and cultural uses which are likely to attract fewer visitors will be welcomed throughout the borough;

c. permit enabling development on land and/or buildings where the current or last use is/was an arts and cultural use, in order to provide alternative arts and cultural uses on site or improve arts and cultural uses elsewhere within the borough, where it is successfully demonstrated that there is greater benefit to the borough resulting from this proposal.
Hotels

31.3.51 Tourism is one of the borough’s key economic drivers. In 2008, it was estimated that some £3.1 billion was spent by tourists in the borough. 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) the borough is one of London’s main providers of visitor accommodation. Thirty-nine per cent of the borough’s jobs are in the hotels and restaurant sector, a figure significantly greater than any other sector of the local economy. This compares with a figure of 21 per cent for the wider Central London area.

31.3.52 The borough has not been identified within the London Plan as an area that is ‘strategically important’ for new hotels. The Council does, however, recognise that it can play a role in assisting the London Plan in achieving its ambition of creating an additional 40,000 bedrooms across the capital by 2026. The Council also recognises that its hotel stock is essential in helping ensure that the expected influx of visitors into the capital for the 2012 Olympics and Paralympics will have somewhere to stay.

31.3.53 While 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. This has been the case in the Earl’s Court ward. 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 Central London. The Council considers that there is likely to be a significant net increase of hotel bedrooms through the borough (and the wider area) and it is not therefore expecting the policy approach taken in Earl’s Court to result in significant or strategic loss in hotel capacity in the borough. Should evidence show this not to be the case as part of Annual Monitoring, the Council will review the policy in the light of the evidence.

Policy CF 8
Hotels
The Council will ensure that the visitor economy is supported through appropriate hotel provision.

To deliver this the Council will:

- protect hotels across the borough except in Earl’s Court ward;
- require new hotels to be located within, or immediately adjoining, the borough’s higher order town centres, and in particular Knightsbridge, South Kensington, Kensington High Street, King’s Road (East), Brompton Cross and Notting Hill Gate and within the Earl’s Court Exhibition Centre Strategic Site;
- encourage the upgrading of existing hotels where:
  - this will assist in maintaining the vitality of the centre;
  - this will not result in the loss of any residential accommodation;
  - there will be no material harm to amenity.

Other forms of visitor accommodation

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

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

Diplomatic and Allied Uses

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

**Policy CF 10**

**Diplomatic and Allied Uses**

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

**Policy CF 11**

**The South Kensington Strategic Cultural Area**

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

**31.4 Corporate and Partner Actions**

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

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

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

**31.4.2** The Council set up a Retail Commission in 2006 to explore whether the Council could take a more proactive role in maintaining the special character and the diversity of the borough’s centres. The Commission published its findings in May 2007, with the Cabinet reporting on these in September 2007. In this report the Cabinet endorsed 54 of the recommendations made. Given the multidisciplinary nature of the ‘solution’ a number of different business groups Westminster to widen the area designated to include the Royal Albert Hall and Albert Memorial. We will also work with the City of Westminster to investigate the merits of designating the wider area as a World Heritage Site. A vision for the area forms part of the South Kensington Place (Chapter 12) section of the Local Plan.
were responsible for the implementation of these recommendations. These are principally the Directorates of Planning and Borough Development; Transport, Environment and Leisure Services; and of Property Services. The principal coordinator of the implementation of the recommendations is the Council’s Town Centre Initiatives Manager, who currently sits within the Department of Planning and Borough Development. There is no deadline to have implemented the recommendations, with the Council recognising that this will be an ongoing process.

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

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

**The Royal Borough of Kensington and Chelsea Restart Scheme**

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

**Corporate and Partner Actions for Fostering Vitality**

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

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

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

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

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

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

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

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

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

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

11. The Directorate of Planning and Borough Development will explore opportunities for using Article 4 Directions to control permitted changes of use within each of the land use classes.
Chapter 32
Better Travel Choices

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

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

<table>
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<tr>
<th>CO 3</th>
<th>Strategic Objective for Better Travel Choices</th>
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<tr>
<td>Our strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.</td>
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32.2 What this means for the borough
32.2.1 The provision of new public transport services, and improvements to existing services, both inclusive to all, will make it easier for borough residents to choose to use public transport over the private car. In some areas, such as Kensal, new rail infrastructure would transform access to the public transport network and facilitate significant regeneration.

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

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

32.2.4 An integral part of reducing the negative impacts of car use in the borough is to ensure that car parking levels are minimised in new development. Over the lifetime of the plan maximum parking standards will be reduced and new residential development will increasingly include no car parking at all except for essential need. The current adopted car and cycle parking standards will be set out in a supplementary planning document.

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

32.3.2 Development that generates a high number of new trips must be located in areas that have good public transport accessibility and where public transport has the capacity to accommodate the new demand. The level of car parking provided must also be minimised and new public car parks resisted. Off street coach parking facilities help to support travel by coach and minimise the problems caused by inappropriate on-street coach parking. These facilities must be maintained. Failure to achieve the aims above will increase traffic congestion, resulting in unacceptable impacts on residential amenity, increased air pollution and greenhouse gas emissions and a more hostile street environment, which reduces the attractiveness of walking and cycling. Public Transport Accessibility Level (PTAL) 4 is recognised as a ‘good’ level of acces-
Chapter 32 Better Travel Choices

BETTER TRAVEL CHOICES

PTAL (Public Transport Accessibility Level)

Source: TfL, 2008

Access to Public Transport
PTAL

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

Kensington Church Street
Queen’s Gate
Ladbroke Grove
Kensington High Street
Holland Park Avenue
Cromwell Road
Fulham Road
King’s Road

Source: TfL, 2008

The RBKC Consolidated Local Plan 2015
sibility by Transport for London (TfL) and is the threshold at which higher densities of development are considered appropriate in the London Plan. Areas with a PTAL of 4 or higher are appropriate locations for high trip generating development.

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

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

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

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

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

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

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

32.3.9a During public transport journeys, passengers often change between services or from one type of transport to another. There are some places in the borough where these movements are substantial. To encourage the use of public transport it is important that interchange is made as easy as possible as well as good facilities of public transport it is important that interchange is made as easy as possible as well as good facilities being provided to minimise the inconvenience of interchange at such locations. This can be done, for example, by:

- good pedestrian access
- clarity of layout and signing within stations and between modes
- minimising walking distances between modes
- modifying traffic management arrangements around stations to provide convenient bus stops and taxi ranks
- the provision of cycle parking facilities
- protection from weather

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

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

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

32.3.13 The Earl’s Court one-way system has seriously negative impacts on the ease and attractiveness of pedestrian and cyclist movement, residential amenity, access to public transport services and the townscape of the areas through which it runs.

**Policy CT 1**

**Improving alternatives to car use**

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

To deliver this the Council will:

a. require high trip generating development to be located in areas of the borough where public transport accessibility has a PTAL score of 4 or above and where there is sufficient public transport capacity, or that will achieve PTAL 4 and provide sufficient capacity as a result of committed improvements to public transport;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ii. by securing improvements to the pedestrian environment;

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

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

32.3.14 New rail infrastructure would greatly improve access to public transport in the northwest and extreme south of the borough where public transport access is not currently as good as elsewhere.

32.3.15 A new station on the West London line at North Pole Road would significantly improve access for local residents to public transport, both on the West London line and, via Willesden Junction, the wider London Overground and Underground network. The Chelsea-Hackney line will provide access for the south of the borough to the Underground network, where access is currently poor. A Chelsea-Hackney line station at Imperial Wharf would allow interchange onto the West London line and would provide an important new link into central London for existing residents and for the substantial new developments that are taking place in the area.

32.3.16 A new Crossrail station at Kensal would unlock significant regeneration opportunities. There is also scope to increase line capacity, 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 developments at the allocated Kensal gas works site to establish a Crossrail Station, subject to approval by Crossrail Limited;

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 Crossrail and the Chelsea-Hackney line, including for the latter 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 line;

e. require new development to contribute to step-free access at West Brompton Station, measures to increase the capacity of the West London line and improvements to its interchange with the Underground network, particularly at Earl’s Court and, if feasible, as part of the redevelopment of the Earl’s Court Exhibition Centre.

32.4 CORPORATE AND PARTNER ACTIONS
Introduction

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

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

RBKC Transport and Streetscape Policies 2008

32.4.2 The document Transport and Streetscape Policies covers a range of principles that the Council is using to improve road safety, to reduce the environmental impact of cars and to improve
Chapter 32  Better Travel Choices

the design of the boroughs roads and pavements. These principles are incorporated with the Council's Streetscape Guidance (2012).

RBKC Local Implementation Plan 2011-2014

32.4.4 The Greater London Authority Act 1999 requires London boroughs to prepare Local Implementation Plans (LIPs) containing their policies and proposals for the implementation of the Mayor of London's Transport Strategy.

Mayor's Transport Strategy 2010

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

Central London Sub-regional Transport Plan 2013

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

Corporate or Partnership Actions for Better Travel Choices

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

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

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

4. The Transport and Highways Department will work closely with TfL which is the relevant highway authority for the Earl’s Court one-way system, to investigate and implement improvements to the street environment in the area.

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

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

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

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

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

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

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

12. The Council will support the Mayor of London in promoting a rail freight bypass for London to relieve pressure on the London Overground network.
Chapter 33
An Engaging Public Realm

A sense of place, attractive streets, parks and outdoor spaces

33.1 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 Local Plan’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.

CO 4
Strategic Objective for An Engaging Public Realm

Our strategic objective 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.

33.2 What this means for the borough

33.2.1 The streets, spaces and places provide a range of opportunities for external living, while making it easier and more attractive to walk, cycle and take public transport. They are also the location of the world renowned Notting Hill Carnival.

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, while also enhancing the appearance of the borough.

33.2.3 The Exhibition Road redevelopment is a prime example of the Council’s innovative approach to single surface and de-cluttering of the streets. The design principles of single surface rests on making drivers more aware of other road users and 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.

33.2.4 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.

33.2.5 However, there are parts of the borough where the public realm is of a lesser quality and in need of significant attention. Areas such as the Westway, Cromwell Road, the Earl’s Court one-way system, Kensal, World’s 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.

33.3 Planning Policies

Street Network

33.3.1 The Victorian and Edwardian terraced houses provided 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
AN ENGAGING PUBLIC REALM

This map shows all of the Borough’s roads and how well they are connected to each other. The extent to which roads are well connected into a network is the single most important factor in determining pedestrians’ preferred routes, and ‘legibility’ of an area - how easily you find your way around. The streets that are most well connected are red. By contrast, those areas that are relatively isolated and harder to navigate are dark blue. It also shows an overlay of public open space accessibility.
road safety, reduces the need to travel, improves the accessibility to London’s transport system and to local services and thus aids social inclusion.

33.3.2 Street network is about the role streets play in connecting places and the ease with which people can move from one place to another in the borough.

33.3.3 The public realm, particularly the street network, plays a vital role in providing good transport and mobility. These networks and spaces provide excellent levels of ‘permeability’, reflected in spatial analysis of pedestrian movements for large parts of the borough, but not all. There are also parts of the borough that are isolated by the canal, railway lines, the Westway and other major roads, which create barriers to movement. Parks and cemeteries can also form barriers in some cases, not only physical barriers but also safety barriers, particularly at night. Some housing estates, especially those post-war, also create barriers, and street networks that are confusing. Parts of the borough where the street network is less well connected are shown as blue areas on the preceding map. These areas need to be reconnected by breaking down or otherwise overcoming barriers.

33.3.4 Road hierarchy is an important component of any street network. This is in terms of managing through movement of vehicles or providing access to sites, buildings and their immediate surroundings and in terms of pedestrian and cycle permeability in particular. It also helps to make sense of how to navigate in the built environment.

33.3.5 To ensure the public function of the road network is fulfilled, roads are ‘adopted’ by the local authority. This ensures that they are built to proper standards, and maintained for the expected levels of different types of traffic and pedestrians. It also ensures a level of uniformity and so aids, to an extent, social cohesion.

33.3.6 Designing out opportunities for crime and making design more inclusive, particularly when it comes to the public realm and streets is a positive step to creating a safer community. The recent growth in demand for private ‘gated communities’ is a misguided attempt to address issues of safety (see also policy CL2 (a)vii).

Policy CR 1
Street Network
The Council will require a well connected, inclusive and legible network of streets to be maintained and enhanced.

To deliver this the Council will:

a. require, in areas of regeneration and large scale redevelopment, the new street network to be inspired by the borough’s historic street patterns to ensure optimal connectivity and accessibility;

b. require new street networks to be established with a clear function, 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;

c. require new links and the removal of barriers that disconnect access for pedestrians, cyclists and people with limited mobility;

d. require new streets to be built to adoptable standards;

e. resist the gating of existing streets and the development of new gated communities;

f. require new streets to be designed to be attractive, safe, minimise opportunities for crime, and be inclusive to all.

Three-dimensional Street Form

33.3.7 Streets provide a multi-functional role; they provide access to buildings, movement through areas and also create a ‘sense of place’. Three-dimensional street form is the relationship between streets and buildings and dictates how successful the street is in performing its multi-functional role.

33.3.8 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 inclusive, safe, functional and attractive.

33.3.9 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.

33.3.10 Creating a clear distinction between private and public space, such as forecourts and front gardens, helps to avoid conflicts between who has ownership, control and use of the space. Boundary treatments are an important aspect of determining whether areas are public, private or communal. Boundary treatments can be ‘hard’, such as walls or fences, or ‘soft’ such as hedges or gardens. Hard boundary treatments are often used for private spaces whereas softer boundary treatments are more common in public spaces.

Policy CR 2
Three-dimensional Street Form
The Council will require that where new streets are proposed, or where development would make significant change to the form of existing streets, the resultant street form and character must draw from the traditional qualities and form of the 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 function and hierarchy;

b. require the ratio of building height to street width to give a coherent and comfortable scale to the street;

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 optimises 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.

NOTE: Refer to policy CL1(b) with regard to context.

Street and Outdoor Life
33.3.11 The borough is highly built-up and leads residents and visitors alike to put high value on all open spaces. The Council is therefore keen to maximise the benefit of the public realm by encouraging the shared use of public spaces.

33.3.12 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. This is achieved by the provision of opportunities for physical activity and of meeting places for social interaction. The public realm also provides a source of local economy with our streets, squares, open spaces, parks and townscapes attracting many visitors, which in turn encourage enterprise helping to keep local people in employment.

33.3.13 Restaurants and cafés which have tables and chairs on the highway are increasingly popular in the borough. They can add vitality to town centres but can also reduce the amount of space pedestrians have to move freely and safely.

33.3.14 Compared to other London boroughs there is a comparatively small amount of publicly-accessible parks, gardens and open space. This makes any open space that does exist a precious asset. Some of these spaces have come under increasing pressure from temporary uses for special events, often in large structures, to accommodate commercial activities. The form of these means that some open spaces are not accessible to the public for large parts of the year and can be visually intrusive. These spaces need to be better managed in order to maintain their primary use as publicly-accessible and visibly open space.

33.3.15 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. However, the multifunctional use of space in the public realm needs to be carefully managed to ensure that it is inclusive and all users are catered for in a safe and successful manner. Event management plans and management strategies for temporary and occasional uses can ensure that matters such as public health, pedestrian and traffic safety and waste management are all taken into account.

Policy CR 3
Street and Outdoor Life
The Council will require opportunities to be taken within the street environment to create ‘places’ that support outdoor life, inclusive to all, adding to their attractiveness and vitality.
To deliver this the Council will:

Markets:

a. require proposals for new, and extensions to existing, markets on public highways:
   i. where a highway is to be closed for the duration of the market, that it is demonstrated there are sufficient alternative vehicular routes and that vehicle access outside market hours is maintained;
   ii. to maintain amenity;
   iii. to submit waste management plans as part of a planning application.

b. require new isolated street trading pitches to contribute to the character and appearance of the street, have no adverse impact on existing shops and residential amenity and to allow for the safe and secure passage of pedestrians;

Pavements:

c. maintain the free, safe and secure passage of pedestrians;

d. require proposals for tables and chairs on the highway to maintain the primary function as public footway allowing for the free, safe and secure passage of pedestrians;

Temporary Use of Open Spaces:

e. require that the occasional use of parks, gardens and open spaces for special events will be well-managed, and that in the duration, frequency and scale of the event has no adverse impact upon:
   i. local residential amenity;
   ii. the setting of historic listed buildings;
   iii. the setting of registered Parks and Gardens;
   iv. the character and appearance of conservation areas;
   v. the predominant use as open space, taking the cumulative impact into account;
   vi. the road network.

f. require an Events Management Plan and a Management Strategy for repeated use of an open space to be submitted as part of a planning application.

Streetscape

33.3.16 Much of the borough lies within one of 37 conservation areas. The Council has a duty to ensure that new development within a conservation area preserves or enhances the character or appearance of that area. Street furniture, such as guardrails and signs, can both detract from this local character and hinder the safe passage for people with sensory and mobility difficulties.

33.3.17 The excellent quality of our public realm is constantly under threat from poorly designed or uncoordinated development and 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's Renewing the Legacy: 21 Projects for the 21st Century included the creation of the Royal Borough Streetscape Guide. This sets out principles of good design, such as more white lighting, the use of York stone, less clutter, sensitively designed street furniture and more public art.

33.3.18 Advertising hoardings and freestanding adverts can have a negative impact on visual amenity and can also have serious implications for public and road safety.

33.3.19 Front gardens 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. It can also reduce public safety.

33.3.20 Public art can promote civic pride and help create a sense of place and promote local distinctiveness.

Policy CR 4 Streetscape

The Council will require improvements to the visual, functional and inclusive quality of our streets, ensuring they are designed and maintained to a very high standard, that street clutter is removed and that street furniture, advertisements and signs are carefully controlled to avoid clutter to support the Council's aim of driving up the quality of the borough's streetscape.

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 Streetscape Guidance;
b. require all redundant or non-essential street furniture to be removed;
c. retain, and seek the maintenance and repair of, historic street furniture such as post boxes and historic telephone kiosks, where this does not adversely impact on the safe functioning of the street;
d. 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;
e. resist adverts that by reason of size, siting, design, materials or method of illumination, including on street furniture, harm amenity or public or road safety;
f. resist freestanding structures such as telephone kiosks where the function for the display of adverts over-dominates the primary purpose for the structure, whether sited on streets, forecourts or roadsides;
g. resist pavement crossovers and forecourt parking;
h. require all major development to provide new public art that is of high quality and either incorporated into the external design of the new building or carefully located within the public realm.

Parks, Gardens, Open Spaces and Waterways

33.3.21 The benefit of open space is wider than pure aesthetics, it also provides a valuable recreational resource, and contributes to wildlife habitats and biodiversity and has benefits in minimising noise and air pollution. The borough has a long history and tradition of high quality parks and gardens, such as Kensington Gardens, the Physic Garden, Holland Park, Royal Hospital and Ranelagh Gardens.

33.3.22 There are 100 garden squares within the borough. There are also 15 open spaces on England’s Registered Parks and Gardens5, including Kensington Gardens, Holland Park, Brompton and Kensal cemeteries and Kensington Roof Gardens, the latter being the only roof garden on the national register.

33.3.23 The borough contains four areas of Metropolitan Open Land (MOL): Kensington Gardens, Holland Park, Brompton and Kensal cemeteries. These areas provide attractive breaks in the built-up area, provide open air facilities and contain features or landscapes of historic, recreational, or natural importance.

33.3.24 Holland Park and Kensington Gardens are the main public open spaces in the borough. Hyde Park, although entirely in the neighbouring borough of the City of Westminster, also makes a particular contribution to open space which is accessible to residents of the borough. However, much of the borough, particularly in the south, lies beyond a five minute (400m) walk to the nearest public open space6. In spite of this, there is a strong green amenity to the area, with numerous garden squares and street trees.

33.3.25 The Parks Strategy, Local Biodiversity Action Plan, the Play Strategy and regular updating of Playable Spaces Audits provide both a qualitative and quantitative audit of play and open spaces in the borough. There are limited opportunities to create larger areas of public open space because of the location and potential size of development opportunities and the fact that many sites have constrained boundaries. Small areas of open space might be possible, but these are often better managed if they are communal7 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, using the up-to-date information from on-going audits of play and open space. Contributions towards the maintenance of the existing public open spaces with appropriate play facilities will be sought from developers while communal external open space which can greatly improve the quality of life of residents, can be designed into quite small schemes. This will therefore, be the focus of our policy.

33.3.26 Maintaining open spaces ensures the ecological and biological diversity of the borough and contributes positively not only to wildlife habitats but also to the quality of life for residents and those visiting and working here. Optimising wildlife habitat ensures that the borough and London provides feeding, breeding and nesting areas for a variety of bird and mammal species, which are often marginalised by increasing development pressures.

33.3.27 In the north, the borough is bounded by the Grand Union Canal, 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 biodiversity as well as amenity space and pedestrian and cycle links should be exploited.

33.3.28 The River Thames forms the southern boundary, and like the Grand Union Canal to the north, the potential of the Thames as a leisure, recreation, biodiversity and transport resource remains under utilised. The River Thames is an important transport route, and with its foreshore and banks is a unique open space with a special environmental character. Permanently moored vessels or the extension of riverside sites into the river can have a detrimental effect and reduce the river’s potential as a navigable waterway.

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.

To deliver this the Council will, in relation to:

Parks, Gardens and Open Spaces

a. resist the loss of existing:
   i. Metropolitan Open Land;
   ii. public open space;
   iii. private communal open space and private open space where the space gives visual amenity to the public;

b. resist development that has an adverse effect upon the environmental and open character, appearance and function of Conservation Areas, Metropolitan Open Land or sites which are listed within the Register of Parks and Gardens of Special Historic Interest in England, or their setting;

c. resist development that has an adverse effect on garden squares and communal gardens, including proposals for basements;

d. require all major development outside a 400m radius of the closest entrance to the nearest public open space to make provision for new open space which is suitable for a range of outdoor activities for users of all ages, which may be in the form of communal garden space. Where this is not possible for justified townscape reasons, that a s106 contribution is made towards improving existing publicly accessible open space;

e. require all major developments to provide on site external play space, including for under fives, based on expected child occupancy;

f. require all green open space to optimise biodiversity and wildlife habitat;

g. protect the open spaces surrounding the Royal Hospital from inappropriate development both in the landscaped areas themselves and in the neighbouring streets.

Waterways

h. require opportunities to be taken to improve public access to, and along the Thames and the Grand Union Canal, and promote their use for education, tourism, leisure and recreation, health, well-being and transport.

j. resist permanently moored vessels on the river, except where they would not have:

i. a detrimental effect on the river as a transport route and its special character, including biodiversity;

ii. an adverse affect on the character or appearance of the existing residential moorings at Battersea Reach;

k. permit residential moorings on the Grand Union Canal provided that:

i. there are adequate services for permanently moored vessels;

ii. other canal users (both water and land-based) are not adversely affected.

Trees and Landscape

33.3.29 Trees and landscaping are considered an important aspect of any development as have the potential to improve quality of life within the borough and contribute to its high quality character. The borough has approximately 7,000 street trees and approximately 500 Tree Preservation Orders. Trees on private open space, such as those located within residential gardens can also contribute to the public realm.

33.3.30 Although trees provide amenity, wildlife habitat and biodiversity values, there may be occasions where a tree may need to be felled, particularly if it is likely to cause serious damage to property or injury to people. Most commonly the tree will not have to be removed in its entirety – just the limbs causing the potential danger. Good
planning when selecting a tree will ensure the long-term function of the site and the trees longevity, and can avoid unnecessary felling.

33.3.31 There is a growing awareness that trees and landscaping provide a positive contribution to biodiversity and habitats for wildlife. They also help to address climate change issues and are important for human mental health. Designing landscaping so that it is compatible with its intended purpose and function allow for optimised visual and physical benefit.

33.3.32 Street trees and trees in general are an important element of the urban environment and provide contrast to the built environment. Street trees are not only attractive and add to the character of the townscape but also act as noise and wind barriers and filter out pollution. The Council takes great pride in its strong tradition of managing street trees, being the first Council in London to employ arboricultural officers.

33.3.33 Development, particularly during construction or demolition can have a negative impact on the health of trees. However, protective measures can be implemented to ensure harmony between trees and development.

Policy CR 6

Trees and landscape

The Council will require the protection of existing trees and the provision of new trees that compliment existing or create new, high quality green areas which deliver amenity and biodiversity benefits.

To deliver this the Council will:

a. resist the loss of trees unless:
   i. the tree is dead, dying or dangerous;
   ii. the tree is causing significant damage to adjacent structures;
   iii. the tree has little or no amenity value;
   iv. felling is for reasons of good arboricultural practise.

b. resist development which results in the damage or loss of trees of townscape or amenity value;

c. require where practicable an appropriate replacement for any tree that is felled;

d. require that trees are adequately protected throughout the course of development;

e. require new trees to be suitable species for the location and to be compatible with the surrounding landscape and townscape;

f. require landscape design to:
   i. be fit for purpose and function;
   ii. be of a high quality and compatible with the surrounding landscape, and townscape character;
   iii. clearly defined as public or private space;
   iv. optimise the benefit to wildlife habitat;

g. serve Tree Preservation Orders or attach planning conditions to protect trees of townscape or amenity value that are threatened by development.

Servicing

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

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

33.3.36 The provision of servicing is a balancing act. On one hand, the Council needs to ensure the safe and efficient management of servicing vehicles so that the road network is not hindered, while on the other, the Council wishes to ensure that the physical servicing area is not detrimental to the character or appearance of an area, or detrimental to residential amenity. As the nature of the borough is predominantly high density residential, the impacts of servicing can have a wider reaching impact and is therefore a matter of strategic importance.
Policy CR7
Servicing
The Council will require servicing facilities and coach parking to be well designed, built to accommodate the demands of new development and sensitively integrated into the development and the surrounding townscape. In particular servicing activities and coach pick-up and drop-off should not give rise to traffic congestion, conflict with pedestrians or be detrimental to residential amenity.

To deliver this the Council will:

a. require sufficient on-site servicing space and coach parking to accommodate the number and type of vehicles likely to be generated and to ensure that this can take place without manoeuvring on the highway;

b. require a Servicing Management Plan for all sites with on-site servicing space that will control the hours of servicing, including detail on how vehicles will be managed, and controls on the types and sizes of vehicles to ensure they are appropriate to the local area and are environmentally acceptable;

c. require coach drop-off and pick-up facilities and a Coach Management Plan at new hotel developments and at extensions to existing hotels;

d. require, where developments cannot provide onsite servicing space or coach parking, that it is demonstrated that the proposal can function satisfactorily without giving rise to adverse effects on traffic congestion, pedestrian safety, residential amenity or impact on bus routes.

A Servicing Management Plan and/or Coach Management Plan will be required in these instances;

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

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

The Royal Borough of Kensington and Chelsea Parks Strategy 2006-2015
33.4.2 The Council’s Environment, Leisure and Residents Services Department (ELRS) has a 10-year Parks Strategy to improve and invest in its main parks. This Strategy includes an aspiration to increase the number of public open spaces managed by the Council. It also includes a rolling programme of consultation followed by a major programme of maintenance and park improvements over the lifetime of the Local Plan.

The Royal Borough of Kensington and Chelsea Streetscape Guide 2012
33.4.3 The Transport and Highways Department has produced the Streetscape Guide which sets out the concepts of ‘streetscape’, policies and elements of streetscape design. The guide also includes detailed specifications for streetscape standards.

The Royal Borough of Kensington and Chelsea Tree Strategy 2015
33.4.4 The Tree Strategy seeks to give greater emphasis to the relationship between trees in the Royal Borough and the built and historic environment. With careful consideration of planting position, spacing, selection of species and management, the strategy seeks to develop a more rigorous and coherent contribution by trees to the borough. The Council’s Arboricultural Section are responsible for implementing the Tree Strategy.

The Royal Borough of Kensington and Chelsea Planning and Conservation Capital Programme 2013/14 to 2015/16
33.4.5 The Capital Programme includes a number of local enhancement schemes including the refurbishment of Chelsea Bridge, the annual Street Scene Improvement Programme and the annual programme for Highway Improvements. The latter includes traffic management schemes and environmental improvements.
This document outlines a series of Council and partnered projects that will help keep Kensington and Chelsea one of the world’s best places to live. The projects range from public art to achieving high standard parks.

### Sport England Strategy 2012-2017

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

### Corporate or Partnership Actions for An Engaging Public Realm

1. The Council will work in partnership with Transport for London and the Council’s Transport and Highways department to encourage streetscape improvements which remove barriers and improve access for local residents.

2. The Planning and Borough Development Directorate will work in partnership with the Council’s Transport and Highways Department to implement the Local Implementation Plan.

3. The Planning and Borough Development Directorate will work closely with Tri-Borough Children’s Services to help increase access to play and adventure facilities across the borough.

4. The Planning and Borough Development Directorate will work with the Council’s Environment, Leisure and Residents Services Department to ensure the Implementation of the Streets and Physical Activity Strategy.

5. The Planning and Borough Development Directorate will work in partnership with the Council’s Arboricultural Department to deliver the Tree Strategy.

6. The Planning and Borough Development Directorate will work in partnership with the Council’s Arboricultural Department to continue the programme of street tree maintenance and replacement planting in accordance with good arboricultural practice.

7. The Planning and Borough Development Directorate will work in partnership with Sport England to help deliver their strategy, particularly in relation to providing community sport infrastructure.

8. The Planning and Borough Development Directorate will work in partnership with Natural England to help deliver improved Green Infrastructure.

9. The Planning and Borough Development Directorate will work in partnership with British Waterways and the Port of London Authority to help deliver improved ‘blue infrastructure’.

10. The Planning and Borough Development Directorate will continue to work in partnership with the City of Westminster to achieve a shared vision for Knightsbridge and investigate the possibility of implementing public realm improvements in Montpelier Street.

11. The Planning and Borough Development Directorate will maintain existing street trees and will extend tree coverage across the borough.
Chapter 34
Renewing the Legacy
Conservation, quality and design

34.1 Introduction
34.1.1 The borough has inherited a remarkable historic townscape and a large number of historic buildings. The exceptional quality of the built environment and finely grained mix of uses underpins the borough's 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 per cent of the borough. The Royal Borough is known for its legacy of Georgian, Victorian and Edwardian architecture, interspersed with corner shops, pubs, studios and small pockets of mixed uses, 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 Local Plan’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.

CO 5
Strategic Objective for Renewing the Legacy
Our strategic objective to renew the legacy is not simply to ensure no diminution in the excellence we have inherited, but to pass to the next generation a borough that is better than today, of the highest quality and inclusive for all. This will be achieved by taking great care to maintain, conserve and enhance the glorious built heritage we have inherited and to ensure that where new development takes place, it enhances the borough.

34.2 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 a high 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. These changes are not only physical. The mixed uses in the borough – as set out in Keeping Life Local and Fostering Vitality – are an integral part of the borough’s character. Even small changes of use, that reduce the finely grained mix of uses that are interspersed in our residential areas can be damaging to the quality of the borough.

34.2.2A Maintaining and improving the mixed-use and architectural character, quality, inclusivity and setting of the Royal Borough’s exceptional built environment is vital. Past approaches, where no worsening was good enough, are no longer acceptable. The prevailing philosophy will be to drive up the quality of design to improve the quality of the borough’s built environment. 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 the 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, planning application committees and its Design Champion, and for planning applicants to deliver high quality architecture within the Royal Borough.

34.3 Planning Policies
Context and Character
34.3.1 The borough’s townscape is unique in its high quality, finely grained, historic built environment and has a strong sense of identity and character. The Council has a reputation of upholding high standards of conservation and design. The character and appearance of the borough is highly valued, locally, nationally and internationally.
Chapter 34  Renewing the Legacy

RENEWING THE LEGACY
Conservation Areas, Listed Buildings, Registered Parks and Gardens and Strategic View

1. The Boltons
2. Brompton Cemetery
3. Cadogan Place
4. Chelsea Physic Garden
5. 100 Cheyne Walk
6. Edwardes 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

Registered Parks and Gardens

Conservation Areas
Parks and Gardens of Special Historic Interest
Strategic View

Areas containing a concentration of listed buildings
Metropolitan Open Land

BRENT
HAMMERSMITH AND FULHAM
WANDSWORTH
WESTMINSTER
34.3.2 Over and above the pure preservation of our historic urban fabric, the Council has embraced the principle of resisting design that fails to take the opportunities available for improving the character and quality of the area and the way it functions. Assessment of planning applications is therefore based on whether they are ‘good enough to approve’ rather than ‘bad enough to refuse’ to ensure the continuation of our existing high quality environment.

34.3.3 The borough is a highly desirable place to live, shown by the highest average home prices in England. These residential land values have led to strong pressure to change buildings to residential use. The principle of change of use is addressed in Keeping Life Local and Fostering Vitality. But the part that use plays in character must not be overlooked. The distinctive character of many buildings comes from their use, their role in the community, the facilities they provide and the activity they generate as much as their physical appearance. A building's use can therefore contribute to the character of a conservation area and to a sense of place.

34.3.4 The borough's townscape is rich in detail. Paying attention to detail, as well as to matters such as form and mass, is therefore important in ensuring new high quality development.

34.3.5 Development proposals should heed their local context. Analysing and responding to context is important in good design. The extent of the relevant context depends on the development.

34.3.6 The borough has considerable residential densities but surprisingly modest building scales. For example, Victorian terraced housing in the borough is typically of four storeys, providing 700 habitable rooms per hectare (hrh); Edwardian terraced mansion blocks at six storeys provide 970hrh. In North Kensington, the typical postwar estates are five and six storeys, providing 500hrh, much lower than in the Victorian period.

34.3.7 The borough is a good example of how high density development can be completely compatible with a high quality environment. The design of a development must take into account the character and scale of the area, the need to foster good design and the Council's and community's aspirations for the site and area. The density of the development should be the outcome of this design process rather than the starting point. The density matrix in the London Plan needs to be considered in this context.

34.3.8 Developments close to the River Thames and the Grand Union Canal should have regard to and enhance the special character and distinctiveness of those areas. In conformity with the London Plan parts of the borough adjoining the River Thames have been designated as the Thames Policy Area, to ensure developments in this area reflect the strategic role of the Thames in London.

34.3.9 A comprehensive approach should be taken towards site redevelopment to make the best use of the land and improve the appearance of the area. Where appropriate this should include an assessment of the development potential of nearby sites to avoid piecemeal and uncoordinated development.

34.3.10 Backland sites - sites surrounded by other development with limited or no street frontage - may be difficult to integrate into the surrounding context.

34.3.11 The many mews streets in the borough form an integral part of the 19th Century pattern of development of this area of London. They are an effective form of development for making good use of the space within larger perimeter blocks. Indeed, the mews as a feature of the townscape is one of the factors that distinguish London from other cities. While their origin as stable blocks for large houses means that they are generally of modest design, they do have a distinct character based on their consistency, simplicity and unity.

34.3.12 Artists' studios represent a distinctive building type that emerged in the middle of the nineteenth century. They are characterised by a number of features including large windows and expanses of studio space behind. They exist in many forms from grand studio houses commissioned by famous artists of the day, to more modest and utilitarian speculatively built groups. There are significant numbers in the borough, which make an important contribution to its character and appearance. There is considerable pressure both for the introduction of new uses and the carrying out of alterations. This pressure is threatening the essence and character of these studios and consequently, undermining the artistic traditions of the borough.
Policy CL 1

Context and Character

The Council will require all development to respect the existing context, character and appearance, taking opportunities available to improve the quality and character of buildings and the area and the way it functions, including being inclusive for all.

To deliver this the Council will:

a. require development to contribute positively to the townscape through the architecture and urban form, addressing matters such as scale, height, bulk, mass, proportion, plot width, building lines, street form, rhythm, roofscape, materials and historic fabric as well as vistas, views, gaps, and open space;

b. require development to respond to the local context;

c. require the density of development to be optimised, sensitive to context;

d. require riverside and canalside development to enhance the waterside character and setting, including opening up views and securing access to the waterway;

e. require development within the Thames Policy Area to protect and improve the strategic importance and iconic role that the Thames plays in London;

f. require a comprehensive approach to site layout and design including adjacent sites where these are suitable for redevelopment, resisting schemes which prejudice future development potential and/or quality;

g. require the development of backland sites to ensure vehicular and pedestrian access is properly integrated into the surrounding street network and that the scale and massing respect the hierarchy of the existing urban block so as to enhance the character of the area;

h. ensure that, in carrying out alterations and extensions, the characteristics of the type of building, such as mews, terrace or mansion block, is preserved and enhanced;

i. resist the demolition of, and inappropriate alterations and extensions to, artists’ studios.

Design Quality

34.3.13 The Royal Borough has a distinctive townscape of high quality, often characterised by a wide variety of architectural styles within relatively small areas. To renew the legacy, a sensitive approach to the architectural design of new buildings, and to extensions and modifications to existing buildings will be required. This should be to a high quality, with very high quality expected within conservation areas.

34.3.14 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. The most commonly used set of objectives for good design in the built environment are character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and diversity. But the Council believes 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.

34.3.15 Architecture is about more than just aesthetics. Functional issues such as crime prevention, accessibility and inclusivity must be integrated into the design at the outset in order for development to be fit for purpose. This approach will ensure that final architectural quality is not compromised.

34.3.16 Sustainability is also essential in good design and applies to all levels of development. It must be integrated into the whole design process from the beginning. The Local Plan as a whole is concerned with social, environmental and economic sustainability. In terms of architectural design the focus is on the use of resources. Detailed policies in this regard are set out in Chapter 36 ‘Respecting Environmental Limits’.

34.3.17 The distinctive townscapes of the Royal Borough vary from large buildings such as the museums and mansion blocks through to the terraces, squares, crescents to the relative modesty of the mews. These, together with the garden squares, give a unique character to the borough. In some places there are striking juxtapositions of buildings of different scales. A blanket design approach to new buildings and extensions would therefore 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 and quality of the surrounding context.
Policy CL 2
Design Quality
The Council will require all development to be of the highest architectural and urban design quality, taking opportunities to improve the quality and character of buildings and the area and the way it functions.

To deliver this the Council will:

a. require development to be:
   i. Functional - fit for purpose and legible;
   ii. Robust - well built, remain in good condition and adaptable to changes of use, lifestyle, demography and climate;
   iii. Attractive - pleasing in its composition, materials and craftsmanship;
   iv. Locally distinctive - responding well to its context;
   v. Sustainable - in the use of resources, including energy, in construction and operation;
   vi. Inclusive - accessible to all;
   vii. Secure - designs out crime.

b. require an appropriate architectural style on a site by-site basis, in response to:
   i. the context of the site;
   ii. the building’s proposed design, form and use;
   iii. whether the townscape is of uniform or varied character.

Heritage Assets - Conservation Areas And Historic Places
34.3.19 The historic environment is central to the character of the borough and the Council has a duty to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

34.3.20 The character and appearance of a conservation area is not only provided by the high quality and appearance of individual buildings within the area and the interrelationship between them but it is also gained from whole and partial street views as well as views into and out of the area. Therefore development that impacts setting, including the effect on views, gaps and vistas and other character and appearance issues identified in conservation area appraisal documents, needs to be assessed to ensure that the character and appearance of the area is conserved.

34.3.21 Where the quality of an area has been eroded, whether or not in a conservation area, the Council will take steps to ensure that new development and other schemes such as streetscape works improve the environment.

34.3.22 In addition, a building’s use can contribute to the character of a conservation area and to a sense of place. The borough contains a scatter of incidental mixed uses within its residential neighbourhoods, which offer variety, surprise and delight. These punctuate the street scene and add to the vitality and character of a conservation area. Their loss diminishes the character of the townscape, the cherished local scene and the vitality and diversity of the area. The Council will take account of the nature of the current or last use when assessing character.

34.3.23 The partial or full demolition of a heritage asset, or its alteration, whether it be a listed building or unlisted structure of historic or architectural merit, can cause irreversible damage to the character and appearance of our high quality townscape. The harm caused will therefore be carefully weighed up against any public benefit that might result. However, as heritage assets are irreplaceable, any harm or loss requires clear and convincing justification. Substantial harm to or the loss of a listed building, park or garden would be exceptional while that to the highest designated heritage assets would be wholly exceptional.

34.3.24 As the majority of the borough is covered by conservation areas, there are limited opportunities for new development because the presumption is to retain the original built fabric, whether it faces the street or not, where it contributes positively to the character of the conservation area. New buildings should contribute to the character and appearance of the conservation area. There have been a number of instances of inappropriate or premature demolition in conservation areas. There have also been examples of buildings being allowed to deteriorate, followed by demolition. The Council will take all appropriate measures available to it to ensure that there is no incentive for such action.

34.3.25 As the character and appearance of a conservation area can be dependent on the detail of developments, outline planning applications are insufficient within a conservation area; full detailed applications are needed.
Policy CL 3
Heritage Assets - Conservation Areas and Historic Spaces

The Council will require development to preserve and to take opportunities to enhance the cherished and familiar local scene.

To deliver this the Council will:

a. require development to preserve or enhance the character or appearance of the conservation area and protect the special architectural or historic interest of the area and its setting;

b. resist the change of use of any building where the current use contributes to the character of the surrounding area and to its sense of place;

c. resist substantial demolition in conservation areas unless it can be demonstrated that:
   i. in the case of substantial harm or loss to the significance of a heritage asset it is necessary to achieve substantial public benefits that outweigh that harm or loss;
   ii. in the case of less than substantial harm to the significance of a heritage asset, that the public benefits, including securing the optimum viable use, outweigh that harm;
   iii. the building or part of the building or structure makes no positive contribution to the character or appearance of the area;

d. require full planning applications in conservation areas.

Heritage Assets - Listed Buildings, Scheduled Ancient Monuments and Archaeology

34.3.26 There are about 4,000 listed structures in the borough. In addition to buildings, local historic features such as memorials (particularly war memorials, including those on private land or within buildings), statues, plaques, coal plates, horse and cattle troughs and historic bollards, post boxes and historic telephone boxes are historic assets worthy of protection, whether listed or not. The borough contains two Scheduled Ancient Monuments: the Brick Kiln in Walmer Road and Kensington Palace.

34.3.27 Listed buildings and scheduled ancient monuments can be negatively affected not only by inappropriate additions, internal and external alterations, and demolition, but also by inappropriate use and unsympathetic neighbouring development. Such changes can diminish the architectural and historic value and detract from their setting.

34.3.28 The setting of a listed building and the surroundings in which it is experienced can also contribute to its special interest. The extent of relevant setting will be proportionate to the significance of the asset.

34.3.29 The special architectural or historic interest of listed buildings goes beyond appearance. It includes the integrity of the building as a whole, the location and hierarchy of rooms, historic floor levels, the structure of the building including foundations, as well as features such as original staircases, original roof structures, later additions, and other features identified as being of significance.

34.3.30 When development takes place to listed buildings, it is appropriate to take opportunities to reinstate missing features which are considered important to their special interest or to remove additions or modifications that harm the significance of the building.

34.3.31 Listed buildings are best used for their original purpose. Where that original purpose has become obsolete, sensitive adaptation can be possible.

34.3.32 The standard of workmanship in carrying out modifications to historic structures is not something that is readily controlled through the planning system. It is, however, of vital importance to the quality of the building, and owners are urged to employ the appropriate specialists.

34.3.33 Archaeological remains constitute the principal surviving evidence of the borough's past, but are a finite and fragile resource. The destruction of such remains, by development, should be avoided to ensure the borough's past is not lost forever.

Policy CL 4
Heritage Assets - Listed Buildings, Scheduled Ancient Monuments and Archaeology

The Council will require development to protect the heritage significance of listed buildings, scheduled ancient and sites of archaeological interest.

To deliver this the Council will:
a. require all development and any works for alterations or extensions related to listed buildings, scheduled ancient monuments and sites of archaeological interest, to preserve the heritage significance of the building, monument or site or their setting or any features of special architectural or historic interest;

b. resist the demolition of listed buildings in whole or in part, or the removal or modification of features of architectural importance, both internal and external;

c. require the preservation of original architectural features, and later features of interest, both internal and external;

d. take opportunities to:
   i. reinstate internal and external features of special architectural or historic significance, commensurate with the extent of proposed development;
   ii. take opportunities to remove internal and external features that harm the architectural or historic significance of the asset, commensurate with the extent of proposed development;

e. resist the change of use of a listed building that would materially harm its character;

f. require any work to a listed building to sustain the significance of the heritage asset and as such strongly encourage any works to a listed building to be carried out in a correct, scholarly manner by appropriate specialists;

g. require desk based assessments and where necessary archaeological field evaluation before development proposals are determined, where development is proposed on sites of archaeological significance or potential.

Living Conditions

34.3.34 The borough’s dense historic pattern of development and the close proximity of buildings means that new buildings and extensions need to take careful account of the living and working conditions of neighbours, with particular regard to natural light, light pollution, privacy, noise and disturbance.

34.3.35 The historic character and dense nature of the borough means that the living conditions that might be expected elsewhere in modern developments are most unlikely to be achieved here. Particular attention needs to be paid to these matters to attempt to address rising public expectations in relation to living conditions, including access to open space. However, implementing living conditions by fixed standards, normally derived from modern suburban development, could undermine the Council’s duty to preserve and enhance the character and appearance of conservation areas. It is the overall design, taking all factors into account including the area’s character, that will be the determinant of whether a proposal provides reasonable living conditions.

34.3.36 In assessing whether sunlight and daylight conditions are good, both inside buildings and in gardens and open spaces, the Council will have regard to the most recent Building Research Establishment guidance, both for new development, and for properties affected by new development.

34.3.37 Issues of daylight and sunlight are most likely to occur where the amount of adjoining habitable accommodation is limited, or situated within the lower floors of buildings with openings on to lightwells. Mathematical calculation to assess daylighting and sunlighting may be an inappropriate measure in these situations; on-site judgment will often be necessary.

34.3.38 When considering privacy, a distance of about 18 metres between opposite habitable rooms reduces inter-visibility to a degree acceptable to most people, but there are many instances in the historic fabric of the borough of distances less than this. Privacy of gardens and courtyards is also important.

34.3.39 Terraces on roofs of main buildings or extensions can be visually intrusive and result in serious intrusion into the privacy and quiet enjoyment of neighbouring residential properties. They can, however, provide a valuable small area of open space for residents.

34.3.40 An overbearing or over-dominant sense of enclosure can significantly reduce the quality of living conditions both inside and outside. The impact on the sense of enclosure, is dependent on on-site judgment.

34.3.41 The level and type of activity generated by the development in its final form, as well as during construction, can affect the conditions of building users, through increased traffic, parking, noise, odours and vibrations in addition to impacts created by the development’s physical structure which can have microclimatic effects. The anticipated level of activity as well as the effects on the local microclimate should be taken into consideration.
Policy CL 5
Living Conditions
The Council will require all development ensures good living conditions for occupants of new, existing and neighbouring buildings.

To deliver this the Council will:

a. require applicants to take into account the prevailing characteristics of the area;

b. ensure that good standards of daylight and sunlight are achieved in new development and in existing properties affected by new development; and where they are already substandard, that there should be no material worsening of the conditions;

c. require that there is reasonable visual privacy for occupants of new development and for occupants of existing properties affected by new development;

d. require that there is no harmful increase in the sense of enclosure to existing buildings and spaces, neighbouring gardens, balconies and terraces;

e. require that the reasonable enjoyment of the use of buildings, gardens and other spaces is not harmed due to increases in traffic, servicing, parking, noise, disturbance, odours or vibration or local microclimatic effects.

Small-Scale Alterations And Additions
34.3.42 There is great pressure for the adaptation of buildings in the borough.

34.3.43 Small-scale alterations and additions comprise minor external changes to the appearance of a building or its curtilage, including balustrades, alarms, cameras, awnings, grilles, shutters (and other security equipment), telecommunications equipment, satellite dishes, railings, walls, piers, gates, forecourt parking, balconies, small terraces, flagpoles, signs which that are not advertisements, servicing and mechanical plant, and removing physical barriers to access.

34.3.44 Although small alterations and additions may have a negligible impact, if unsympathetically designed and sited, they may individually harm the appearance of a building or its setting. It is the individual and cumulative effect of these small-scale alterations and additions which can negatively impact on the borough’s overall high quality townscape. Their control is, therefore, a matter of strategic importance.

34.3.45 A high proportion of the borough’s dwellings are flats’. While dwellinghouses have permitted development rights, buildings such as mansion blocks, often in multiple ownership, do not have such rights. The Council receives a high number of planning applications affecting these types of properties. A consistent approach to alterations and additions across the building can ensure that the visual coherence of the building is maintained.

Policy CL 6
Small-scale Alterations and Additions
The Council will require that alterations and additions do not harm the existing character and appearance of the building and its context.

To deliver this the Council will resist small-scale development that:

a. harms the character or appearance of the existing building, its setting or townscape;

b. results in a cumulative effect which would be detrimental to the character and appearance of the area;

c. is not of high quality form, detailed design and materials or is not discreetly located.

Basements
34.3.46 This policy applies to all new basement development. For the purposes of this policy, basement development is the construction or extension of one or more storeys of accommodation below the prevailing ground level of a site or property.

34.3.47 Basements are a useful way to add extra accommodation to homes and commercial buildings. While roof extensions and rear extensions add visibly to the amount of built development, basements can be built with much less long term visual impact – provided appropriate requirements are followed. This policy sets out these requirements.

34.3.48 Basement development in recent years has been the subject of concern from residents. Basements have given rise to issues about noise and disturbance during construction, the management of traffic, plant and equipment, and concerns about the structural stability of nearby buildings. These concerns have been heightened
by the growth in the number of planning applications for basements in the Royal Borough with 46 planning applications in 2001, increasing to 182 in 2010, 294 in 2012 and 450 in 2013. The vast majority of these are extensions under existing dwellings and gardens within established residential areas.

34.3.49 In the Royal Borough, the construction of new basements has an impact on the quality of life, traffic management and the living conditions of nearby residents and is a material planning consideration. This is because the borough is very densely developed and populated. It has the second highest population density and the highest household density per square km in England and Wales. Tight knit streets of terraced and semi-detached houses can have several basement developments under way at any one time. The excavation process can create noise and disturbance and the removal of spoil can involve a large number of vehicle movements.

34.3.50 A basement development next door has an immediacy which can have a serious impact on the quality of life, while the effect of multiple excavations in many streets can be the equivalent of having a permanent inappropriate use in a residential area. There are also concerns over the structural stability of adjacent property, character of rear gardens, sustainable drainage and the impact on carbon emissions. Planning deals with the use of land and it is expedient to deal with these issues proactively and address the long term harm to residents’ living conditions rather than rely only on mitigation. For all these reasons the Council considers that careful control is required over the scale, form and extent of basements.

34.3.51 The policy therefore restricts the extent of basement excavation to no more than under half the garden or open part of the site and limits the depth of excavation to a single storey in most cases. The extent of basements will be measured as gross external area (GEA).

34.3.52 ‘Garden’ or ‘open part of the site’ is the private open area to the front, rear or side of the property. A ‘single storey’ is one that cannot be subdivided in the future to create additional floors. It is generally about 3 to 4 metres floor to ceiling height but a small extra allowance for proposals with a swimming pool may be permitted.

34.3.53 Restricting the size of basements will help protect residential living conditions in the borough by limiting the extent and duration of construction and by reducing the volume of soil to be excavated. Large basement construction in residential neighbourhoods can affect the health and well-being of residents with issues such as noise, vibration and heavy vehicles experienced for a prolonged period. A limit on the size of basements will reduce this impact.

34.3.54 The townscape of the borough is urban and tightly developed in character. However, rear gardens are often a contrast, with an informal picturesque and tranquil ambience, regardless of their size. While basements can preserve the remaining openness of the townscape compared with other development forms, it can also introduce a degree of artificiality into the garden area and restrict the range of planting. Retaining at least half of each garden will enable natural landscape and character to be maintained, give flexibility in future planting (including major trees), support biodiversity, and allow water to drain through to the ‘Upper Aquifer’. This policy takes into account the London Plan and the Mayor of London’s Housing SPG5 also both of which emphasise the important role of gardens. The National Planning Policy Framework (NPPF) also supports local policies to resist inappropriate development of residential gardens and excludes private gardens from the definition of previously developed land.

34.3.55 Keeping the unexcavated area of a garden in a single area and adjacent to similar areas in other plots allows better drainage, and continuity of larger planting supporting biodiversity. In back gardens this area will usually be the end of the garden furthest from the building.

34.3.56 On large sites, basements of more than one storey and greater than half the garden or open part of the site may be permitted in certain circumstances. These will generally be new developments located in a commercial setting or of the size of an entire or substantial part of an urban block. They should be large enough to accommodate all the plant, equipment and vehicles associated with the development within the site and offer more opportunity to mitigate construction impacts and carbon emissions on site.

34.3.57 Where a basement has already been implemented following the grant of planning permission or through the exercise of permitted development rights, the policy does not allow further basement floors or basement extensions that would exceed 50 per cent of the garden or open part of the site. This provision would not apply to a basement which forms part of the
original property, or where a later addition, was constructed prior to 1st July 1948\(^1\). This is to ensure consistency and fairness of approach.

34.3.58 Trees make a much valued contribution to the character of the borough, and bring biodiversity and public health benefits. Works to, and in the vicinity of, trees, need to be planned and executed with very close attention to detail. All applications for basements likely to affect trees\(^1\) either on-site or nearby must be accompanied by a full tree survey and tree protection proposal for the construction phase. Local Plan policy CR6 Trees and Landscape will also apply.

34.3.59 The significance\(^1\) of heritage assets\(^1\) needs to be identified so that the significance is not harmed.

34.3.60 The special architectural or historic interest of listed buildings goes beyond appearance. It includes the location and hierarchy of rooms and historic floor levels, foundations, the original purpose of the building, its historic integrity, scale, plan form and fabric among other things. Consequently, the addition of a new floor level underneath the original lowest floor level of a listed building, or any extension of an original basement, cellar or vault, may affect the hierarchy of the historic floor levels, and hence the original building’s historic integrity. Basements under listed buildings are therefore resisted by the policy. Basements in the gardens of listed buildings can result in modifications to the building’s foundations. This can harm the historic integrity and pose risks of structural damage to the building\(^1\). Evidence suggests that where a basement is built only in the garden it is beneficial for the adjoining buildings if this basement is structurally independent of the adjoining houses and executed with special care\(^2\)\(^3\). The link between the listed building and the basement should be discreet and of an appropriate design.

34.3.62 In conservation areas, development should preserve or enhance the character or appearance of the conservation area. Basements by themselves with no external manifestations are not considered to affect the character or appearance of conservation areas. It is the other aspects such as their externally visible elements that can affect character or appearance.

34.3.63 Archaeological remains are a finite and fragile resource. The conservation, protection or setting of such remains must not be threatened by development, directly or indirectly, to ensure the borough’s past is not lost forever. Policy CL4(g) of the Local Plan requires development to protect the setting of sites of archaeological interest.

34.3.64 The impact of basements on non-designated heritage assets\(^2\) must be assessed on their merits to avoid harm to their significance.

34.3.65 It is very important to minimise the visual impact of light wells, roof lights, railings, steps, emergency accesses, plant and other externally visible elements. Care should be taken to avoid disturbance to neighbours from light pollution through roof lights and other forms of lighting. Introducing light wells where they are not an established and positive feature of the streetscape can harm the character or appearance of an area. Where external visible elements are allowed they need to be sensitively designed and sited, respecting the existing character and appearance of the building, streetscape and gardens in the vicinity.

34.3.66 Policy CE2 of the Local Plan requires surface water run-off to be managed as close to its source as possible. A minimum of one metre of suitably drained permeable soil above any part of a basement within a garden provides for both reducing the amount and speed of water runoff to the drainage system and the long term future of shrub and other garden planting. Care should be taken that the original garden level is maintained and the 1m of permeable soil is connected to the unaffected part of the garden. Other SuDS measures may also be required.

34.3.67 Basement construction can cause nuisance and disturbance for neighbours and others in the vicinity, through construction traffic, parking suspensions and the noise, dust and vibration of construction itself. The applicant must demonstrate that these impacts are kept to acceptable levels under the relevant acts and guidance\(^3\), taking the cumulative impacts of other development proposals into account. Every effort must be made to locate the building compound and the skip on site or in exceptional circumstances in the highway immediately outside the application site.

34.3.68 Basement development can affect the structure of existing buildings. Guidance on this will be set out in a forthcoming Basements SPD (see paragraph 34.3.71).

34.3.69 Given their nature, basements are more susceptible to flooding, both from surface water...
and sewage, than conventional extensions, and applicants are advised to see policy CE2: Flooding. Fitting basements with a ‘positive pumped device’ \(^{24}\) (or equivalent reflecting technological advances) will ensure that they are protected from sewer flooding. Fitting only a ‘non return valve’ is not acceptable as this is not effective in directing the flow of sewage away from the building.

34.3.70 Applicants wishing to undertake basements are strongly advised to discuss their proposals with neighbours and others, who will be affected, commence party wall negotiations and discuss their schemes with the Council before the planning application is submitted. Sharing emerging proposals related to traffic and construction with residents and businesses in the vicinity is beneficial as local knowledge and their needs can be more readily taken into account.

34.3.71 A Basements SPD will be adopted which will provide guidance for the information that will need to be submitted with basement applications, including the following:

- Accompanying (but not part of) a planning application, a construction method statement (CMS) will need to be submitted by an appropriately qualified civil or structural engineer, which will contain a report into the ground and hydrological conditions of the site including groundwater flow and explain how these matters will be dealt with during the construction of the site. The CMS will also demonstrate how the excavation, demolition and construction work (including temporary propping and other temporary works) can be carried out while safeguarding structural stability. The structural stability of the development itself is not controlled through the planning system but through Building Regulations. The Party Wall Act is more suited to dealing with damage related issues.

- Ways to minimise disturbance will also be included in the CMS. Detailed matters will include the drilling of boreholes; impact on trees; the sequence of temporary works to minimise the effect on neighbours; water flow; the consideration of related cumulative impacts; the link between a basement and the host property and the need for professional verification of certain works. Guidance relating to safeguarding amenity, that is noise, vibration and dust from construction works will also be included.

- A draft construction traffic management plan (CTMP) will be required to be submitted with the application and where planning permission is granted the Council will attach a condition requiring a full CTMP. The CTMP will address issues relating to highway safety, the free flow of traffic, noise associated with/from construction vehicles and the availability of parking. Detailed matters will include vehicle stationing, manoeuvring and routeing, parking suspensions and issues in relation to residential and workplace disturbance, arising from vehicle stationing, loading and unloading and movement. The CTMP should take into account and allow for other active or permitted construction works nearby (including those of utility companies).

34.3.72 The Council will monitor the policy to assess its effectiveness and will review it as a whole within five years of its adoption.

### Policy CL 7

#### Basements

The Council will require all basement development to:

- a. not exceed a maximum of 50 per cent of each garden or open part of the site. The unaffected garden must be in a single area and where relevant should form a continuous area with other neighbouring gardens. Exceptions may be made on large sites;

- b. not comprise more than one storey. Exceptions may be made on large sites;

- c. not add further basement floors where there is an extant or implemented planning permission for a basement or one built through the exercise of permitted development rights;

- d. not cause loss, damage or long term threat to trees of townscape or amenity value;

- e. comply with the tests in national policy as they relate to the assessment of harm to the significance of heritage assets;

- f. not involve excavation underneath a listed building (including vaults);

- g. not introduce light wells and railings to the front or side of the property where they would seriously harm the character and appearance of the locality, particularly where they are not an established and positive feature of the local streetscape;
h. maintain and take opportunities to improve the character or appearance of the building, garden or wider area, with external elements such as light wells, roof lights, plant and means of escape being sensitively designed and discreetly sited; in the case of light wells and roof lights, also limit the impact of light pollution;

i. include a sustainable drainage system (SuDS), to be retained thereafter;

j. include a minimum of one metre of soil above any part of the basement beneath a garden;

k. ensure that traffic and construction activity do not cause unacceptable harm to pedestrian, cycle, vehicular and road safety; adversely affect bus or other transport operations (e.g. cycle hire), significantly increase traffic congestion, nor place unreasonable inconvenience on the day to day life of those living, working and visiting nearby;

l. ensure that construction impacts such as noise, vibration and dust are kept to acceptable levels for the duration of the works;

m. be designed to safeguard the structural stability of the existing building, nearby buildings and other infrastructure including London Underground tunnels and the highway;

n. be protected from sewer flooding through the installation of a suitable pumped device.

A specific policy requirement for basements is also contained in policy CE2, Flooding.

**Existing Buildings - Roof Alterations/Additional Storeys**

34.3.74 Additional storeys and roof level alterations may change the character of the street, the skyline as seen from neighbouring houses and streets, and daylighting and sunlighting to neighbouring properties.

34.3.75 Proposals, must be assessed carefully and ensure they do not individually or cumulatively dominate the original building or surrounding townscape, or detract from architecturally interesting skylines.

34.3.76 Groups of properties within a terrace that change their architectural style, character or height but are joined are considered as separate terraces. Roof extensions on one are not regarded as precedents for the other terraces within the street.

**Policy CL 8**

**Existing Buildings – Roof Alterations/Additional Storeys**

The Council will require roof alterations and additional storeys to be architecturally sympathetic to the age and character of the building and group of buildings.

To deliver this the Council will:

a. permit additional storeys and roof level alterations where the character of a terrace or group of properties has been severely compromised by a variety of roof extensions and where infilling between them would help to reunite the group;

b. resist additional storeys, and roof level alterations on:

   i. complete terraces or groups of buildings where the existing roof line is unimpaired by extensions, even when a proposal involves adding to the whole terrace or group as a co-ordinated design;

   ii. buildings or terraces that already have an additional storey or mansard;

   iii. buildings that have a roof structure or form of historic or architectural interest;

   iv. buildings that are higher than surrounding neighbours, or where they would detract from significant skylines or profiles;

   v. buildings or terraces where the roof line or party walls are exposed to long views from public spaces, and where they would have an intrusive impact on that view or would impede the view of an important building or open space beyond;

   vi. buildings that, by the nature of the roof construction and architectural style, are unsuitable for additional storeys, e.g. pitched roofs with eaves;

   vii. mansion blocks of flats where an additional storey would add significantly to the bulk or unbalance the architectural composition;

   viii. terraces that are already broken only by isolated roof additions.
**Existing Buildings - Extensions and Modifications**

34.3.77 The combination of the borough’s high land values, high residential densities, modest building heights and the expanse of the conservation areas, has resulted in pressures for a wide variety of residential extensions and modifications.

34.3.78 It is important that extensions and modifications, including conservatories, respect those aspects of character and integrity of the original building and group of buildings that contribute to local distinctiveness such as height, width, depth, building line, footprint, position, symmetry, rhythm, materials, finishes, detailed design, proportions or dimensions of fenestration, important gaps and a sense of garden openness.

34.3.79 The rear and sides of some buildings may also be distinguished architecturally. Where, for example, they overlook communal gardens, these elevations may be of as much importance as the front. While these elevations of buildings are generally subordinate to the front, they often have a simple dignity and harmony which makes them attractive.

34.3.80 Extensions and infill development may have an unfortunate effect in closing an important townscape gap, or in unbalancing an otherwise symmetrical elevation of a terrace, detached or semi-detached property.

34.3.81 Conservatories are a popular form of residential extension in the borough. They are principally garden features and should be located with this principle in mind. It is important that they fit in with the historic character of the borough and therefore their location in relation to the building and garden, their impact on neighbouring properties, their size and detailed design will be carefully considered.

34.3.82 Some modifications to buildings have the potential to cause harm, especially if they are not sensitive to the original character of the building or their cumulative impact detracts from the external appearance of the building. Conversely, if handled in a careful and sympathetic manner they have the potential to result in an improvement to the quality and character of the building. Such details may include changes to windows or glazing patterns; projecting mouldings; chimneys and other architectural details; front walls; railings; the replacement of panelled entrance doors; the repair or replacement of stucco; the permanent removal of projected mouldings and the rendering or painting of a brick-faced building.

**Policy CL 9**

**Existing Buildings – Extensions and Modifications**

The Council will require extensions and modifications to existing buildings to be subordinate to the original building, to allow the form of the original building to be clearly understood, and to reinforce the character and integrity of the original building, or group of buildings.

To deliver this the Council will resist proposals for extensions if:

- the extension would extend rearward beyond the existing general rear building line of any neighbouring extensions;
- the extension would rise above the general height of neighbouring and nearby extensions, or rise to or above the original main eaves or parapet;
- the extension would spoil or disrupt the even rhythm of rear additions;
- the detailed design of the addition, including the location or proportions or dimensions of fenestration or the external materials and finishes, would not be in character with the existing building;
- the extension would breach the established front building line;
- an important or historic gap or view would be blocked or diminished;
- the architectural symmetry of a building, terrace or group of buildings would be impaired;
- the original architectural features on a formal flank elevation would be obscured;
- access to the rear of the property or of those adjoining would be lost or reduced;
- a conservatory is proposed to be located at roof level, significantly above garden level or on a corner site.

**Shopfronts**

34.3.83 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 of traditional, modern or contemporary style and to ensure they are inclusive for all.

34.3.84 In old buildings, the original fascia and pilasters or columns which form the frame of the shopfront are often integral to the character of the building.

34.3.85 Modern shopfronts are often temporary street features adapting constantly to changing retail demands. It is important that transient retail fashions do not disrupt the character of a building to achieve short-term requirements. House styles may have to be adapted to fit in with the age and character of the building in which the shopfront is situated.

34.3.86 Open shopfronts can break up the continuity of a street frontage and leave undesirable gaps in a shopping parade. The creation of an open shopfront affects the form of the space between the buildings. The facades present an envelope which defines the space and its character; the sudden appearance of a large opening within the envelope leaves a gap in the shopping parade, so that the space itself is altered. The facade above is also left visually unsupported, the vertical elements resting uncomfortably on a void.

34.3.87 The under-use of the upper floors of retail premises is of concern to the Council. In the event that they are not required for retail purposes, a separate access will be needed for residential or office use. It is thus important to prevent the removal of separate access unless this is to bring the upper floors into active retail use, making the unit as a whole a more viable retail unit. New independent access arrangements must not undermine the functionality of the retail use.

34.3.88 It is important to control blinds and awnings because, if poorly designed or over-prominent, they can detract from the appearance of buildings and be obtrusive features in the street scene.

34.3.89 Security shutters to shop fronts can prevent light from spilling into the street at night, and create a deadening effect that many people feel creates a threatening environment, undermining the vitality and attractiveness of areas with shops out of hours.

**Policy CL 10 Shopfronts**

The Council will require shopfronts to relate well to the buildings above and to either side to provide an attractive setting for the display of goods and to drive up the quality of the area.

To deliver this the Council will:

a. require alterations to existing shopfronts to preserve those elements that contribute to their traditional character, such as corbels, part-glazed doors, fascia, glazing bars, pilasters, and stallrisers, awnings and blinds;

b. require new, and alterations to existing, shopfronts to:
   i. respect the building’s original framework;
   ii. have a positive visual impact on the appearance of the building or streetscene;
   iii. respect the character of the building in relation to siting and design of awnings and blinds;
   iv. be inclusive for all;
   v. maintain existing independent access to upper floor accommodation;

c. require, where shop units are combined, new shopfronts and signage to be installed within the original surrounds and not to obscure them;

d. resist new shopfronts that would involve the removal of existing separate access to residential accommodation;

e. resist open shopfronts;

f. resist external security shutters that have a solid appearance.

**Views**

34.3.90 The quality and character of an area is not only provided by the individual buildings but it is also gained from views into, within, and out of the area. When considering development that will impacts on views, vistas and gaps, it is important to respect the local context.

34.3.91 The borough contains some of the best examples of Victorian and Edwardian townscape in London. Overall, the residential environment is of the highest quality. This is evident not only in the public realm, but also at the rear and sides of properties, particularly around areas of private
34.3.92 Residents’ appreciation and enjoyment of the borough as a whole and the special character and appearance of conservation areas in particular derives from both public viewpoints and views from within their dwellings. Not only the street scenes, but views from other buildings, including upper floors, and gardens, are important to residents living conditions. These will be considered proportionate to the significance of the view. In particular, careful regard will be had to conservation area appraisal documents.

34.3.93 On the rare occasions that development has an impact beyond the immediate street, a wider assessment of the impact needs to be carried out in accordance to the methodology set out in the Views and Building Heights SPD.

34.3.94 It is important that the impact of development on views within the townscape, including in and around conservation areas, as well as of landmarks defining points of townscape interest is taken into account. In addition to the strategic view from St Paul’s to King Henry’s Mount in Richmond Park, identified in the London Plan, the borough also has specifically recognised views that are important to protect. These are set out in the Views and Building Heights SPD.

### Policy CL 11

### Views

The Council will require all development to protect and enhance views, vistas, gaps and the skyline that contribute to the character and quality of the area.

To deliver this the Council will:

a. resist development which interrupts, disrupts or detracts from strategic and local vistas, views, and gaps and the skyline;

b. require developments whose visual impacts extend beyond that of the immediate street, to demonstrate how views are protected or enhanced;

c. require, within conservation areas, development to preserve or enhance views:

- identified in conservation area appraisals;
- generally within, into, and out of conservation areas, including the rear of properties;
- that affect the setting of and from development on sites adjacent to conservation areas and listed buildings;
- require development to respect the setting of a landmark, taking care not to create intrusive elements in its foreground, middle ground or background.

### Building Heights

34.3.95 The relatively modest and consistent height of building within Kensington and Chelsea reflects the primarily residential character of the borough. High residential densities are delivered without recourse to tall buildings. This pattern of development with its low to medium-rise, high-density residential areas, has produced a very attractive townscape, and is central to the borough’s charm.

34.3.96 New buildings can strengthen the traditional townscape, both through individual buildings carefully designed to respect their immediate context and through larger developments, which can seek to introduce new legible environments consistent with the borough’s character. (See policy CR2 Three-dimensional Street Form).

34.3.97 Where new larger developments are proposed some variation in roofscape and height can provide visual interest to the streetscape and avoid overbearing and bulky building forms. This could mean differentiation in roof forms and roof lines within parameters based on the prevailing building height, to break up large blocks and reflect the predominantly domestic scale of the borough.

34.3.98 Tall buildings are very much the exception: Trellick Tower is the tallest at 98m. Building height is thus a critical issue and a very sensitive feature of the townscape. It is important that the Council carefully manages the height of new development that may otherwise erode the borough’s distinctive character.

34.3.99 Tall buildings have a greater impact on their environment than other building types, posing problems of microclimate, overshadowing and overlooking. This is especially harmful to residential environments and amenity spaces, and...
needs to be avoided through careful siting and design (see policy CL5).

**34.3.100** Tall buildings in the wrong location can be visually disruptive. They can harm the character and appearance of a conservation area, the setting of a listed building, the visual amenity of important open space; and they can interrupt views.

**34.3.101** It is not enough to ensure that their location avoids causing harm; tall buildings should also make a positive contribution to the existing townscape. This is not just a matter of design quality, but also of contributing to legibility and to the skyline. Buildings that rise above the prevailing building height are successful where, depending on their impact, they give meaning to the local or borough townscape, highlighting locations or activities of public importance.

**34.3.102** Local landmarks are occasional features in the borough that define points of townscape interest or public functions relevant to those living or working within the immediate areas. A local landmark does not have to distinguish itself by its height, e.g. the Michelin Building at Brompton Cross. Where they do, they will tend not to be more than one and a half times higher than the surrounding buildings, and remain compatible with their context. Regardless of location, local landmarks should always be of very high design quality and occasional features if they are to retain their meaning.

**34.3.103** District landmarks are significantly taller than the surrounding townscape. They are visible over a wider area and tend to highlight major public functions. These are characteristically up to four times higher than the surrounding buildings and are not typical of the borough. They are exceptionally rare in the borough’s townscape of predominantly low to medium rise development, and will remain very occasional features. Because of their visibility, the location and use of district landmarks must be significant to the borough as a whole.

**34.3.104** Care is needed to ensure that visibility is assessed contextually to ensure that proposals that exceed the prevailing building height have a positive visual impact and do not appear incongruous within their surroundings. A computer generated zone of visual influence that includes an accurate model of the relevant context is an essential tool in assessing the visual impact of buildings significantly taller than the surrounding townscape.

**34.3.105** Very tall buildings, more than four times the height of their context, characterise central metropolitan areas which is not characteristic of the borough.

**34.3.106** A design-led approach to taller buildings is essential. In such cases the Council will promote close working with stakeholders and, where appropriate, with strategic and neighbouring authorities in the production of an urban design framework that will guide the siting and appropriate height of buildings, particularly in relation to existing views to ensure a wholly positive benefit to the townscape. Full planning applications are important for tall buildings to ensure this design-led approach is fulfilled.

**34.3.107** Height is not the only factor which is important when assessing tall buildings. District landmarks should be of an exceptional quality of architecture, sustainability and urban design. Successful tall buildings possess an architecture that is convincing and highly attractive, especially when viewed in the round, and that makes for a distinguished landmark on the skyline. This requires the skilful handling of scale, height, massing, silhouette, crown and facing materials and the careful incorporation of building services and telecommunications equipment. The profile and proportion of the building, especially the part that sits above the prevailing building height, is also a sensitive feature. Bulky tall buildings are not attractive to look at and disfigure the skyline; slender ones are more successful.

**34.3.108** Design quality applies equally to the base. At lower levels it is not only the impact on the streetscape and local views, but also how the building functionally relates to the street. Successful tall buildings are those that create meaningful public realm, interacting positively with the surrounding buildings and spaces. This includes contributions to permeability and connectivity, defining edges that reinforce existing building lines and give a coherent form to open space, and providing active ground floor frontages and a stimulating and inclusive public realm (see Policies CR1 and CR2).

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**Policy CL 12**

**Building Heights**

The Council will require new buildings to respect the setting of the borough’s valued townscapes and landscapes, through appropriate building heights.
To deliver this the Council will:

a. require proposals to strengthen our traditional townscape in terms of building heights and rooftops by requiring developments to:
   i. reflect the prevailing building heights within the context;
   ii. provide, for larger developments, a rooftopscape that reflects that of the context of the site;
   iii. seldom use height to express local landmarks so the prevailing building height is maintained;

b. resist buildings significantly taller than the surrounding townscape other than in exceptionally rare circumstances, where the development has a wholly positive impact on the character and quality of the townscape;

c. require full planning applications for any building that exceeds the prevailing building height within the context.

34.4 Corporate and Partner Actions

Introduction

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

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


34.4.2 The National Buildings at Risk Strategy arose from the success following the survey of all grades of listed buildings in London, when English Heritage first published the annual Register of Buildings at Risk in London in 1991. There is now a combined Heritage at Risk register that combines Grade I and II* listed buildings at risk and structural scheduled monuments which are at risk and vulnerable.
Chapter 35
Diversity of Housing
Affordable and Market Housing, Housing Mix, Estate Renewal

35.1 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 are built, we cannot begin to satisfy demand, either for private sale or ‘affordable’ homes. 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 Local Plan ‘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 Local Plan’s central vision of Building on Success. It is central to stimulating regeneration in North Kensington, and vital to the residential quality of life.

CO 6
Strategic Objective for Diversity of Housing
Our strategic objective 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.

35.2 What this means for the borough
35.2.1 The strategic objective 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 per cent of the net increase in new housing 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 Local Plan and include the Kensal gas works site and Wornington Green (both Golborne ward), the various Warwick Road sites (Abingdon ward) and Lots Road Power Station (Cremorne ward).

35.3 Policies
Housing Targets
35.3.1 A minimum of 3,500 homes should be provided between 2007-08 and 2016-17 (350 units per year). This housing target is based on evidence of the housing capacity in the borough, which formed the basis of the London Plan target. The work on the London-wide Strategic Housing Land Availability Assessment (SHLAA) indicates that this could go up significantly, principally because of the large strategic sites that have been identified through the Local Plan. These sites have additional potential capacity, and subject to development, will deliver the required number of dwellings in the Royal Borough. The target is awaiting confirmation through the revised London Plan however; the borough will be planning for 600 net additional units per annum, once the revised London Plan is adopted. These targets are derived from the SHLAA and monitoring evidence to identify sufficient specific deliverable sites in the initial five years of the Local Plan, with a further supply of developable sites for years 6-10. Beyond this, the Local Plan sets broad locations for future growth. Delivery will be monitored to manage the supply of land to deliver the housing requirements over the next five years of the housing trajectory. The Housing Trajectory (see Section 40.1) shows the annual requirement for dwellings judged against the target, and further information on the delivery from strategic sites is provided in Section 40.2. Combined, these sites account for over 5,400 dwellings, in excess of 90 per cent of the borough’s overall target. In common with other inner-London boroughs, there is therefore, a necessary reliance on a relatively small supply of housing from windfall sites. These have, historically, provided an important supply of housing for the borough, and based on monitoring of past trends will allow annual targets to be exceeded. Contingency plans exist (see Chapter 39 Contingencies and Risks) so that, in the event that monitoring identifies possible risks to delivery, the Council has a strategy to address the risk.

35.3.2 The agreed affordable housing target in the draft Mayor’s Housing Strategy (May 2009) is 90 units a year, from all sources, between 2008 and 2011. The revised affordable housing target is 2000 units (200 units per year), to be provided over a ten year period starting from the commencement of the new London Plan (estimated as 2011-12).
DIVERSITY OF HOUSING

Affordable and Market housing

- Wards containing significant proportions of Social Rented Housing - unsuitable for off-site affordable housing
- Identified areas with significant potential for Estate Renewal
- Sites expected to deliver 80 or more homes
This target has been derived by taking account of the overall annual housing target of 600 units, estimated affordable housing delivery on site allocations, the typical affordable housing delivery rate as a proportion of overall housing together with the objective of increasing affordable housing in the borough to meet local needs\(^1\). The justification for the affordable housing target is set out in Section 3: Supporting Information. Housing growth will increase demand for some services and infrastructure. This is set out elsewhere in this plan.

Average residential property prices in the borough in July 2009 were £712,000. In the third quarter of 2008 the average price was £1.18 million, the highest average in England\(^1\).

The tenure profile in the borough is: 43 per cent owner occupation, 26 per cent social rented housing, 25 per cent private rented housing, 5.3 per cent other. The private rented sector has the highest turnover of households compared to the other tenures\(^1\), with 20 per cent of the population estimated to change each year. These figures can be compared to those for Inner London as a whole, which indicate that around 40 per cent of homes are owner occupied, 40 per cent are social rented housing and 20 per cent of the inner London stock is in the private rented sector. By comparison, over two-thirds of outer London dwellings are owner occupied, 18 per cent are in the social rented sector and 12 per cent are private rented. Between 2001 and 2006 there was a 25 per cent increase in the number of private rented properties in the capital\(^1\).

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 four per cent of affordable housing should be equity based intermediate housing, 11 per cent should be intermediate rented housing, and 85 per cent should be social rented housing\(^1\).

Key workers are more likely than non-key workers to be living in the social rented sector. This may be because they are less likely to be able to afford market housing than non-key worker households\(^1\). Fifty per cent of intermediate affordable housing is targeted at key workers on the Council’s affordable ownership register. In 2009, there were approximately 200 key workers on a register of about 1,300 interested in intermediate housing\(^1\).

To deliver this the Council will:

a. make provision for a minimum of 350 net additional dwellings a year until the London Plan is replaced (estimated as 2011-12) based on the overall ten year housing target of 3,500 net additional units. From adoption of the London Plan the Council is planning to make provision for a minimum of 600 net additional dwellings a year, until 2027-28, based on the ten year housing target of 6,000 net additional units. The exact target will be set through the London Plan process;

b. make provision for the maximum amount of affordable housing with a target of a minimum of 200 units per annum from 2011-12 until 2027-28 from all sources, the exact target will be set through the London Plan process;

c. require affordable housing tenures to be provided such that they work towards a borough-wide target of 85 per cent social rented housing and 15 per cent Intermediate housing.

Housing Diversity

It is estimated that there is a shortfall of around 3,950 affordable housing units per annum\(^1\). 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.

Between 50 per cent and 70 per cent 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 per cent to 49 per cent of the housing stock is social rented\(^1\). It is important that future housing development does not reinforce this existing broad spatial pattern.

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: 45 per cent of homes are
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Diversity of Housing

recommended to include one and two bedrooms and 55 per cent three and four or more bedrooms. The main identified shortfalls in terms of market housing are for three and four or more bedroom homes. Over the next 20 years, the size of new market housing likely to be required in the borough is 20 per cent one and two bedroom units and 80 per cent three and four or more bedroom units. For intermediate affordable housing the reverse is true, with nearly 70 per cent of the demand being for one and two bedroom homes, with only 30 per cent for larger homes of three or more bedrooms. Intermediate affordable housing includes key worker housing. It is estimated there are around 7,000 households in the borough headed by a key worker.15.

35.3.11 It would be unrealistic to expect all housing schemes to comprise dwellings built to these exact ratios. However, in the private market sector, they underline the need for as high a proportion of large dwellings to be provided as possible, with a similar emphasis in the social rented sector. In intermediate housing the reverse is true. The exact mix of houses of any proposal will also take into account factors such as the characteristics of the site such as its location, size and built context, as well as the way housing need will change over time.

35.3.12 Size of dwellings is not just a matter of their number of habitable rooms or bedrooms. The absolute size of the dwelling matters, both in terms of floorspace, and floor to ceiling heights. Increasingly it is being realised that planning has a legitimate role to play in setting standards not only for affordable housing, but for private housing as well, to ensure the dwellings we build today are flexible and provide quality accommodation in the long term.

35.3.13 The Mayor has proposed the introduction of minimum housing standards in the draft replacement London Plan (policy 3.5 and table 3.3), and space standards which must be met as a minimum for new developments are contained within the London Housing Design Guide. The Housing Design Guide also sets minimum floor to ceiling heights within habitable rooms. These standards will inform requirements within the borough.

35.3.14 The cost of intermediate housing should be set at the ‘usefully affordable’ point, defined by Fordham Research in the Strategic Housing Market Assessment 2009. It is the mid-point between the cost of social rented housing and the cost of entry-level market housing. It represents a cost that is feasible to produce intermediate housing that will be affordable to a reasonable proportion of households unable to access the market, therefore providing a genuine step on the housing ladder.

35.3.15 The Council caps the cost of developing affordable housing, therefore in terms of costs to the developer, there is little financial difference in providing a social rented unit compared to an intermediate affordable unit. Land values in the borough, however, make the provision of intermediate housing at the usefully affordable point very difficult. Although the evidence indicates just 15 per cent of homes should be intermediate, this is in large part because of the affordability of the homes, rather than a reflection of need. There are, however, other models of intermediate housing provision that may better overcome the affordability issue. The borough wide target of 15 per cent is therefore a pragmatic response to balancing affordability and demand.

35.3.16 In almost all cases in the Royal Borough, affordable housing is negotiated as part of a s106 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 in order to ensure a diversity of housing at a local level. However, on site provision is not always possible, in which case provision should be within the area that does not reinforce the existing broad spatial pattern of housing tenure in the borough. (see the Housing Diversity map).

35.3.17 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.

- It may be easier to provide a particular type of affordable housing, such as large affordable units, off-site rather than on-site.

35.3.18 The creation of larger homes by amalgamating smaller ones is not uncommon
in the borough. Planning permissions granted between January 2006 and March 2008 indicate that 174 units were lost through all forms of deconversion/amalgamation of units. During the same period, 88 dwellings were lost through deconversion to a single dwelling unit, predominantly in Hans Town, Holland, Brompton, Queen’s Gate and Redcliffe wards. However, as stated above, there is also a demand for larger residential dwellings of three or more bedrooms in the borough. On this basis, an appropriate balance needs to be struck between the loss of residential units and the need for larger family dwellings. Therefore, in order to limit the loss of residential units while allowing some flexibility in terms of the creation of larger residential units, a policy has been developed which resists proposals which result in the net loss of five or more residential units. Future amalgamation will be restricted to ensure that successive developments do not lead to loss of residential units.

35.3.19 While the prime residential market has been affected by the recession, there is still demand for large, luxury properties particularly in the south of the borough. It is envisaged that over the long term this market will remain important. Proposals for housing schemes including dwellings with a floorspace of 250-300 sq.m (2,690-3,230 sq.ft), or larger, are not uncommon. Often schemes of this nature involve fewer than ten units, and therefore fall below the London Plan ten unit trigger for affordable housing. A floorspace threshold, rather than unit threshold, is therefore considered most appropriate as a trigger for affordable housing in the borough, as identified in the Affordable Housing Viability Study. This is because more schemes will be required to provide affordable housing which should increase the likelihood of delivery. Appendix 2 of Chapter 40 (supporting information) explains the affordable housing threshold and target in further detail.

35.3.20 In order to ensure we are delivering the maximum amount of affordable housing, developments proposing less than 50 per cent will need to demonstrate a viability case, using the GLA toolkit or an agreed alternative. The target is based on the high level of need, and takes account of the Council’s Affordable Housing Viability Study. The intention is to provide certainty to those developing housing in the Royal Borough as to the level of affordable housing that is expected.

35.3.21 In assessing any viability assessments the Council will have regard to the ‘dynamic viability model’ developed by Fordham Research and individual site circumstances. The Dynamic Viability Model allows for changing market circumstances to be assessed annually, and therefore allows for the proportion of affordable housing sought to be closely related to market conditions. This model can also take into account other planning obligations. A statement demonstrating the exceptional site circumstances or the weight attached to other benefits from the scheme should accompany any application proposing less than 50 per cent affordable housing target, to justify to the Council a reduced level of affordable housing provision. Targets should be applied flexibility, taking account of individual site constraints, the availability of public subsidy and other scheme requirements.

35.3.22 Due to the very high need for affordable housing in the borough, it is important that the delivery of affordable housing is not delayed. For this reason, applications for affordable housing should be provided concurrently with the main planning application.

35.3.23 The affordable and market housing should be designed so that it is not possible to identify either tenure - known as ‘tenure blind’. To ensure all residents enjoy the same high standards of design and to aid integration of the various communities living within a housing development.

35.3.24 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 per cent and the population of people aged 85 and above is projected to increase by 10.8 per cent 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.
35.3.25 It is estimated that there are 11,700 households (14 per cent 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. A proportion of households with physical disabilities will require wheelchair accessible housing.

35.3.26 Lifetime homes standards will be used to address this issue. New homes will incorporate basic design criteria to ensure that the properties are convenient, flexible and adaptable. They are designed to meet a family’s changing needs over time, but are not intended to be fully wheelchair accessible. The standards exceed those in Part M of the Building Regulations which are only concerned with enabling disabled people to visit a dwelling. The criteria include issues which relate to parking, the approach to a dwelling, entrance treatment and the design of internal spaces.

35.3.27 Where compliance with the various standards is not possible due to other policy requirements, for example in the case of development involving historic buildings, the development should demonstrate that all reasonable measures have been taken to meet them.

35.3.28 The private rented sector plays an important role in the housing market, especially in meeting the need for lower cost housing. Houses in Multiple Occupation (HMOs) form one important element of this sector. The Council has a relatively high proportion of household spaces in a shared dwelling according to the 2001 census, and a recent household survey has estimated that in 2009 there were approximately 1,640 HMO shared flats/houses in the borough (1.9 per cent of households). Less than ten per cent of those were estimated to be student only households. The wards to the east of Notting Hill and around Earl’s Court had the highest proportion of shared dwellings. Earl’s Court and Chelsea are the most favoured destinations for students to live in shared accommodation. Imperial College estimates there are 2,300 students living in the private rented sector, in addition to 1,000 students living in its halls of residence.

35.3.29 The Council recognises the role that HMOs have made in terms of providing lower cost housing, and on this basis they have traditionally been protected from self-containment. However, it is recognised that they provide a less than ideal form of habitation in so far as certain facilities, normally bathrooms, have to be shared. A balance has therefore been struck between the need to cater for the lower end of the private rented market and the need to provide a dwelling of an appropriate standard for the twenty-first century. On this basis proposals to convert HMOs into studio flats will generally be supported, as the evidence suggests that while studio flats are more expensive the rents they command are not significantly higher than some HMOs, although there is variation depending on geographical location.

35.3.30 Residential hostels within the borough have traditionally catered for groups such as the single homeless, people who are mentally ill or disabled, women who have experienced domestic violence and students. It is recognised that the traditional type of hostel may, in some cases, no longer be the most appropriate form of accommodation and therefore the change of a hostel site to a different form of affordable housing may be appropriate.

35.3.31 A London-wide gypsy and traveller needs assessment has identified that there is a need to provide an additional six to 12 gypsy and traveller pitches in the borough for the period 2007-2017. 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.

35.3.32 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. 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. External amenity space and green spaces benefit people of all ages. Green roofs also provide ecological benefits.
The evidence on housing diversity shows that we need to have a policy to address housing mix, older people’s housing, affordable housing, inclusive housing, flat de-conversions 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, in relation to:

**Housing Mix and Type**

a. require new residential developments to include a mix of types, tenures and sizes of homes to reflect the varying needs of the borough, taking into account the characteristics of the site, and current evidence in relation to housing need;

b. require new residential developments, including conversions, amalgamations and changes of use, to be designed to as a minimum achieve all the following standards:
   i. lifetime homes;
   ii. floorspace and floor to ceiling heights;
   iii. wheelchair accessibility for a minimum of 10 per cent of dwellings; where compliance with the above standards is not possible because of other policy requirements, to require new residential developments to demonstrate that all reasonable measures to meet them have been taken;

c. encourage extra care housing, particularly in the south of the borough;

d. protect houses in multiple occupation except where a proposal concerns conversion into self-contained studio flats, and require any such proposal to be subject to a s106 agreement to ensure the flats remain as studios in perpetuity;

e. resist the loss of residential hostels except where the site will be utilised as a different form of affordable housing;

f. resist development which results in the net loss of five or more residential units;

g. require development that results in the amalgamation of residential units to be subject to a s106 agreement to ensure the resultant units are not further amalgamated in the future;

**Affordable Housing**

i. require developments to provide affordable housing at 50 per cent by floor area on residential floorspace in excess of 800sq.m gross external area;

j. require provision to be in the form of a commuted sum in lieu of the equivalent amount of affordable housing floorspace where in excess of 800sq.m but less than 1,200sq.m of gross external residential floor space is proposed;

k. require affordable housing provision of affordable homes on site where more than 1,200sq.m of gross external residential floor space is proposed, unless exceptional circumstances exist;

l. require any off-site affordable housing to be provided in any wards except the following: Golborne, St Charles, Notting Barns, Colville, Norland, Earl’s Court and Cremorne;

m. require an application to be made for any ‘off-site’ affordable housing concurrently with the main planning application and that the two applications are linked through a s106 agreement or unilateral undertaking;

n. require that affordable housing and market housing are integrated in any development and have the same external appearance;

o. 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;

p. where a scheme over 800sq.m does not provide 50 per cent of gross external residential floorspace for affordable housing, the applicant must demonstrate:
   i. the maximum reasonable amount of affordable housing is provided through the provision of a viability assessment, using the GLA toolkit or an agreed alternative
   ii. the exceptional site circumstances or other public benefits to justify the reduced affordable housing provision;

q. require that affordable housing includes a minimum of 15 per cent intermediate housing in Golborne, St.Charles, Notting Barns, Norland, Colville, Earl’s Court and Cremorne.
wards. In all other wards a minimum of 85 per cent social rented housing should be provided;
require that the provision of intermediate housing is provided at the ‘usefully affordable’ point.

**Gypsies and Travellers**
- protect the existing Westway travellers’ site which the Council jointly manages with the London Borough of Hammersmith and Fulham. Additional 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. use of the site would have no significant detrimental effect on the amenity of occupiers of adjoining land;
  iii. use of the site would be acceptable in terms of the visual amenity;
  iv. the use could be supported by adequate physical and social infrastructure in the locality.

**Protection of Residential Uses**

35.3.34 Loss of housing through deconversion, and, additionally to other uses, can reduce the overall provision of housing stock. The AMR monitors losses of residential use, and has identified the need to further prevent against losses. To achieve the annual housing target in policy CH1, which takes account of net losses of units, it is therefore important to protect residential units in most circumstances. However, there are a limited number of situations in which losses will be permitted in order to meet various policy objectives of this plan. These are set out in the policy below.

35.3.35 Arts and cultural uses include museums, art galleries, exhibition spaces, theatre, cinemas and studios. Policy CH3 refers to very small offices, which have a floorspace of 100 square metres or less.

**Policy CH 3**

**Protection of Residential Uses**
The Council will ensure a net increase in residential accommodation.
To deliver this the Council will:

- protect market residential use and floorspace except:
  i. in higher order town centres, where the loss is to a town centre use;
  ii. in employment zones, where the loss is to a business use, or other use which supports character and function of the zone;
  iii. in a predominantly commercial mews, where its loss is to a business use;
  iv. where the proposal is for a very small office; or
  v. 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;

- resist the net loss of both social rented and intermediate affordable housing floorspace and units throughout the borough;

**NOTE:** Other policies within the Local Plan set out where the Council will permit new residential uses and floorspace. Refer to policy CF3 in relation to introducing new residential use at ground floor level within town centres; CK2 in relation to loss of shops outside of town centres; CF5 in relation to business uses and in relation to new development within employment zones; CF8 in relation to hotels and policy CK1 in relation to social and community uses.

**Estate Renewal**

35.3.36 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. One potential source of funding to replace existing new 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 Council has a legal duty to re-house all existing Council tenants.

35.3.37 Estate renewal proposals differ from other types of application because often the sale of market housing is used to fund the re-provided social rented housing. For this reason the
proportions of social rented and market housing may differ from conventional housing applications where cross subsidy is not being done on the same scale.

**Policy CH 4 Estate Renewal**

The Council will require that where the redevelopment of social rented housing estates is proposed, a compelling case is demonstrated that the long term benefits outweigh the considerable uncertainty and disruption such projects will cause.

To deliver this the Council will:

a. require the maximum reasonable amount of affordable housing, with the minimum being no net loss of existing social rented provision;

b. require a guarantee that all existing tenants have an opportunity of a home that meets their needs, with those wishing to stay in the neighbourhood being able to do so;

c. require 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 and by the housing needs of the borough, at the time that an application is submitted;

d. 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;

e. 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.

**35.4 Corporate and Partner Actions**

**Introduction**

35.4.1 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 and that will play a part in delivering this objective. It then sets out specific actions that will be undertaken to further the objective.

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

**Royal Borough of Kensington and Chelsea Stock Options Reports**

35.4.2 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 (February 2010) London Housing Strategy**

35.4.3 This strategy covers many housing topics. It includes the Council's three year annual affordable housing target and details regarding gypsy and traveller pitch requirements. These issues are of particular relevance to the Local Plan. The final version was published in 2010.

**Institute of Public Care (May 2008) Older Persons Housing Strategy**

35.4.4 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: *RBKC Older People's Housing Needs - Research Paper May 2008*. 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**

35.4.5 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”.

35.4.6 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 being prepared and will be available covering future years.

**Corporate or Partnership Actions for Diversity of Housing**

1. The Council's Directorate of Planning and Borough Development and the Housing Department will work proactively 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 people 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.
Chapter 36
Respecting Environmental Limits
Climate change, flooding, waste, biodiversity, air quality and noise and vibration

36.1 Introduction

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

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

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

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

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

36.1.6 In addition to the global concerns mentioned above, there are several important local concerns including the fact that air pollution can have a serious impact on health. Vehicles, including those passing through the borough, the heating and cooling of buildings, especially the use of old inefficient boilers, comfort cooling and the use of engines and turbines for heating/electricity generation are all significant emitters of gases (some of which are also greenhouse gases) and increase air pollution. The ambient noise levels in many parts of the borough are high, which are exacerbated by noise from plant and equipment attached to buildings, road traffic, construction, noisy neighbours and pubs/clubs. Vibration is also an issue in parts of the borough, mostly caused by surface and underground trains, but also by plant and equipment which has not been properly attenuated.

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

CO 7
Strategic Objective for Respecting Environmental Limits
Our strategic objective to respect environmental limits is to contribute to the mitigation of, and 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.
RESPECTING ENVIRONMENTAL LIMITS
Climate Change, Flooding, Waste, Biodiversity, Air Quality.

Biodiversity

Sites of Metropolitan Importance
Sites of Borough Importance (Grade I)
Sites of Borough Importance (Grade II)
Sites of Local Importance
Blue Ribbon Network
Green Corridors

Garden Squares and other green spaces
Existing waste management sites
New on-site waste management facilities
Indicative flood risk zones*
Areas of significantly higher air pollution**
New sites with potential for CCHP or similar

H & F
HAMMERSMITH AND FULHAM
BRENT
WESTMINSTER
WANDSWORTH

* Refer to the Strategic Flood Risk Assessment for specific Flood Risk Zones.

* The information for Flood Risk Zones is provided by the Environment Agency. The Environment Agency website should be consulted as the areas are subject to change.

** The entire borough is designated as an Air Quality Management Area.
36.2 What this means for the borough

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

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

36.3 Planning Policies

Climate Change

36.3.1 The United Kingdom emitted 532,373,000 tonnes of carbon dioxide in 2005, compared to approximately 558,000,000 tonnes in 1990. This constitutes an approximate 4.5 per cent saving from 1990. The Royal Borough emitted approximately 1,422,000 tonnes of carbon dioxide in 2010. The Climate Change Act 2008 requires a reduction in CO₂ emissions of at least 26 per cent by 2020 and 60 per cent by 2050, against a 1990 baseline. The Government has recently increased this target to 80 per cent by 2050, which will require far more aggressive measures to reduce CO₂ emissions.

36.3.2 Global average temperatures have risen by nearly 0.8°C since the late nineteenth 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.

36.3.3 In 2005, the Royal Borough emitted an estimated 8.06 tonnes of CO₂ per capita, which is above the London average of 6.45 tonnes but below the national average of 8.84 tonnes.

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

36.3.5 Although a higher proportion of the borough’s emissions arise from industrial and commercial uses, DEFRA’s projections show that a significant proportion of CO₂ savings can be made within the domestic sector.

36.3.6 Environmental policy suggests that greenhouse gas emissions can be greatly reduced by significantly reducing the amount of heat and energy we use in our buildings, through energy efficient design, materials and construction, such as maximising natural heating and ventilation.

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

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

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

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

36.3.10 The Royal Borough contains over 4,000 listed buildings and over 70 per cent of the borough has conservation area status. Re-using
historic buildings may significantly reduce energy consumption as existing buildings represent the ‘embodied’ energy used to produce them; whereas demolishing a brick building wastes the embodied energy and uses up more energy in demolition and rebuilding. The embodied energy in the bricks of a typical Victorian terraced house would drive a car more than ten times around the world\textsuperscript{11}.

36.3.11 English Heritage acknowledge the importance of making reasonable alterations to the existing building stock to mitigate climate change and state that often the energy efficiency of the historic buildings can be increased in ways sympathetic to their historic character\textsuperscript{12}.

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

36.3.13 The ecological footprint in the borough is 6.39 global hectares per capita, which is the second highest in London (The London average is 5.48 and national average is 5.30). The primary contributors in the borough are food (28 per cent) and housing (21 per cent)\textsuperscript{13}. This, together with the greenhouse gases emitted during the transportation of food and manufacture of packaging, makes food production close to its consumption an important consideration for the borough. There is opportunity, even in small developments, to use private garden space, green/living roofs and sheds to facilitate small scale on-site food production, and larger developments present different opportunities.

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

Policy CE 1
Climate Change
The Council recognises the Government’s targets to reduce national carbon dioxide emissions by 26 per cent against 1990 levels by 2020 in order to meet a 60 per cent reduction by 2050 and will require development to make a significant contribution towards this target.

To deliver this the Council will:

a. require an assessment to demonstrate that all new buildings and extensions of 800sq.m or more residential development or 1,000sq.m or more non-residential achieve the following Code for Sustainable Homes/BREEAM standards:
   i. residential development should meet Code for Sustainable Homes Level 4.
   ii. non-residential development should meet BREEAM very good with 60 per cent of the unweighted credits available in the energy, water and materials sections.

b. require an assessment to demonstrate that conversions and refurbishments of 800sq.m or more residential development or 1,000sq.m or more non-residential achieve the following relevant BREEAM standards:
   i. residential development: BREEAM excellent for domestic refurbishment including the following minimum standards:
      (a) the minimum standards of excellent for energy;
      (b) 80 per cent or more of the un-weighted credits in the waste category
   ii. non-residential development should achieve BREEAM very good rating.

c. require that carbon dioxide and other greenhouse gas emissions are reduced to meet the Code for Sustainable Homes and BREEAM standards in accordance with the following hierarchy:
   i. energy efficient building design, construction and materials, including the use of passive design, natural heating and natural ventilation;
   ii. decentralised heating, cooling and energy supply, through Combined Cooling Heat and Power (CCHP) or similar, while ensuring that heat and energy production does not result in
unacceptable levels of air pollution; iii. on-site renewable and low-carbon energy sources; d. require the provision of a Combined Cooling, Heat and Power plant, or similar, which is of a suitable size to service the planned development and contribute as part of a district heat and energy network for: i. strategic site allocations at Kensal, Womington Green, Kensington Leisure Centre and Earl's Court; and ii. significant redevelopment and regeneration proposals at Notting Hill Gate and Latimer as set out in the places section of this document; e. require all CCHP plant or similar to connect to, or be able to connect to, other existing or planned CCHP plant or similar to form a district heat and energy network; f. require development to connect into any existing district heat and energy network, where the necessary service or utility infrastructure is accessible to that development; g. require development to incorporate measures that will contribute to on-site sustainable food production commensurate with the scale of development; h. require, in due course, development to further reduce carbon dioxide emissions and mitigate or adapt to climate change, especially from the existing building stock, through financial contributions, planning conditions and extending or raising the Code for Sustainable Homes and BREEAM standards for other types of development.

Flooding

36.3.15 Winter rainfall will increase as a result of global warming, although summer rainfall will decrease. Sea levels will also rise.

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.

36.3.17 A Strategic Flood Risk Assessment (SFRA) for the Royal Borough of Kensington and Chelsea was prepared jointly with the London Borough of Hammersmith and Fulham. The SFRA assessed the risk of flooding of different areas of the borough and identified that there is no fluvial flood risk in the borough. However, the borough is affected by tidal flood risk, ranging from Flood Zone 1 with low probability of flooding to Flood Zone 3 with high probability of flooding. Very little of the borough is located in Flood Zone 2 and 3, close to the Thames. The majority of the borough is located within Flood Zone 1, with a one 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. To ensure that development is directed first to sites at the lowest probability of flooding, the Council has carried out the ‘Sequential Test’ on a range of sites. Sites within Flood Risk Zones 2 and 3 that are not included within this appraisal will have to undertake a ‘Sequential Test’ in line with PPS25.

36.3.18 Thames Water has identified a 17 per cent increase in the amount of impermeable area in the borough between 1971 and 2009, which increases the amount of rainfall discharging to the storm water sewer. This, together with rainfall from Camden and Brent, may contribute to surface water and sewer flooding, as the Counters Creek sewer does not currently have the capacity to discharge storm water during extreme rainfall. Thames Water are currently looking at improving capacity in the Counters Creek storm water sewer in about 2020. Moreover, this risk is increased by the use of impermeable surfaces as they decrease the capacity of the ground to drain water.

36.3.19 As the evidence for surface and sewer water flooding is evolving rapidly, the Council will undertake an early review to policy CE2, if necessary, once areas with critical drainage problems, as defined in PPS25, have been identified accurately, as agreed with the Environment Agency.

36.3.20 Thames Water has been instructed by the Government to develop and implement a scheme, the Thames Tideway Tunnel, which will reduce the amount of untreated sewage that currently overflows directly to the river Thames after rainfall. The proposed Thames Tideway Tunnel will capture sewage discharges from existing Combined Sewage Overflows (CSOs) into a new tunnel and transfer the collected sewage for treatment. The importance and London-wide benefits of the Thames Tideway Tunnel are recognised by the Government and the Greater London Authority.
On this basis, the Council will ensure that the impacts of the works associated with the tunnel are carefully managed.

36.3.21 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 water and sewer flooding.

### Policy CE 2

**Flooding**

The Council will require development to adapt to fluvial flooding and mitigate the effects of, and adapt to, surface water and sewer flooding.

To deliver this the Council will:

a. resist vulnerable development, including self-contained basement dwellings, in Flood Risk Zone 3 as defined in the Strategic Flood Risk Assessment;

b. 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 Strategic Flood Risk Assessment, for sites in areas with critical drainage problems and for all sites greater than one hectare;

c. where required undertake the ‘Sequential Test’ for planning applications within Flood Risk Zones 2 and 3, and for sites in areas with critical drainage problems;

d. require development at risk from flooding in Flood Risk Zones 2 and 3, in areas with critical drainage problems, 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;

e. require sustainable urban drainage (SUDs), or other measures, to reduce both the volume and the speed of water run-off to the drainage system ensuring that surface water run-off is managed as close to its source as possible in line with the hierarchy in the London Plan. In particular, major development must make a significant reduction in the current volume and speed of water run-off to the drainage system;

f. resist impermeable surfaces in front gardens;

g. 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;

h. require works associated with the construction of the Thames Tideway Tunnel to:

i. preserve or enhance the character or appearance of the Cheyne, Royal Hospital and Thames Conservation areas;

ii. preserve listed buildings and their settings, and Parks and Gardens of Special Historic Interest (i.e. the Royal Hospital grounds);

iii. not adversely impact on amenity;

iv. not compromise the future of Cremorne Wharf which is a Safeguarded Wharf.

### Waste

36.3.22 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 per cent was sent to landfill. 21.7 per cent of this waste was recycled or composted, which is lower than the national average of 34.5 per cent. 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 per cent was sent to landfill and 23.7 per cent recycled or composted (versus a national average of 37.6 per cent). The average of waste produced per household in 2007-08 was 349kg in the Royal Borough, compared with a London average of 429 kg and an England average of 433kg. In a highly built up borough such as the Royal Borough, it is important that adequate refuse and recycling storage space is allocated in all developments to ease collection and keep the streets litter free.

36.3.23 Major development in Kensal and Earl’s Court will have an impact on the borough’s population, with an increase in the production of waste. It is important that waste management is taken into account in all development to handle waste arisings from the new uses.

36.3.24 The borough is very accessible by river and rail, which can provide opportunities for sustainable transportation of residual waste. Over two thirds of the borough’s municipal waste is transported from Wandsworth by barge to landfill. Until 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.
36.3.25 Considerable volumes of waste come from the construction process. Over the last two and a half years, almost 2,000 incidents of dumped builders waste were reported in the borough. Ensuring this waste is managed responsibly is therefore important. Moreover, under the Site Waste Management Plans Regulations 2008, every construction project in England, valued at over £300,000, is required to create, monitor, update and complete a Site Waste Management Plan.

36.3.26 The evidence on waste management shows that we need to examine new ways of dealing with waste in the borough. Moreover, the Mayor of London requires that the borough meets its waste apportionment figure which was set out in the London Plan\(^2\). 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. Applications for waste management facilities will be assessed against policy CE3 and relevant policies within the Environment Chapter of the Unitary Development Plan until the Waste DPD is formally adopted. The selection of sites for waste management and disposal will follow the criteria identified in the London Plan\(^2\).

### 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:

a. 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. identifying suitable sites for the purpose of managing the waste;

ii. identifying which boroughs the Council will be working with and how much the pooled apportionment of those boroughs will be so that the apportionment figure can be met;

iii. working in partnership with the GLA

and neighbouring boroughs to meet the apportionment figure;

iv. safeguarding the existing waste management sites along with Cremorne Wharf, maximising its use for waste management, water transport and cargo-handling purposes;

b. require on-site waste management 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 facilities such as recycling facilities and anaerobic digestion);

c. require provision of adequate refuse and recycling storage space which allows for ease of 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

36.3.27 Biodiversity does not only enhance the beauty of our landscapes and wildlife, inspiring and enriching our lives, but provides us with many of the things that sustain our lives. Biodiversity provides ecosystem services (e.g. food, timber and fuel, materials and fresh water). Biodiversity helps to regulate our climate, control floods, absorb CO\(_2\) and purify water. It also contributes to a sense of place, providing a cultural heritage and opportunities for recreation, tranquillity and a healthy environment\(^24\).

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

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

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

36.3.31 The Grand Union Canal is strategically important as a green corridor spanning the city and contains characteristic aquatic flora, fauna and breeding water birds. The River Thames, including Chelsea Creek, is also strategically important, but as a natural landscape feature and contains brackish and freshwater flora, wildfowl, waders, fish and invertebrates6. Green corridors link SNCIs to create a continuous biodiversity network, allowing animals and plants to move between sites and be found further into dense urban areas. These also form part of the boroughwide green infrastructure.

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

**Policy CE 4**

**Biodiversity**

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

To deliver this the Council will:

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

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

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

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

**Air Quality**

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

36.3.34 In 2008, the borough emitted an estimated 86 tonnes of NOx per km² per annum, compared to an inner London borough average of 51.5 tonnes per km² per annum. The borough emits an estimated four tonnes of PM10 (particulate matter) per km² per year, compared to an inner London borough average of 2.4 tonnes per km² per year.

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

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

*Local Air Quality Management Progress Report, April 2008.*

36.3.37 Some measures introduced may have an adverse impact on air quality. Biomass, derived from biological materials such as plants and timber, is a renewable source of fuel for producing heat and power that delivers significant reductions of CO₂. However, the use of biomass and biomass/gas fired CCHP and CHP increases NOx (and particle emissions in the case of biomass). CHP technologies often emit higher levels of NOx than biomass boilers. Diesel generators, which can be used routinely or to feed electricity to the grid also emit high levels of NOx and particulates. This is undesirable in an Air Quality Management Area and Smoke Control Area and the technology does not yet exist to achieve acceptable emission levels.
The evidence on air quality shows that we need to ensure that development proposals address the potential impact on air quality in isolation and the combined cumulative impact with neighbouring developments. Any air quality assessment and low emission strategy must set out the potential impact of the development on local air quality. Given the ongoing exceedences of air pollutants throughout the borough, opportunities need to be taken to improve air quality in accordance with the Council’s Local Air Quality Action Plan.

**Policy CE 5**

**Air Quality**

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

To deliver this the Council will:

a. require an air quality assessment for all major development;

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

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

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

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

**Noise and Vibration**

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

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

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

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

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

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

**Policy CE 6**

**Noise and Vibration**

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

To deliver this the Council will:

a. require that noise and vibration sensitive development is located in the most appropriate...
Development of potentially contaminated land

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

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

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

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

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

Policy CE 7

Contaminated Land

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

To deliver this the Council will:

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

b. require a desk top study and preliminary risk assessment;

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

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

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

36.4 Corporate And Partner Actions

Introduction

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

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

36.4.2 The Council’s Environment, Leisure and Residents Services Department has produced a seven year strategy which aims to make a difference on three levels: in the operation of the 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 how the Council can help our residents to mitigate climate change and adapt to its impacts on our community.

Carbon Management Programme

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

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

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

Biodiversity Action Plan 2010/11 to 2014/15

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

(a) audit and monitor the ecological status of habitats and species,
(b) raise awareness of the importance of biodiversity and protect and enhance the borough’s biodiversity resource.

The National Air Quality Strategy 2007

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

Air Quality Action Plan

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

Local Air Quality Management: Annual Review and Assessment Report

36.4.9 The Royal Borough’s Local Air Quality Management report provides information on the review and assessment of air quality in the borough. This review includes monitoring data collected during the previous year on the key pollutants identified in the national Air Quality Strategy, which are chiefly nitrogen dioxide (NO₂), particulate matter (PM10), carbon monoxide, benzene, 1,3-butadiene, lead and sulphur dioxide.

The Mayor of London’s Ambient Noise Strategy

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

1. The Council as a whole, and the Directorate of Environment, Leisure and Residents Services in particular, will implement the Council's Climate Change Strategy.

2. The Council as a whole, and the Environment, Leisure and Residents Services Department in particular, will implement the Carbon Management Plan.

3. The Directorate of Planning and Borough Development and the Directorate of Environment, Leisure and Residents Services Department will work with the Greater London Authority, London Development Agency and London Councils to take a leading role in identifying new and existing opportunities for decentralised heat and energy networks through heat and energy masterplanning.

4. The Directorate of Planning and Borough Development along with the Directorate of Environment, Leisure and Residents Services Department will explore the potential for partnerships for delivering decentralised energy networks through Energy Service Companies (ESCo) and/or Multiple Utility Service Companies (MUSCo).

5. The Directorate of Planning and Borough Development will work with Thames Water to ensure that the timely implementation of the Thames Tideway Tunnel has a minimal impact on the borough.

6. The Directorate of Planning and Borough Development together with the Environment, Leisure and Residents Services Department will actively support Thames Water in the delivery of short-term mitigation against sewer flooding and will continue to support the planning and development of a long-term solution to reduce the risk of sewer flooding in the borough.

7. The Directorate of Planning and Borough Development will lead the Council's Lead Local Flood Authority duties to reduce and manage the risk of flooding throughout the borough.

8. The Directorate of Planning and Borough Development along with the Directorate of Environment, Leisure and Residents Services Department will actively work the Environment Agency and Thames Water to identify areas with critical drainage problems;


10. The Directorate of Environment, Leisure and Residents Services Department will work in partnership with constituent authorities within the Western Riverside Waste Authority to implement the agreed Joint Municipal Waste Management Strategy.

11. The Directorate of Planning and Borough Development will work with neighbouring boroughs and the GLA to prepare a Waste Development Plan Document by the end of the plan period.

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

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

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

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

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

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

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

19. The Directorate of Transport and Technical Services will provide comments on various consultation documents, including Heathrow Aviation Noise.
Chapter 37
Infrastructure

37.1 Introduction
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 IDP will be monitored both through its own on-going up-dating in line with good practice, and formally through the Annual Monitoring Report. Components of the IDP schedules that are key to a site allocation are clearly monitored through the relevant site allocation monitoring, with identified contingencies in place, where appropriate. These are set out in Chapters 38 (Monitoring) and 39 (Contingencies and Risks).

37.1.3 The scope of facilities that have been investigated as part of the IDP 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.

37.2 Infrastructure Schedule
37.2.1 The Infrastructure Schedule sets out key infrastructure requirements within the borough. The schedules follow best practice in explaining the where, what, why, who, and when of infrastructure requirements.

- Where – its location
- What – name the piece of infrastructure
- Why – why it is needed, what leads to it being required, e.g. population increase
- Lead delivery organisation/management organisation – together these provide the Who information
- Cost – 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
- When – the time scale that the new infrastructure is required
- Sources of funding – this will assist to identify funding gaps that need to be addressed
- Any dependencies – critical things needed to deliver the infrastructure

37.2.2 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 Local Plan as the means of "orchestrating the necessary social, physical and green infrastructure required to ensure that sustainable communities are created".

37.2.3 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 from developers via s106 Planning Obligations 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.

37.2.4 Table (i) provides a schedule of infrastructure by area or place. Table (ii) provides a schedule of infrastructure by provider, where it has not been entered into table (i).

37.2.5 The IDP and the associated Infrastructure Schedule will be monitored, and will be updated through the Council’s Annual Monitoring Report, annually. To access the latest IDP, and the schedule, visit the Council’s website at www.rbkc.gov.uk, updated as future editions of this document are published.
<table>
<thead>
<tr>
<th>Where</th>
<th>What</th>
<th>Why (see also Infrastructure Delivery Plan for further detail)</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>1</td>
<td>Kensal Gasworks</td>
<td>Crossrail Station (P). Affordable Housing (S). Bridges over the canal and railway (P). Improved transport infrastructure including better bus links (P). Contribution to improved Little Wormwood Scrubs and cemetery (G). A CCHP and on-site waste management (G). Street trees, public art, enhanced pedestrian links towards Notting Hill Gate via Portobello Road (G, P).</td>
<td>Additional infrastructure will be required to enable the development in line with Core Strategy, due to the amount of development possible in the area.</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>£20m</td>
<td>2011 onwards, completion 2017</td>
<td>Multiple. Developer contributions. Private finance. DfT, TfL.</td>
<td>Full development proceeding and development viability and agreement with Crossrail.</td>
</tr>
<tr>
<td>3</td>
<td><strong>Kensal Gasworks: Metropolitan Police Service (MPS) requirements</strong></td>
<td>The MPS have advised that significant population gain will create need for additional resources. Possible relocation of existing facilities (P, S).</td>
<td>MPS requirement 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 used by MPS will apply.</td>
<td>Within development plan timeframe.</td>
<td>MPS. S106 contributions.</td>
</tr>
<tr>
<td>4</td>
<td><strong>Kensal Gasworks: NHS K&amp;C requirements</strong></td>
<td>Additional GP premises may be required in area subject to population change (S).</td>
<td>Premises to be provided or secured. Additional to existing. Costs relate to provision: No. GPs and other health services and premises arrangements e.g. subsidised lease or freehold arrangement.</td>
<td></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 plan timeframe.</td>
<td>Developer contribution. NHS K&amp;C.</td>
</tr>
<tr>
<td>5</td>
<td><strong>Kensal Gasworks: Education needs</strong></td>
<td>Education places (new school) (S). As for health requirements. Additional population requiring additional school places or school.</td>
<td>To be determined by level of development. May not be envisaged, but keep under review.</td>
<td></td>
<td>RBKC.</td>
<td>RBKC.</td>
<td>Subject to exact development.</td>
<td>In line with development plan timeframe.</td>
<td>S106 contributions.</td>
</tr>
<tr>
<td></td>
<td>Kensal Gasworks: Crossrail Station</td>
<td>Crossrail Station (P).</td>
<td>To assist and facilitate the regeneration of North Kensington, including improving transport accessibility.</td>
<td>Core of station to serve Kensal site. Fit out of station to be funded through other means.</td>
<td>Crossrail Ltd.</td>
<td>Crossrail Ltd.</td>
<td>£20m</td>
<td>Keep under review.</td>
<td>TFL, DfT, S106 contributions.</td>
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<tr>
<td>7</td>
<td>Kensal Area: Canal</td>
<td>Canal environmental improvements. (G).</td>
<td>To assist regeneration of the Kensal area, which will bring more people to the waterside, who will benefit from its environment and towpath, putting additional burden on infrastructure and maintenance programme.</td>
<td>Management plan to maintain or fund stretches of canal associated with large developments similar to examples at Paddington Basin, Kings Cross and Limehouse Basin.</td>
<td>RBKC.</td>
<td>British Waterways.</td>
<td>To be costed. Dependent on scale of development.</td>
<td>Delivery at time of development.</td>
<td>S106.</td>
</tr>
<tr>
<td>8</td>
<td>Womington Green</td>
<td>Affordable housing (S) Reinstatement of an improved Athlone Gardens and Venture Centre. Play space and play equipment. (S) Improvements to public transport. (P) Community hall/youth facility. (S)</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</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 of development.</td>
<td>Start on-site planned for 2010/11.</td>
<td>Homes and Communities Agency, Ker Hō Tru Hō pot hō.</td>
</tr>
<tr>
<td></td>
<td>Wornington Green: NHS K&amp;C requirements</td>
<td>Neighbourhood Policing Facilities (S)</td>
<td>Location of health facility – possible alternative to Wornington Green (S).</td>
<td>Necessary social infrastructure contributions that arise from the development including dual use sports facilities that</td>
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<td></td>
<td>New health premises possibly required (S).</td>
<td>Increased population from development, and an MPS need to be closer to community.</td>
<td>Due to additional requirements arising from development within the area.</td>
<td>To allow local provision of leisure facilities, to meet the need of the local population and increase in</td>
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<td>The three existing practices located in area have additional requirements resulting from development and population growth.</td>
<td>Dependent on population increase and needs.</td>
<td>Dependent on population increase and needs.</td>
<td>To be specified.</td>
<td></td>
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<tr>
<td>9</td>
<td>Not yet known.</td>
<td>NHS K&amp;C.</td>
<td>NHS K&amp;C.</td>
<td>RBKC.</td>
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<td></td>
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<tr>
<td>10</td>
<td>Wornington Green: MPS requirements</td>
<td>Neighbourhood Policing Facilities (S)</td>
<td>Location of health facility – possible alternative to Wornington Green (S).</td>
<td>Necessary social infrastructure contributions that arise from the development including dual use sports facilities that</td>
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<td></td>
<td>Increased population from development, and an MPS need to be closer to community.</td>
<td>Dependent on population increase and needs.</td>
<td>Dependent on population increase and needs.</td>
<td>To be specified.</td>
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<td>NHS K&amp;C.</td>
<td>NHS K&amp;C.</td>
<td>NHS K&amp;C.</td>
<td>RBKC.</td>
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<tr>
<td>11</td>
<td>Edenhamp Site: NHS K&amp;C requirement.</td>
<td>Location of health facility – possible alternative to Wornington Green (S).</td>
<td>Necessary social infrastructure contributions that arise from the development including dual use sports facilities that</td>
<td>To allow local provision of leisure facilities, to meet the need of the local population and increase in</td>
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<td>Due to additional requirements arising from development within the area.</td>
<td>To be specified.</td>
<td>To be specified.</td>
<td>To be specified.</td>
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<td>12</td>
<td>Latimer Area: Kensington Leisure Centre requirement.</td>
<td>Necessary social infrastructure contributions that arise from the development including dual use sports facilities that</td>
<td>To allow local provision of leisure facilities, to meet the need of the local population and increase in</td>
<td>To be specified.</td>
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<td>To be specified.</td>
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<td>To be specified.</td>
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<td>Chapter 37</td>
<td>Infrastructure</td>
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<td></td>
<td>would be available for the local community and the proposed new Academy (S).</td>
<td>population, and allow for dual use.</td>
<td></td>
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<tr>
<td>Latimer area</td>
<td>New academy serving north of the Borough (S).</td>
<td>To address the existing or projected under-supply of school places.</td>
<td>A new academy of the highest academic standard.</td>
<td>RBKC - Corporate Property, RBKC - Planning &amp; Development.</td>
<td>£8M</td>
<td>2011.</td>
<td>DfES.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Latimer</td>
<td>Upgrading Hammersmith &amp; City Line (P).</td>
<td>The part of the borough is less well-served by public transport. Upgrading infrastructure is necessary to improve access.</td>
<td>Frequency and stock upgrading. Details are with TFL.</td>
<td>TFL.</td>
<td>TFL.</td>
<td>£6M</td>
<td>2012.</td>
<td>TFL.</td>
<td></td>
</tr>
<tr>
<td>Latimer</td>
<td>The provision of a CCHP network, or similar (G).</td>
<td>To deliver cooling, heat and power in an environmentally friendly way.</td>
<td></td>
<td>RBKC.</td>
<td>RBKC/ ESCo.</td>
<td>To be costed.</td>
<td>Within timeframe of development.</td>
<td>Private.</td>
<td></td>
</tr>
<tr>
<td>Latimer</td>
<td>Improved pedestrian link, and tunnel between north of borough and White City (P, G).</td>
<td>To enhance pedestrian links in north of borough, to assist with green infrastructure delivery and wider regeneration of the area.</td>
<td>Improved and extended bus services and pedestrian link between north of borough and White City.</td>
<td>TFL.</td>
<td>TFL.</td>
<td>To be costed.</td>
<td>2011.</td>
<td>TFL.</td>
<td></td>
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<tr>
<td></td>
<td><strong>Latimer Area: NHS K&amp;C requirements</strong></td>
<td><strong>The former Commonwealth Institute</strong></td>
<td><strong>Warwick Road (5 sites including 100 West Cromwell Road)</strong></td>
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<td>17</td>
<td>Co-location of health premises within development would be advantageous (S). Co-location of services will align and improve service provision. To be decided. NHC K&amp;C. NHS K&amp;C. Variable depending on proceeding and scale of need. As part of development. NHS K&amp;C. s106 contribution.</td>
<td>Provision of a world class exhibition space. (S). A limited amount of residential or commercial development may be necessary to enable the reuse of the &quot;tent&quot; building. To enable the 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. As set out in Planning Brief/ SPD. Private. Private/ RBKC. £23M 2010-2015 or before. Private – some enabling development. Appropriate user to be identified.</td>
<td>Primary school. (S). Provision of affordable housing as part of residential development on all the sites. (S). Public open space. (G) Community sports hall (S). Crèche, education contributions (S). Landscape/ streetscape improvements to the West Cromwell. The sites provide a significant contribution towards addressing the Royal Borough residential quota with an opportunity for a coordinated sustainable development and related infrastructure. The infrastructure. As set out in Planning Brief. Private developers/ site owners. RBKC/ private. TIL. Detailed cost of requirements from each site not available. 2010-2015. Private investment, and through s106 contributions.</td>
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</table>
### Section 2C: Infrastructure

<table>
<thead>
<tr>
<th>Chapter 37</th>
<th>Infrastructure</th>
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</thead>
<tbody>
<tr>
<td>Road in connection with 100 West Cromwell Road and Warwick Road</td>
<td>Community facilities - secured in redevelopment (S). Additional open space; including meeting the needs of the new population resulting from development (G).</td>
</tr>
<tr>
<td>Earl’s Court ‘Place’</td>
<td>Affordable housing as part of residential requirement (S).</td>
</tr>
<tr>
<td>Earl’s Court Exhibition Centre Strategic Site</td>
<td>Affordable housing as part of residential requirement (S).</td>
</tr>
<tr>
<td></td>
<td>The provision of a CCHP network, or similar (G).</td>
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<td></td>
<td>To provide cooling, heat and power in an environmentally friendly way.</td>
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<td></td>
<td>Investigating and contributing to one-way to two-way working (P).</td>
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<td></td>
<td>To be costed.</td>
</tr>
<tr>
<td></td>
<td>TFL, landowner agreement.</td>
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<tr>
<td>RBKC.</td>
<td>Capital and Counties plc.</td>
</tr>
<tr>
<td></td>
<td>To be determined in accordance with local need.</td>
</tr>
<tr>
<td>RBKC.</td>
<td>RBKC.</td>
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<td>To be determined in accordance with local need.</td>
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<td>To be determined in accordance with local need.</td>
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<td>24</td>
<td>Earl's Court 'Place'</td>
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<td>25</td>
<td>Earl's Court 'Place'</td>
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<td>26</td>
<td>Bridge over Grand Union Canal, close to Trellick Tower</td>
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<td>27</td>
<td>Westbourne Park Station</td>
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<tr>
<td>28</td>
<td>Lots Road/ World's End Estate</td>
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</table>
## Infrastructure

<table>
<thead>
<tr>
<th>Lots Road and World’s End</th>
<th>Along the Westway</th>
<th>Westway: NHS &amp; K&amp;C Requirements</th>
<th>Westway Travellers’ Site</th>
<th>Notting Hill Gate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2027.10</td>
<td>TFL. Developer Contribution.</td>
<td>Developer contributions.</td>
<td>Development proceeding.</td>
<td>TBC.</td>
</tr>
<tr>
<td>Chelsea-Hackney Line improvements from Chelsea-Hackney line, including interchange.</td>
<td>Environmental enhancements.</td>
<td>Health facility integrated with school proposal.</td>
<td>Additional pitch to be provided in line with need.</td>
<td>TBC.</td>
</tr>
<tr>
<td>TFL.</td>
<td>RBKC. Highway Agency.</td>
<td>NHS K&amp;C.</td>
<td>TBC.</td>
<td>TBC.</td>
</tr>
<tr>
<td>To overcome the poor PTAL score and to relieve congestion on District Line.</td>
<td>To provide certain environmental enhancements to meet the vision for improving the Westway.</td>
<td>To allow for co-location of services.</td>
<td>To ensure adequate provision which is a requirement for the Borough.</td>
<td>To provide good design and clear wayfinding, in order to allow for the improvement and redevelopment of the area.</td>
</tr>
<tr>
<td>Enhancements in order to meet the vision improving the Westway.</td>
<td>Primary Care facilities at Maxilla School Site (S).</td>
<td></td>
<td></td>
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<tr>
<td>TBC.</td>
<td>TBC.</td>
<td>TBC.</td>
<td>TBC.</td>
<td>TBC.</td>
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<tr>
<td>£2.5m NHS K&amp;C.</td>
<td>TBC.</td>
<td>TBC.</td>
<td>TBC.</td>
<td>TBC.</td>
</tr>
<tr>
<td>To allow for co-location of services.</td>
<td>To ensure adequate provision which is a requirement for the Borough.</td>
<td>To provide good design and clear wayfinding, in order to allow for the improvement and redevelopment of the area.</td>
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<tr>
<td></td>
<td>Notting Hill Gate</td>
<td>The provision of a CCHP network, or similar, and other green infrastructure, e.g. Street trees and living roofs (G).</td>
<td>To deliver cooling, heat and power in an environmentally friendly way.</td>
<td>RBKC.</td>
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</tr>
<tr>
<td>35</td>
<td>Notting Hill Gate</td>
<td>Relocation of Station entrances, and step-free access to station (P).</td>
<td>To improve pedestrian flow in the area and contribute towards the vision.</td>
<td>To be specified.</td>
</tr>
<tr>
<td>36</td>
<td>Notting Hill Gate</td>
<td>Affordable shops (S).</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>
</tr>
<tr>
<td>37</td>
<td>Portobello/ Notting Hill</td>
<td>Affordable shops (S).</td>
<td>To maintain supply of types of units most suitable for smaller independent retailer, for which there is an identified need.</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Portobello/ Notting Hill</td>
<td>Pedestrian improvements to Ladbroke Grove station (P). Improvements to help close the gap between Portobello Road Centre and Golborne (P).</td>
<td>To provide the improvements to pedestrian environment to ensure it remains attractive, vibrant and legible.</td>
<td>Enhancements to public realm.</td>
</tr>
<tr>
<td></td>
<td><strong>Portobello Road (Market)</strong></td>
<td>Improvements to enliven the area, e.g. electricity points for traders, wayfinding to tube stations etc. (P).</td>
<td>To close the gap between Portobello Road and Golborne Road.</td>
<td>Package of measures to be identified.</td>
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</tr>
<tr>
<td>40</td>
<td><strong>Knightsbridge</strong></td>
<td>Public realm improvements (P, G).</td>
<td>To allow rebalancing between north and south of the street, to encourage people to stay longer.</td>
<td>Enhancements to public realm.</td>
</tr>
<tr>
<td>41</td>
<td><strong>Knightsbridge</strong></td>
<td>Pedestrian crossing improvement (P)</td>
<td>There is no pedestrian crossing phase.</td>
<td>Provision of a pedestrian crossing phase for the crossing at the top of Sloane Street.</td>
</tr>
<tr>
<td>42</td>
<td><strong>South Kensington: NHS K&amp;C requirements</strong></td>
<td>Expansion of services required (S).</td>
<td>To address the identified existing under provision.</td>
<td>To be identified.</td>
</tr>
<tr>
<td>43</td>
<td><strong>South Kensington - Station, Exhibition Road</strong></td>
<td>Public realm improvements and improvements to station (P).</td>
<td>To provide shared space at Exhibition Road, improvements to South Kensington Tube, along Thurlestone Road, and to give greater pedestrian emphasis.</td>
<td>Works include shared space arrangements, step-free access to station and pedestrian enhancements.</td>
</tr>
<tr>
<td>#</td>
<td>Project</td>
<td>Description</td>
<td>Objective</td>
<td>Stakeholder(s)</td>
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<tr>
<td>44</td>
<td>King's Road and Sloane Square: NHS K&amp;C requirement</td>
<td>Increased medical provision within Hans Town and Stanley wards. (S).</td>
<td>To ensure continued presence across Borough, and to take account of existing lease arrangements.</td>
<td>NHS K&amp;C.</td>
</tr>
<tr>
<td>50</td>
<td>King's Road and Sloane Square</td>
<td>Affordable shops. (S).</td>
<td>To retain and encourage new independent boutiques in the area.</td>
<td>Affordable shops.</td>
</tr>
<tr>
<td>51</td>
<td>King's Road and Sloane Square</td>
<td>New Underground Station on King's Road, including step-free access as part of Chelsea-Hackney Line (P).</td>
<td>To increase public transport access in the area, and to relieve congestion elsewhere, in line with Core Strategy objective.</td>
<td>Provision of new station on King's road as part of Crossrail 2.</td>
</tr>
<tr>
<td>45</td>
<td>King's Road and Sloane Square (western part)</td>
<td>New GP Surgery (S).</td>
<td>To increase or expand provision to meet health needs locally, in line with the ‘Keeping Life Local’ objective.</td>
<td>NHS K&amp;C.</td>
</tr>
<tr>
<td>46</td>
<td>King's Road and Sloane Square (western part)</td>
<td>New bank (S).</td>
<td>To increase or expand provision to meet day-to-day needs locally, in line with the ‘Keeping Life Local’ objective.</td>
<td>Unknown.</td>
</tr>
<tr>
<td>Project</td>
<td>Description</td>
<td>Developer Contributions</td>
<td>Year</td>
<td>Notes</td>
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<tr>
<td><strong>Kensington High Street</strong></td>
<td>Refurbishment of High Street Kensington tube station (P).</td>
<td>RFKC / TFL</td>
<td>2009/10</td>
<td>To be costed.</td>
</tr>
<tr>
<td></td>
<td>The design of station is such that there is no disabled access, and capacity of platforms is insufficient to accommodate adequate passenger numbers.</td>
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<tr>
<td></td>
<td>Step-free access.</td>
<td>RFKC / TFL</td>
<td></td>
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<tr>
<td><strong>Kensington High Street</strong></td>
<td>Improvements to pedestrian crossings. (P).</td>
<td>TFL / TFL</td>
<td></td>
<td>TBC</td>
</tr>
<tr>
<td></td>
<td>Pedestrians are prevented from crossing where they desire.</td>
<td></td>
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<tr>
<td><strong>Brompton Cross Chelsea</strong></td>
<td>Improved access to South Kensington tube (P) and public realm improvements.</td>
<td>TFL / TFL / RFKC</td>
<td>2009/10</td>
<td>Developer contributions/ private / TFL.</td>
</tr>
<tr>
<td></td>
<td>The pedestrian route between Brompton Cross and underground station is not obvious, and improvements would allow better pedestrian flow.</td>
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<tr>
<td></td>
<td>Improvements to pedestrian footway and to legibility for pedestrian circulation and access.</td>
<td>RFKC / TFL</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Fulham Road West</strong></td>
<td>Improvements to shop fronts (P, G).</td>
<td>Shop owners / RFKC</td>
<td>2010</td>
<td>Private.</td>
</tr>
<tr>
<td></td>
<td>To improve appearance of the town centre.</td>
<td></td>
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<tr>
<td><strong>Fulham Road West</strong></td>
<td>New pedestrian and cycle links in Brompton Cemetery (P, G).</td>
<td>RFKC / TFL</td>
<td>2010</td>
<td>Private.</td>
</tr>
<tr>
<td></td>
<td>The ownership of cemetery will soon pass to Council, and better use of the space should be made.</td>
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<tr>
<td></td>
<td>Pedestrian and cycle improvements.</td>
<td>RFKC / TFL</td>
<td>£200k</td>
<td>2010</td>
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<td>TFL / Developer contribution.</td>
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</tbody>
</table>
## Infrastructure Table (ii) Infrastructure by Provider

<table>
<thead>
<tr>
<th>Delivery Organisation</th>
<th>Where/ Why</th>
<th>Requirements</th>
<th>Type of Infrastructure:</th>
<th>When</th>
<th>Cost</th>
<th>Sources of Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>54</strong>&lt;br&gt;NHS Kensington &amp; Chelsea</td>
<td>Borough wide. Infrastructure requirements will be identified and incorporated within Estate Strategy for provision of GP premises, practice-based commissioning, acute and non-acute healthcare, mental health care, and dental.</td>
<td>Requirements are population and health needs based. Needs are demonstrated to government and funding is agreed. NHS K&amp;C have standards of population and distance to GP or health premises to be included within Estate Strategy. There is a move toward hub and spoke facilities – where hubs would cater for 10,000 to 20,000 population.</td>
<td>Social.</td>
<td>2009 onwards.</td>
<td>Dependent on Estate Strategy and level of provision.</td>
<td>Government grant funding mainly, plus some revenue funding from any lease or commercial lease.</td>
</tr>
<tr>
<td><strong>55</strong></td>
<td>Kensal: contingency health related provision will be required if development proceeds.</td>
<td>Dependent on scale of development.</td>
<td>Social.</td>
<td>Within the timeframe of development plan.</td>
<td>Dependent on scale of development. At least one premise required with additional health facilities sets cost of £1M to £2M.</td>
<td>NHS K&amp;C. Developer contribution.</td>
</tr>
<tr>
<td>Delivery Organisation</td>
<td>Where/Why</td>
<td>Requirements</td>
<td>Type of Infrastructure:</td>
<td>When</td>
<td>Cost</td>
<td>Sources of Funding</td>
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<tr>
<td>56</td>
<td>Earls Court: Abingdon Health centre may require expansion. Incorporation of health facility within any Tesco development if possible. Substantial new housing development along Warwick Road will require significant health provision.</td>
<td>Premises to be secured within developments where appropriate.</td>
<td>Social</td>
<td>In advance of occupation of developments.</td>
<td>Depending on arrangements over ownership e.g subsidised lease arrangements can be entered into which have ongoing costs to NHS K&amp;C and/or developer contribution.</td>
<td>Developer contribution/ NHS K&amp;C.</td>
</tr>
<tr>
<td>57</td>
<td>Notting Hill Gate: desire to secure premises or facility in an area where space has historically been difficult to obtain. Newcombe House, or other redevelopment may be a possibility.</td>
<td>GP premises.</td>
<td>Social</td>
<td>To align with occupancy, and additional requirements based on this.</td>
<td></td>
<td>Developer contribution/ NHS K&amp;C.</td>
</tr>
<tr>
<td>58</td>
<td>Kings Road/ Sloane Square/ Fulham Road West: there is limited GP provision (with exception of hospital). Provision within Stanley or Hans Town Wards is required.</td>
<td>GP facility to allow provision in under-provided area.</td>
<td>Social</td>
<td></td>
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</tr>
<tr>
<td>Delivery Organisation</td>
<td>Where/Why</td>
<td>Requirements</td>
<td>Type of Infrastructure:</td>
<td>When</td>
<td>Cost</td>
<td>Sources of Funding</td>
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<td></td>
<td>development could spread these and additional capacity required.</td>
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<td>Minimum team size is 6, in RBKC SNTs are often 12 members.</td>
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<tr>
<td>60</td>
<td>Wornington Green or Latimer Area: Possible doubling of population would require additional capacity. Current provision is leasehold and could be secured through additional premises. Note: either here or Latimer, not both.</td>
<td>Additional or combining SNT premises.</td>
<td>Social.</td>
<td></td>
<td>As above, costing is dependent on size.</td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>Latimer: see above, Wornington Green requirements. Unlikely to require both.</td>
<td></td>
<td>Social.</td>
<td></td>
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</tr>
<tr>
<td>62</td>
<td>Borough-wide: Possible introduction of custody suites for dedicated custody resource within borough.</td>
<td></td>
<td>Social.</td>
<td></td>
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</tr>
<tr>
<td>63</td>
<td>North of Borough: known improvements to communications required. Certain non-coverage of radio.</td>
<td>Additional cells to allow radio coverage.</td>
<td>Social.</td>
<td>Within 2009</td>
<td>Funded within MPS budget. Sites required.</td>
<td>MPS.</td>
</tr>
<tr>
<td>64</td>
<td>RBKC Adult Education</td>
<td>Adult and community learning borough wide, from a range of premises and locations.</td>
<td>Future requirements are based on targets at delivering training to adults within the community. It is expected to be possible to meet these</td>
<td>Social.</td>
<td>Ongoing.</td>
<td>LSC.</td>
</tr>
<tr>
<td>Delivery Organisation</td>
<td>Where/Why</td>
<td>Requirements</td>
<td>Type of Infrastructure</td>
<td>When</td>
<td>Cost</td>
<td>Sources of Funding</td>
</tr>
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<td>-----------------------</td>
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</tr>
<tr>
<td>RBKC – Education (Schools 5-16 and 16-19)</td>
<td>Borough wide coverage of schools (primary, secondary and nursery, plus specialist schools and 16-19 provision). Secondary school requirement identified in north of Borough, through new academy.</td>
<td>An additional 240 children requires one additional primary school.</td>
<td>Social.</td>
<td>To meet projected demand arising from known population changes, e.g. secondary school (academy) in north of borough by 2011.</td>
<td>£3M (Primary) £20M (Secondary).</td>
<td>DCSF, BSF, Primary Capital Programme.</td>
</tr>
<tr>
<td>RBKC – Community Learning (5-13 and extended schools)</td>
<td>Borough wide requirements for access to play, child care and extended use of schools.</td>
<td>Additional facilities are itemised as borough wide. For example improved or extended access to existing provision at Flashpoint Venture Centre, and out-of borough Little Wormwood Scrubs. These requirements are based largely on analysis of population requirements and need. Therefore, where new population arises, new facilities or extended facilities are required.</td>
<td>Social.</td>
<td></td>
<td>Some s106 contributions. Play Pathfinder status. Extended schools capital.</td>
<td></td>
</tr>
<tr>
<td>Delivery Organisation</td>
<td>Where/ Why</td>
<td>Requirements</td>
<td>Type of Infrastructure:</td>
<td>When</td>
<td>Cost</td>
<td>Sources of Funding</td>
</tr>
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</tr>
<tr>
<td>RBKC – Early Years (0-4)</td>
<td>Children Centres are based across the borough sometimes within schools. Future infrastructure requirements are based on need, and arising or changing population.</td>
<td>Continued provision of Children’s Centres, and expansion where required due to population.</td>
<td>Social.</td>
<td>2010 onwards.</td>
<td>Dependent on numbers.</td>
<td>DCSF, Children’s Centres monies. Some private and/or voluntary monies.</td>
</tr>
<tr>
<td>RBKC – Parks</td>
<td>Borough wide. Parks Strategy includes information on enhancements on a rolling programme.</td>
<td>Requirement for open space, or enhancements to existing open space to adhere to various standards: Park Standards within Park Strategy and the ParkScape requirements.</td>
<td>Green.</td>
<td>Parkscape requirements.</td>
<td>Annual updates of 3 year programme from capital. Some S106 monies. Some play Pathfinder monies.</td>
<td></td>
</tr>
<tr>
<td>Delivery Organisation</td>
<td>Where/ Why</td>
<td>Requirements</td>
<td>Type of Infrastructure:</td>
<td>When</td>
<td>Cost</td>
<td>Sources of Funding</td>
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</tr>
<tr>
<td><strong>RBKC – Environmental Health (Air Quality/Contaminated Land)</strong></td>
<td>Borough wide: the whole borough is designated as an Air Quality Action Area.</td>
<td>Some infrastructure requirements to meet aims of AQAP. For example, monitoring stations.</td>
<td>Green.</td>
<td>2010 onwards.</td>
<td>EH to provide.</td>
<td>Capital Strategy Programme.</td>
</tr>
<tr>
<td><strong>National Grid</strong></td>
<td>Replacement gas holders at Kensal site required to enable development and increase capacity.</td>
<td>See Kensal table (i) Alternative technology to allow the site once decontaminated to be released for development.</td>
<td>Physical.</td>
<td>See Kensal in table (i).</td>
<td>£12-£13M</td>
<td>Private.</td>
</tr>
<tr>
<td><strong>RBKC – TELS Climate Change Strategy</strong></td>
<td>Borough wide: Infrastructure may be required to assist in meeting government climate change targets.</td>
<td>Set down in national indicators and legislation for targets on emissions and carbon reduction.</td>
<td>Green.</td>
<td>2009.</td>
<td></td>
<td>Capital Strategy Programme. Other ad hoc bids.</td>
</tr>
<tr>
<td><strong>Thames Water</strong></td>
<td>Counters Creek: sewer upgrading to relieve existing and overcome localised surface flooding problems.</td>
<td>Upgrading of Counter’s Creek which provides storm and waste water drainage from north London through RBKC.</td>
<td>Physical.</td>
<td>2020. 1. Short-term flood alleviation (FLIPS) using minipackage pumping stations these are £323M 2005-2010. £340m</td>
<td>£323M -£340M and £25M. Updates to be provided and included in IDP once known.</td>
<td>TWU.</td>
</tr>
<tr>
<td>Delivery Organisation</td>
<td>Where/Why</td>
<td>Requirements</td>
<td>Type of Infrastructure:</td>
<td>When</td>
<td>Cost</td>
<td>Sources of Funding</td>
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</tr>
<tr>
<td>Thames Water</td>
<td>Thames Tunnel: The Thames Tunnel will capture the flows of storm sewage from 34 sewer overflow points along the River Thames.</td>
<td>The tunnel will run approximately 32 kilometres (20 miles) through the heart of London, and up to 75</td>
<td>Physical.</td>
<td>2011 Planning application. Construction 2012 to 2020.</td>
<td>£2.2Bn</td>
<td>Private.</td>
</tr>
<tr>
<td>Delivery Organisation</td>
<td>Where/Why</td>
<td>Requirements</td>
<td>Type of Infrastructure:</td>
<td>When</td>
<td>Cost</td>
<td>Sources of Funding</td>
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</tr>
<tr>
<td>EDF/ National Grid</td>
<td>Electricity Tunnel</td>
<td>One of four National Grid deep tunnels. The work is vital to meet increasing demand in the capital. Additional cables can be installed in the tunnels if required in the future. A four-metre diameter tunnel, 12.4km in length, will be bored at a depth ranging from 20 to 60m below ground through the borough from Kensal.</td>
<td>See Table (i)</td>
<td>Physical.</td>
<td>2010-2016.</td>
<td>£127M (total project value = £600M).</td>
</tr>
<tr>
<td>Sources of Funding</td>
<td>Cost</td>
<td>When</td>
<td>Type of Infrastructure:</td>
<td>Where/Why</td>
<td>Delivery Organisation</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>One of the four planned tunnels will be built between Wimbledon and Kensal Green.</td>
<td></td>
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</tr>
</tbody>
</table>
Chapter 38 Monitoring

38.1 Introduction

38.1.1 Under the Planning and Compulsory Purchase Act 2004 every local planning authority 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 undertaken 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 do.

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 Local Plan to establish whether 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 Report.

38.1.3 The statements of policy within this monitoring chapter of the plan may be abbreviated versions of the identically numbered policies in the main text. In all instances reference should be made to the earlier chapters in the main text for the definitive version.

38.2 Section 106 Implementation and Infrastructure Monitoring

38.2.1 Planning obligations (s106 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.

38.2.4 Infrastructure delivery will be monitored through a number of methods. The entire Infrastructure Delivery Plan (IDP), which is a separate document used as evidence for the Local Plan, is regularly reviewed with stakeholders and infrastructure providers through the Council’s strategic partnership - the Kensington and Chelsea Partnership. Formally, updating will be reported annually in the AMR.

38.2.5 Strategic sites’ infrastructure is specified within the schedules contained in this chapter, and provision is therefore monitored against progress on strategic sites. Provision of other infrastructure requirements that are listed in the Infrastructure Schedules, will be monitored annually against the indicator above.

38.2.6 Chapter 39 sets out the contingencies and risks, and provides a contingency for certain developments or events not occurring.
### 38.3 Core Policies

#### Policy C1: Infrastructure Delivery and Planning Obligations

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>To ensure delivery of necessary infrastructure provision to support development.</td>
<td>Value of development contributions received by type. Analysis of in-kind and total received, by type of contribution and development. Infrastructure provision as identified within IDP.</td>
<td>Annual</td>
<td>Acolaid.</td>
</tr>
</tbody>
</table>

#### Policy CP 1: Quanta of Development

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP1 (1)</td>
<td>350 additional new homes a year to be provided, until adoption of the London Plan or a replacement target is introduced - expected to be 600 units p.a.</td>
<td>The net increase in additional residential units granted and completed.</td>
<td>Annual</td>
<td>Authority’s Monitoring Report.</td>
</tr>
<tr>
<td>CP1 (2)</td>
<td>A net increase in office floorspace of 60,000m² (645,835 ft²) between 2008 and 2028.</td>
<td>Net change of office floorspace implemented.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CP1 (3)</td>
<td>A net increase in comparison retail floorspace.</td>
<td>Net change of comparison retail floorspace implemented.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CP1 (4)</td>
<td>The number of infrastructure facilities provided which are listed in the infrastructure plan.</td>
<td>The amount of s106 contributions gained towards infrastructure provisions set out in the infrastructure plan.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

#### Policy CP 2: North Kensington

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP2</td>
<td>The target is an amalgamation of the specific targets for the five Places which lie within the North Kensington Regeneration Area, namely Kensal, Golborne and Trellick, Portobello/Notting Hill, Westway, and Latimer (Chapters 5 to 9).</td>
<td>The monitoring indicators relevant for each of the five Places which lie within North Kensington Regeneration Area are dependent on the nature of the each Place. They are set out within the Monitoring section of each of the relevant Places.</td>
<td>Dependent on the nature of the individual indicator used.</td>
<td>Dependent on the nature of the individual indicator used.</td>
</tr>
</tbody>
</table>

#### Policy CP 3: Places

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP3</td>
<td>The target for each Place is set out within the Monitoring section of each relevant Place chapter (Chapters 5 to 18).</td>
<td>The monitoring indicators relevant for each Place are dependent on the nature of each Place. They are set out within the Monitoring section of each Place chapter (Chapters 5-18).</td>
<td>Dependent on the nature of the individual indicator used.</td>
<td>Dependent on the nature of the individual indicator used.</td>
</tr>
</tbody>
</table>
### Policy CP 4: Quality of development and diversity of uses

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP4</td>
<td>The Borough's townscape is to be preserved. To resist the loss of diversity of uses across the Borough.</td>
<td>The number and nature of design awards. Appeals lost when reason for refusal included harm to the Borough's townscape. Number of applications and pre-applications considered by the AAP. Loss of non-residential floorspace both granted and completed.</td>
<td>Annual</td>
<td>Authority’s Monitoring Report RBKC and RIBA design awards AAP reports.</td>
</tr>
</tbody>
</table>

#### 38.4 Monitoring Places

**38.4.1** For Places we have taken the view that we should monitor the implementation of each Place Vision rather than the relevant Place shaping policy (Policies CP 4-18). To that end, each Place has a section under Delivery which sets out how we will monitor the success of the Place Vision.

#### 38.5 Monitoring Strategic Sites

##### 38.5.1 Kensal Gasworks

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA1(a)</td>
<td>Deliver 2,500 new dwellings by 2023. Deliver 10,000m² of office floorspace by 2023. Deliver at least 2,000m² of non-residential and social and community floorspace by 2023.</td>
<td>The number of new dwellings in the Kensal Gasworks Strategic Site. The amount of new office floorspace in the Kensal Gasworks Strategic Site. The amount of new non-residential floorspace in the Kensal Gasworks Strategic Site.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(b)</td>
<td>Deliver a bigger Sainsbury’s store.</td>
<td>The amount of new retail floorspace within the Sainsbury’s unit.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(c)</td>
<td>Crossrail station opened and operational by 2017.</td>
<td>Is a Crossrail Station open and operational in the Kensal Gasworks Strategic Site?</td>
<td>Annual</td>
<td>Information extracted from planning application information and information from Crossrail Limited.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
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</tr>
<tr>
<td>CA1(d)</td>
<td>A CCHP or similar is operational on the Kensal Gasworks Strategic Site by 2023.</td>
<td>Has a CCHP plant or similar to form part of a district heat and energy network?</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(e)</td>
<td>On-site treatment facilities as part of the Kensal Gasworks development.</td>
<td>Have on-site waste treatment facilities been delivered as part of the redevelopment at Kensal.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(f)</td>
<td>100% of applications refused.</td>
<td>Percentage of planning permissions refused which are not in compliance with Policy CE1.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(g)</td>
<td>Improve access to the canal.</td>
<td>The number of additional waterside walk, cycle ways and new access points created through development.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA1(g)</td>
<td>New east-west road into Hammersmith and Fulham.</td>
<td>The number of new roads adopted by the Council in the Kensal Strategic Site.</td>
<td>Annual</td>
<td>Information extracted from Transportation Department datasets and RBKC Street Naming and Numbering.</td>
</tr>
<tr>
<td>CA1(g)</td>
<td>Ensure that public transport services, and access to them, are improved.</td>
<td>NI 175: Access to services and facilities by public transport, walking and cycling.</td>
<td>Annual</td>
<td>National Indicator: RBKC Performance Report.</td>
</tr>
<tr>
<td>CA1(g)</td>
<td>100% of new streets aid permeability and connect to the surrounding street network.</td>
<td>Changes in the Space Syntax map.</td>
<td>Reviewed every 5 years</td>
<td>Planning and Borough Development data.</td>
</tr>
<tr>
<td>CA1(g)</td>
<td>New linkages over the canal and railway.</td>
<td>Number of new bridges or crossings that have been established</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(h)</td>
<td>86% satisfaction with parks and open spaces in Kensal and surrounding major open spaces.</td>
<td>L5108: Satisfaction with parks and open spaces.</td>
<td>Annual</td>
<td>Local Indicator: RBKC Performance Report.</td>
</tr>
<tr>
<td>CA1(i)</td>
<td>No loss of community floorspace as currently provided by Canalside House and the Boathouse Centre.</td>
<td>Amount of floorspace in community use in Canalside House and the Boathouse Centre.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
</tbody>
</table>
### Policy CA1: Monitoring

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA1(j)</td>
<td>The use of the area west of the gas holders for London-wide infrastructure needs.</td>
<td>Has the National Grid successfully delivered pan-London infrastructure requirements on site?</td>
<td>Annual</td>
<td>Information extracted from planning application information and National Grid.</td>
</tr>
<tr>
<td>CA1(k)</td>
<td>No applications granted which restrict access to the Ladbroke Grove Memorial.</td>
<td>Amount of applications granted which restrict access to the Memorial.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
</tbody>
</table>

### 38.5.2 Wornington Green

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy CA2: Wornington Green</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CA2(a)</td>
<td>Minimum of 538 affordable units by 2020.</td>
<td>Have sufficient affordable dwelling units been provided?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(b)</td>
<td>Minimum of 150 market units by 2020.</td>
<td>Have sufficient market dwelling units been provided to help fund the development?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(c)</td>
<td>Minimum of 9,186m² publicly accessible open space after 2020.</td>
<td>Has the replacement Athlone Gardens been provided?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(d)</td>
<td>The refurbishment or relocation of the Venture Centre, providing the same facilities as currently provided by 2020.</td>
<td>Has the Venture Centre been refurbished or relocated, providing the same facilities as currently provided?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(e)</td>
<td>Approximately 2,000m² of Class A uses (as defined by Town and Country Planning (Use Classes) Order 1987) by 2020.</td>
<td>The extent of A1 to A5 uses proposed?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(f)</td>
<td>The provision of a CCHP to form part of a district heat and energy network by 2020.</td>
<td>Has a CCHP been provided?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(g)</td>
<td>The re-provision of the storage units on Munro Mews by 2020.</td>
<td>Have the storage units on Munro Mews been re-provided?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(h)</td>
<td>Housing provision that meets the needs of the existing local community.</td>
<td>Is the community integrated and each tenant’s housing need been taken into account?</td>
<td>Annual</td>
<td>Local housing need assessments in the area.</td>
</tr>
<tr>
<td>CA2(i)</td>
<td>The submission of a phasing scheme by 2012.</td>
<td>Has a phasing scheme been submitted?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
</tbody>
</table>
### Monitoring

#### Chapter 38

##### Policy CA2: Wornington Green

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA2(j)</td>
<td>Minimum 4,953m² publicly accessible open space provided from the start of construction until 2020.</td>
<td>Has a publicly accessible open space been provided during the construction?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(k)</td>
<td>The connection of Portobello Road and Wornington Road to Ladbroke Grove.</td>
<td>Does the development connect Portobello Road and Wornington Road to Ladbroke Grove?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(l) to (z)</td>
<td>S106 financial contributions as set out in CA2, the Wornington Green SPD and the s106 SPD by 2022.</td>
<td>Have sufficient s106 financial contributions been received?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
</tbody>
</table>

#### 38.5.3 Land Adjoining Trellick Tower

##### Policy CA3: Trellick Tower

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA3(a) and (b)</td>
<td>A minimum of 60 residential units by 2015.</td>
<td>The provision of new market residential development to fund regeneration and social housing.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA3(b)</td>
<td>Improved social and community facilities by 2015.</td>
<td>Has development delivered improvements to the social and community facilities?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA3(c)</td>
<td>A restored Trellick Tower by 2015.</td>
<td>The restoration of Trellick Tower.</td>
<td>Annual</td>
<td>English Heritage.</td>
</tr>
<tr>
<td>CA3(d)</td>
<td>New social and community uses, including health facilities, by 2015.</td>
<td>The provision of new social and community uses.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA3(e)</td>
<td>The provision of other contributions as identified in the Planning Obligations and the Site Specific Supplementary Planning Documents.</td>
<td>Have other contributions relevant to the site been secured?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

#### 38.5.4 Kensington Leisure Centre

##### Policy CA4: Kensington Leisure Centre

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA4(a)</td>
<td>The provision of a new academy, with a minimum floor area of 10,000m², with its own sports facilities by 2014.</td>
<td>Has a new academy, with its own sports facilities, been provided?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
</tbody>
</table>
### Chapter 38  Monitoring

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CA4(b)</strong></td>
<td>The provision of a refurbished or relocated sports centre, offering equivalent facilities.</td>
<td>Has the existing sports centre been refurbished or relocated on site, offering equivalent facilities?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td><strong>CA4(c)</strong></td>
<td>The provision of sufficient open space by 2014.</td>
<td>Has open space been provided on site in form of external sports pitches?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td><strong>CA4(d)</strong></td>
<td>The provision of a CCHP plant to form part of the district heat network.</td>
<td>Has a CCHP plant been provided to form part of the district heat network?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td><strong>CA4(e)</strong></td>
<td>Design of the external sports facilities to contribute to the visual amenity of the surrounding properties.</td>
<td>Do the external sports facilities contribute to the visual amenity of the surrounding properties?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td><strong>CA4(f)</strong></td>
<td>Improve the legibility and permeability of the wider area</td>
<td>Has a new road linking Grenfell Road and Silchester Road/ Lancaster Road been created?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td><strong>CA4(g) &amp; (h)</strong></td>
<td>S106 financial contributions for public transport infrastructure and others in accordance with the s106 SPD.</td>
<td>Have sufficient s106 financial contributions been received?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
</tbody>
</table>

#### 38.5.5 The Former Commonwealth Institute

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CA5(a)</strong></td>
<td>9,300m² of exhibition or assembly and leisure floorspace within the tent building by 2012.</td>
<td>The amount of floorspace for exhibition or assembly and leisure proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td><strong>CA5(b)</strong></td>
<td>Re-use of the Commonwealth Institute as a high trip generating public institutional use by 2012.</td>
<td>The proposed use for the Commonwealth Institute building as part of planning application for the redevelopment of the wider site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td><strong>CA5(c)</strong></td>
<td>Preserve the ‘tent’ building for future generations.</td>
<td>Is the proposed use of the Commonwealth Institute ‘tent building’ one which will secure its continued use and provide regeneration benefits for Kensington High Street?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td><strong>CA5(d)</strong></td>
<td>An active public space on the High Street Kensington frontage by 2012.</td>
<td>Has open space been provided on the site along the Kensington High Street frontage?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>
### Policy Monitoring

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA5(e)</td>
<td>The development should positively relate the ‘tent’ to Kensington High Street, whilst integrating with and enhancing the parkland setting.</td>
<td>Is the proposed use of the Commonwealth Institute ‘tent building’ one which will secure its continued use and provide regeneration benefits for Kensington High Street?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA5(f)</td>
<td>Provide other contributions identified in the Planning Obligations SPD and site specific SPD.</td>
<td>The proposed contributions as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

#### 38.5.6 Warwick Road

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA6(a)</td>
<td>Provide 1,550 dwellings by 2020.</td>
<td>The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(a)(i)</td>
<td>Provide 530 dwellings including 63 affordable housing units, on the Charles House site by 2017.</td>
<td>The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(a)(ii)</td>
<td>Provide 250 dwellings including affordable housing units, on the Former Territorial Army site by 2020.</td>
<td>The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(a)(iii)</td>
<td>Provide 150 dwellings, including affordable housing units, on the Empress Telephone Exchange site by 2020.</td>
<td>The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(a)(iv)</td>
<td>Provide 300 dwellings, including affordable housing units, on the Homebase site by 2020.</td>
<td>The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(a)(v)</td>
<td>Provide 350 dwellings, including affordable housing units, on the 100 West Cromwell Road site by 2020.</td>
<td>The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(b)</td>
<td>Provide a primary school on the Charles House site by 2014.</td>
<td>Has a primary school been provided on the Charles House site?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
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</tr>
<tr>
<td>CA6(c)</td>
<td>Provide on-site public open space, including outdoor play space on the northern four sites.</td>
<td>Has public open space been provided on the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(d)</td>
<td>Provide leisure, social and community uses (Class D1), provision of car parking and open amenity space on the 100 West Cromwell Road site by 2020.</td>
<td>Have leisure, social and community uses (Class D1), together with car parking and open amenity space been provided on the site?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(e)</td>
<td>Provide non-residential uses on the northern four sites by 2020</td>
<td>Have non-residential uses been created on the northern four sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(g)</td>
<td>Provide affordable housing by 2020</td>
<td>Has the proposed affordable housing been provided as part of planning permission for the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(h)</td>
<td>Provide social and community facilities by 2020.</td>
<td>Have the proposed social and community facilities been provided as part of planning permissions for the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(i)</td>
<td>Provide a community sports hall by 2020.</td>
<td>Has the proposed community and sports hall been provided as part of planning permissions for the redevelopment of the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(j)</td>
<td>Provide health facilities by 2020.</td>
<td>Have the proposed health facilities been provided as part of planning permissions for the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(k)</td>
<td>Provide crèche and education facilities by 2020.</td>
<td>Have the proposed crèche and education facilities been provided as part of planning permissions for the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(l)</td>
<td>Provide landscape improvements to the West Cromwell Road by 2020</td>
<td>Have the proposed landscape improvements been delivered as part of planning permissions for the 100 West Cromwell Road site?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(m)</td>
<td>Provide streetscape improvements to Warwick Road by 2020</td>
<td>Have the proposed landscape improvements been delivered as part of planning permissions for the 100 West Cromwell Road site?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>
### Policy CA6: Earl’s Court

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA6(n)</td>
<td>Provide pedestrian and cycle improvements by 2020.</td>
<td>Have the proposed pedestrian and cycle improvements been provided as part of planning permissions for the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(o)</td>
<td>Provide floorspace for Safer Neighbourhoods unit by 2020.</td>
<td>Has the proposed floorspace for Safer Neighbourhoods unit been provided as part of planning permissions for the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(p)</td>
<td>Provide a contribution to facilitate the return of the Earl’s Court one-way system to two-way working by 2020.</td>
<td>Has the financial contribution been received to facilitate the return of the Earl’s Court one-way system to two-way working?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(q)</td>
<td>Provide other contributions identified in the Planning Obligations SPD and site specific SPDs.</td>
<td>Have the proposed contributions been received as part of planning application for the redevelopment of the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

#### 38.5.7 Earl’s Court Exhibition Centre

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA7(a)</td>
<td>Provide 500 dwellings by 2020.</td>
<td>The amount of housing proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(b)</td>
<td>Provide 10,000m² (108,000 ft²) of office floor space by 2028.</td>
<td>The amount of floorspace proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(c)</td>
<td>Provide small-scale retail to serve day-to-day needs by 2028.</td>
<td>The amount of small-scale retail to serve day-to-day needs.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(d)</td>
<td>Provide a cultural facility, of at least national identity in the Earl’s Court and West Kensington Opportunity Area by 2028.</td>
<td>The provision of a cultural facility, of at least national identity, proposed as part of planning application for the redevelopment of the Earl’s Court and West Kensington Opportunity Area.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(e) &amp; (f)</td>
<td>Provide a balanced mix of uses, including hotel, leisure and social and community uses by 2028.</td>
<td>Provision of non-residential uses required to deliver a sustainable and balanced mixed use development, including hotel, leisure and social and community uses.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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</tr>
<tr>
<td>CA7(g)</td>
<td>Provide on-site waste management facilities by 2028.</td>
<td>The waste facilities proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(h)</td>
<td>New development meets the required Code for Sustainable Homes and BREEAM standards and provides a Combined Cooling, Heating and Power (CCHP) plant or similar delivered by 2028.</td>
<td>The proposed development meets the required Code for Sustainable Homes and BREEAM standards and delivers a district heat and energy source.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(i)</td>
<td>Provide a new urban quarter, which is well linked with its surroundings through improved east-west connections by 2028.</td>
<td>Integration of the new development with its surroundings and the provision of improved east-west connections.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(j) and (n)</td>
<td>Significantly improved residential amenity, pedestrian environment and public transport access in the area of the one-way system by 2028.</td>
<td>Reduced impact on traffic on the Earl’s Court one-way system and improved access to public transport interchanges. Highway contributions for the investigation and implementation of measures to return the Earl’s Court one-way system to two-way working.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(k)</td>
<td>A new open square fronting onto Warwick Road, with active frontages by 2028.</td>
<td>Provision of an open urban square fronting onto Warwick Road, with active frontages on the ground floor.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(l)</td>
<td>Provide social and community facilities by 2028.</td>
<td>The provision of social and community facilities as part of the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(m)</td>
<td>Provide new public open space and opportunities to create biodiversity by 2028.</td>
<td>Provision of new open space and measures to create biodiversity as part of the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(o)</td>
<td>Improve tube, bus and rail access by 2028.</td>
<td>Improvements to tube, bus and rail access proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(p)</td>
<td>Improved pedestrian connectivity from and through the site and surrounding area to public transport facilities, and improved north/south cycle links by 2028.</td>
<td>Improvements to pedestrian and north/south cycle links proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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</tr>
<tr>
<td>CA7(q)</td>
<td>Provide affordable housing by 2020.</td>
<td>The number and type of housing proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(r)</td>
<td>Provide education facilities or contributions by 2028.</td>
<td>The education facilities proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA7(s)</td>
<td>Provide other contributions identified in the Planning Obligations SPD and site specific SPD by 2028.</td>
<td>The contributions as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

### 38.6 Monitoring Strategic Objectives Policies

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy CK1: Social and Community Uses</strong></td>
<td></td>
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</tr>
<tr>
<td>CK1 (a)</td>
<td>Full occupation of new Academy in North Kensington by 2018.</td>
<td>Provision of a new Academy school in North Kensington and enrolment and pupil registration of the Academy.</td>
<td>Annual</td>
<td>Information extracted from planning application information and school admissions data.</td>
</tr>
<tr>
<td>CK1 (b)</td>
<td>Current percentage of access to facilities as detailed in the Walkable Neighbourhoods evidence base report is not diminished and expanded upon where appropriate.</td>
<td>Percentage of social and community facilities increases or decreases.</td>
<td>Annual</td>
<td>Information extracted from planning application information and GIS datasets.</td>
</tr>
<tr>
<td>CK1 (c)</td>
<td>No overall loss of facilities across the Borough.</td>
<td>Changes of use from social and community uses to other uses if results in a decrease.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CK1 (d)</td>
<td>Increase the existing land bank of social and community uses.</td>
<td>Changes of use to social and community use from other uses if results in an increase.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
</tbody>
</table>

**CK2: Local Shopping Facilities**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CK2</td>
<td>Protect local shopping facilities and individual shops through the provision of new facilities in areas of deficiency to ensure that 77% or more of the Borough is within 5 minutes (400m) walk of these facilities, and improved.</td>
<td>Number of local convenience retail units created and to ensure that 77% of the Borough or more is within a 400m walk of facilities.</td>
<td>Annual</td>
<td>Information extracted from shopfront survey.</td>
</tr>
</tbody>
</table>
### Chapter 38  Monitoring

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities</strong></td>
<td></td>
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</tr>
<tr>
<td>CK3</td>
<td>Improve upon existing percentages as detailed in the Walkable Neighbourhoods base report.</td>
<td>Percentage of the area of the Borough which is deficient in social and community uses as defined in Keeping Life Local.</td>
<td>Annual</td>
<td>Information extracted from planning application information and GIS datasets</td>
</tr>
<tr>
<td>CK3</td>
<td>Seek increase in provision of both local authority and non-local authority educational establishments.</td>
<td>Number of educational establishments.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CK3</td>
<td>To ensure 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.</td>
<td>Access to services and facilities by transport, walking and cycling.</td>
<td>Annual</td>
<td>National indicator 175.</td>
</tr>
<tr>
<td>CK3</td>
<td>85% of the Borough’s area within an 800 metre walk of GP surgery.</td>
<td>Percentage of the area of the Borough within an 800 metre walk of a GP Surgery.</td>
<td>Annual</td>
<td>Information extracted from GIS datasets.</td>
</tr>
<tr>
<td><strong>Policy CF1: Location of new shop uses</strong></td>
<td></td>
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</tr>
<tr>
<td>CF1(a)</td>
<td>100% located in town centres.</td>
<td>Location of new shop floorspace</td>
<td>Annual</td>
<td>Information extracted from approved planning applications that have been built.</td>
</tr>
<tr>
<td>CF1(b)</td>
<td>100% located within existing higher order town centres or identified adjoining sites.</td>
<td>Location of new retail development with a floor area of 400m² (4,300 ft²) (gross external) or more.</td>
<td>Annual</td>
<td>Information extracted from approved planning applications that have been built.</td>
</tr>
<tr>
<td>CF1(c)</td>
<td>New shops of less than 400m² (4,300 ft²) provided in all areas of retail deficiency as shown on the plan within Chapter 30 (Keeping Life Local) by 2028.</td>
<td>Progress with development of new shops of less than 400m² (4,300 ft²) in areas of retail deficiency – number of new units created.</td>
<td>Annual</td>
<td>Information extracted from planning applications/ approved applications that have been built.</td>
</tr>
<tr>
<td>CF1(d)</td>
<td>Latimer: Production of a planning framework and masterplan (Area Action Plan) by 2012. Kensal (Supplementary Planning Document): Phase 1 compete by 2017; Phase 2 by 2023.</td>
<td>Progress in the establishment of new centres in Latimer and Kensal.</td>
<td>Annual</td>
<td>Information extracted from planning applications/ approved applications that have been built.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
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<td>Frequency</td>
<td>Source</td>
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</tr>
<tr>
<td>CF1(e)</td>
<td>100% meet the criteria set out in policy section (e).</td>
<td>Any approved applications which do not comply with policy CF1 parts (a) to (d).</td>
<td>Annual</td>
<td>Information extracted from approved planning applications that have been built.</td>
</tr>
</tbody>
</table>

**Policy CF2 - Retail Development in Town Centres**

| CF2(a) | 100% reflecting the position of the centre in the retail hierarchy and assisting in the implementation of the vision for that centre (as set out in chapters 4-18). | Scale and nature of approved development. | Annual | Information extracted from approved planning applications that have been built. |
| CF2(b) | (i)100% of approved development having a range of unit sizes. (ii) No amalgamation of units permitted. | (i) Range of shop unit sizes (ii) Amalgamation of units | Annual | Information extracted from approved planning applications built. |
| CF2(c) | 100% of applications which include a net increase in 1,000m² floorspace, which provided either an affordable shop, or a financial contribution to retail diversity, where this was viable. | Provision of affordable shops. | Annual | Information extracted from approved planning applications that have been built. |

**Policy CF3 - Diversity of uses within town centres**

<p>| CF3(a) | (i) 100% of approved applications (including appealed decisions) meeting the criteria (ii) 100% of approved applications (including appealed decisions) meeting the criteria (iii) 100% of approved applications (including appealed decisions) meeting the criteria | Number of shops and shop uses within primary retail frontages of: (i) Knightsbridge, King’s Road (east and west), Fulham Road, Brompton Cross, South Kensington and Kensington High Street unless the change is to another town centre use and where 80% of the ground floor units in the relevant street frontage will remain in an A1 (shop) use and the non shop use is not adjacent to another non-A1 use. (ii) Notting Hill Gate as above, but not permitting change of use to an estate agent, bureau de change (A2), or hot food takeaway (A5). (iii) Portobello Special District Centre – all shop uses protected. | Annual | Information extracted from applications for change of use that have been implemented. |</p>
<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CF3(b)</td>
<td>(i) 100% of approved applications (including appealed decisions) meeting the criteria. (ii) 100% of approved applications (including appealed decisions) meeting the criteria.</td>
<td>Number of shops and shop uses at ground floor level within the secondary frontages of: (i) Knightsbridge, King's Road (east and west), Fulham Road, Brompton Cross, South Kensington and Kensington High Street unless the change is to another town centre use and where 66% of the ground floor units in the relevant street frontage will remain in an A1 (shop) use and there are no more than three non-A1 uses in a row. (ii) Notting Hill Gate as above, but not permitting change of use to an estate agent, bureau de change (A2), or hot food takeaway (A5).</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
<tr>
<td>CF3(c)</td>
<td>100% of approved applications (including appealed decisions) meeting the criteria.</td>
<td>Number of applications refused for loss of retail uses above or below ground floor level within town centres where the applicant could not successfully demonstrate that their loss will not adversely affect the essential shopping character and function of the centre.</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
<tr>
<td>CF3(d)</td>
<td>100% of approved applications (including appealed decisions) meeting the criteria.</td>
<td>Number of applications refused for loss of retail uses within neighbourhood centres where the proposal was not for a change to a social or community use, and where 66% of the relevant street frontage remains in A1 use.</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
<tr>
<td>Policy CF4 - Street Markets</td>
<td></td>
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</tr>
<tr>
<td>CF4(a)</td>
<td>No loss of street markets in the borough.</td>
<td>Number of all the borough's street markets.</td>
<td>Annual</td>
<td>The number of markets being managed through the Markets Office.</td>
</tr>
<tr>
<td>CF4(b)</td>
<td>New or expanded markets meeting the criteria.</td>
<td>Number of new or expansion of existing street markets where this fits with the broader retail strategy and strategic objectives for the town centres they would be located in or adjacent to.</td>
<td>Annual</td>
<td>The number of markets being managed through the Markets Office.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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</tr>
<tr>
<td>CF4(c)</td>
<td>No loss of storage lockups for street traders.</td>
<td>Number of existing storage lockups for street traders, or their equivalent re-provision.</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
</tbody>
</table>

Policy CF5 - Location of business uses

**Offices**

| CF5(a) | (i) 100% of approved applications (including appealed decisions) meeting the criteria.  
(ii) 100% of approved applications (including appealed decisions) meeting the criteria. | Number of applications refused consisting of the loss of very small and small offices, medium sized offices within Employment Zones, High Order Town Centres and other accessible areas and primary commercial mews, large offices in Higher Order Town Centres and other accessible except where:  
(i) the office is in an employment zone and being replaced by a light industrial user, workshop or other use which directly supports the character and function of the zone;  
(ii) the office is within a town centre and is being replaced by a shop or shop floorspace. | Annual | Information extracted from applications for change of use that have been implemented. |

| CF5(b) | A net increase in the number of very small offices (100m² or less) in the borough. | Number of applications granted and implemented for very small offices permitted anywhere in the borough save from ground floor level of town centres. | Annual | Information extracted from planning applications that have been implemented. |

<p>| CF5(c) | A net increase in the number of small, medium and large offices, located in line with the criteria detailed in the policy. | Number of applications granted and implemented for small offices permitted anywhere in the borough; medium offices in town centres, in other accessible areas, in Employment Zones and in commercial mews; large offices in higher order centres and other accessible areas; except where the proposal results in shared communal residential/business access, the net loss of any residential units of floorspace, or harms the retail function of a centre. | Annual | Information extracted from planning applications that have been implemented. |</p>
<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CF5(d)</td>
<td>A net increase in the number of business centres meeting the policy criteria.</td>
<td>Number of applications granted and implemented for business centres at upper floor levels of higher order town centres, within accessible areas and within Employment Zones.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(e)</td>
<td>Each development over 100m² to have a range of unit sizes.</td>
<td>Number of applications granted and implemented which include provision of new business floorspace over 100m² to be flexible, capable of accommodating a range of unit sizes.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
</tbody>
</table>

**Light industrial**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CF5(f)</td>
<td>No loss of light industrial floorspace.</td>
<td>Net loss of industrial floorspace applied for throughout the borough.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(g)</td>
<td>100% of approved applications (including appealed decisions) meeting the criteria.</td>
<td>Percentage of new light industrial floorspace located within Employment Zones, predominantly commercial mews and other areas where amenity is not harmed.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(h)</td>
<td>An increase in the number of premises of a size suitable for the creative and cultural businesses. (Very small, small and medium units).</td>
<td>Percentage of applications for light industrial floorspace granted and implemented which included a mix of unit sizes suitable for the creative and cultural businesses, as appropriate.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
</tbody>
</table>

**Employment zones**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CF5(i)</td>
<td>No net loss in the number of light industrial uses, workshops, small and medium offices and business centres in Employment Zones.</td>
<td>Light industrial, workshops, small and medium offices and business centre floorspace by employment zone.</td>
<td>Every five years</td>
<td>Employment Land and Premises Study</td>
</tr>
<tr>
<td>CF5(j)</td>
<td>No net loss of business floorspace in Employment Zones, unless made up entirely of very small, small or medium units.</td>
<td>Business floorspace of floorspace uses which directly support the function and character of the zone.</td>
<td>Every five years</td>
<td>Employment Land and Premises Study</td>
</tr>
<tr>
<td>CF5(k)</td>
<td>No large scale office development in Employment Zones, unless made up entirely made up of very small, small or medium units.</td>
<td>Applications granted for large scale office development in Employment Zones where these were not made up entirely of very small, small or medium units.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
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</tr>
<tr>
<td>CF5(l)</td>
<td>No residential development in Employment Zones.</td>
<td>Applications granted for residential uses including student housing or any form of living accommodation within Employment Zones.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(m)</td>
<td>A net increase in the number of small businesses and workshops in Employment Zones</td>
<td>Applications granted within Employment Zones which include small businesses and workshop premise.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td><strong>Policy CF6 - Creative and Cultural Businesses</strong></td>
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<tr>
<td>CF6</td>
<td>An increase in the number of premises of a size suitable for the creative and cultural businesses. (Very small, small and medium units).</td>
<td>Promote and protect the workspaces needed to support the creative and cultural industries across the borough.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td><strong>Policy CF7 - Arts and Culture Uses</strong></td>
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<tr>
<td>CF7(a)</td>
<td>No loss of arts and cultural uses in the borough.</td>
<td>Applications granted for net loss of arts and cultural uses.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF7(b)</td>
<td>Arts and cultural development that generates large numbers of visitors in locations with as PTAL of 4 or more unless criteria met.</td>
<td>Applications granted for larger scale new arts and cultural uses of expansion of these uses in areas that have a PTAL of 4 or above, unless this will be achieved during the lifetime of the plan.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF7(c)</td>
<td>Any enabling development approved for the provision of arts or cultural uses.</td>
<td>Applications granted for enabling development on land or buildings where the current of last use was arts and cultural uses in order to provide alternative arts and cultural uses on site or improve arts and cultural uses elsewhere in the borough.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td><strong>Policy CF8 - Hotels</strong></td>
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<tr>
<td>CF8(a)</td>
<td>No loss of hotels or bed spaces unless in Earl’s Court ward.</td>
<td>Applications granted for loss of hotels or hotel bed spaces by ward.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
<td>CF8(b)</td>
<td>No new hotels located outside, or immediately adjacent to, the borough’s higher order town centres.</td>
<td>Applications granted for new hotels by area.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF8(c)</td>
<td>An increase in the quality and/or quantity of the facilities of existing hotels in the borough.</td>
<td>An assessment of hotel quality.</td>
<td>Five year</td>
<td>RBKC Hotel Survey</td>
</tr>
<tr>
<td></td>
<td><strong>Policy CF9 – Temporary Sleeping Accommodation</strong></td>
<td></td>
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</tr>
<tr>
<td>CF9</td>
<td>Protect all permanent residential accommodation from changes of use to short term lets.</td>
<td>Number of residential units lost to short term lets.</td>
<td>Annual</td>
<td>Authority’s Monitoring Report</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of enforcement cases relating to the unauthorised changes of use to short term lets.</td>
<td></td>
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<tr>
<td></td>
<td><strong>Policy CF10 – Diplomatic and Allied Uses</strong></td>
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<tr>
<td>CF10</td>
<td>Resist the creation of any new diplomatic uses within the defined “unsuitable” areas.</td>
<td>Number of new embassies created within “unsuitable area”.</td>
<td>Annual</td>
<td>Authority’s Monitoring Report</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of applications granted when additional floorspace is created for embassy uses within “unsuitable area”.</td>
<td></td>
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<td></td>
<td><strong>Policy CF11 – South Kensington Strategic Cultural Area</strong></td>
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<tr>
<td>CF11</td>
<td>An increase in visitors to principal cultural uses in the South Kensington Strategic Cultural Area</td>
<td>Number of visitors to main arts and cultural uses in the South Kensington Strategic Cultural Area.</td>
<td>Annual</td>
<td>Visit London Annual Visitor Survey</td>
</tr>
<tr>
<td></td>
<td><strong>Policy CT1 - Improving alternatives to car use</strong></td>
<td></td>
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</tr>
<tr>
<td>CT1(a)</td>
<td>To locate high trip generating development in areas of the borough where public transport accessibility is good and where there is sufficient capacity.</td>
<td>PTAL at sites of high trip generating development granted PP.</td>
<td>Annual</td>
<td>Department of Planning and Borough Development</td>
</tr>
<tr>
<td>CT1(b) &amp; (c)</td>
<td>Ensure that development will not result in any material increase in traffic congestion or on-street parking pressure and that all new additional residential development be permit-free.</td>
<td>Proportion of residential permissions granted with permit-free.</td>
<td>Annual</td>
<td>Department of Planning and Borough Development</td>
</tr>
<tr>
<td>CT1(d) &amp; (e)</td>
<td>Ensure that car parking provided in new residential development to be at or below the adopted car parking standards; ensure that parking in non-residential development is for essential need only.</td>
<td>Level of car parking provided in new residential and commercial development.</td>
<td>Annual</td>
<td>Department of Planning and Borough Development</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
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<tr>
<td>CT1(f)</td>
<td>Secure improvements to the walking and cycling environment and cycle parking, showering and changing facilities in new development.</td>
<td>Access to services and facilities by public transport, walking and cycling (NI175).</td>
<td>Annual</td>
<td>Department of Transportation and Highways</td>
</tr>
<tr>
<td>CT1(g)</td>
<td>Ensure that new development incorporates measures to improve road safety, and in particular the safety of pedestrians, cyclists and motorcyclists.</td>
<td>Use of policy and achievement of its aims.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
<tr>
<td>CT1(h)</td>
<td>Secure Travel Plans for larger scale development.</td>
<td>Number of Travel Plans secured (LI5106a and LI5106b for School Travel Plans).</td>
<td>Annual</td>
<td>Department of Transportation and Highways</td>
</tr>
<tr>
<td>CT1(i)</td>
<td>Ensure that public transport services, and access to them, are improved. North-south us links and areas that currently have lower levels of accessibility will be our priorities.</td>
<td>Access to services and facilities by public transport, walking and cycling (NI175).</td>
<td>Annual</td>
<td>Department of Transportation and Highways</td>
</tr>
<tr>
<td>CT1(j)</td>
<td>Ensure that step-free access is delivered at all underground and rail stations by 2028.</td>
<td>Number of stations with step-free access.</td>
<td>Annual</td>
<td>Department of Transportation and Highways</td>
</tr>
<tr>
<td>CT1(k)</td>
<td>Resist new public car parks.</td>
<td>Use of policy and achievement of its aims.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
<tr>
<td>CT1(l)</td>
<td>Ensure 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.</td>
<td>Level of car parking provided in new development.</td>
<td>Annual</td>
<td>Department of Planning and Borough Development</td>
</tr>
<tr>
<td>CT1(m)</td>
<td>Ensure that new development adjacent to the River Thames or Grand Union Canal improves public transport and freight on the water and walking and cycling alongside it.</td>
<td>Use of policy and achievement of its aims.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
<tr>
<td>CT1(n)</td>
<td>Improve the streets within the Earl’s Court one-way system</td>
<td>Improvements to the Earl’s Court one-way system secured from high trip generating development in the area.</td>
<td>Annual</td>
<td>Department of Planning and Borough Development</td>
</tr>
<tr>
<td>CT1(o)</td>
<td>Protect existing footways and footpaths.</td>
<td>Use of policy and achievement of its aims.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
</tbody>
</table>

**Policy CT2 - New and enhanced rail infrastructure**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CT2(a)</td>
<td>Establish a Crossrail station at Kensal</td>
<td>The provision of a Crossrail station at Kensal.</td>
<td>Annual</td>
<td>Crossrail</td>
</tr>
<tr>
<td>CT2(b)</td>
<td>The creation of a new station on the West London line and North Pole Road</td>
<td>The provision of a new station at North Pole Road</td>
<td>Annual</td>
<td>TfL</td>
</tr>
</tbody>
</table>
## Chapter 38 Monitoring

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CT2(c)</strong></td>
<td>Protect the safeguarded route for the Chelsea-Hackney line.</td>
<td>Safeguarded route protected, including for new station on King’s Road.</td>
<td>Annual</td>
<td>TfL</td>
</tr>
<tr>
<td><strong>CT2(d)</strong></td>
<td>Promote a station further west, potentially at Imperial Wharf, as part of the Chelsea-Hackney line.</td>
<td>The agreement to provide a station on the Chelsea-Hackney line and Imperial Wharf</td>
<td>Annual</td>
<td>TfL</td>
</tr>
<tr>
<td><strong>CT2(e)</strong></td>
<td>Improvements to the accessibility of West Brompton Station, measures to increase the capacity of the West London line and improvements to its interchange with the underground network.</td>
<td>Improvements to West London line, including and West Brompton and improved interchange.</td>
<td>Annual</td>
<td>TfL</td>
</tr>
</tbody>
</table>

### CR1 - Street Network

| **CR1(a)** | To establish traditional street patterns within regeneration and large scale development schemes which are permitted within the plan period. | The number of new roads adopted by the Council. | Annual | RBKC Street Naming and Numbering National Indicator: RBKC Performance Report. |
| **CR1(b)** | To improve connectivity within the Borough. | Changes in the Space Syntax map. | Reviewed every 5 years | Planning and Borough Development |
| **CR1(c)** | To improve accessibility of the street network within the Borough. | The number of street improvement schemes completed. | Annual | Statistical analysis of Local Implementation Plan. |
| **CR1(d)** | That 100% of all new streets are built to adoptable standards. | The number of new streets adopted and the number of new streets yet to be adopted. | Annual | RBKC Street Naming and Numbering |
| **CR1(e)** | That no new gated developments are created within the plan period. | The number of applications approved for gated development. | Annual | Acolaid development control administration system. |
| **CR1(f)** | That there are no reductions in the number of existing rights of way within the plan period. | Use of policy and achievement of its aims. | Annual | AMR |

### Policy CR2 - Three-Dimensional Street Form

| **CR2(a)** | To establish traditional high quality street character and street form in all new or proposed streets within the plan period. | The number of new roads adopted by the Council. | Annual | Statistical analysis of road adoption records. |
| **CR2(b)** | To establish traditional high quality street character and street form in all new or proposed streets within the plan period. | Building height and street width. | Annual | Statistical analysis of road adoption records. |
### Policy CR2(c) - Street Character

<table>
<thead>
<tr>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>To establish traditional high quality street character and street form as a result of new development within the plan period.</td>
<td>The percentage of appeals where CR2(c) was a reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development control administration system.</td>
</tr>
</tbody>
</table>

### Policy CR2(d) - Active Street Frontages

<table>
<thead>
<tr>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>To establish active street frontages and natural surveillance on all streets.</td>
<td>The percentage of appeals where CR2(d) was a reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development control administration system.</td>
</tr>
</tbody>
</table>

### Policy CR2(e) - Well Defined Open Spaces

<table>
<thead>
<tr>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>To establish well defined open spaces within the Borough.</td>
<td>The percentage of permissions incorporating open space where CR2(e) was the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development control administration system.</td>
</tr>
</tbody>
</table>

### Policy CR3 - Street and Outdoor Life

#### CR3(a) & (b)

<table>
<thead>
<tr>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide successful and safe street markets throughout the plan period.</td>
<td>The number of new market stalls and number of vacant market stalls.</td>
<td>Annual</td>
<td>RBKC Street Trading Statistics</td>
</tr>
</tbody>
</table>

#### CR3(c)

<table>
<thead>
<tr>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide pedestrian friendly outdoor environments within the borough.</td>
<td>The number of street improvement schemes carried out.</td>
<td>Annual</td>
<td>Statistical analysis of Local Implementation Plan.</td>
</tr>
</tbody>
</table>

#### CR3(d)

<table>
<thead>
<tr>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
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<tbody>
<tr>
<td>To provide opportunities for outdoor life in the borough within the plan period.</td>
<td>The number of pavement cafes given planning permission.</td>
<td>Annual</td>
<td>Acolaid development control administration system.</td>
</tr>
</tbody>
</table>

#### CR3(e) & (f)

<table>
<thead>
<tr>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide successful and well-managed special events in the borough.</td>
<td>The number of special events given planning permission.</td>
<td>Annual</td>
<td>Acolaid development control administration system.</td>
</tr>
</tbody>
</table>

### Policy CR4 - Streetscape

#### CR4(a)

<table>
<thead>
<tr>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
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</thead>
<tbody>
<tr>
<td>To ensure repaving secured by way of development is York stone, to ensure high standards of environmental cleanliness and to continue to remove non-essential street furniture by 2028.</td>
<td>Section 106 agreements secured that include York stone paving. Percentage of appeals where CR4 was a reason for refusal. NI195a (Improved street and environmental cleanliness: levels of litter). NI195b (Improved street and environmental cleanliness: levels of litter). NI195b (Improved street and environmental cleanliness: levels of litter).</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

#### CR4(b), (c) & (d)

<table>
<thead>
<tr>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide attractive and pedestrian friendly streets within the borough.</td>
<td>Number of environmental improvements secured within S106 agreements.</td>
<td>Annual</td>
<td>AMR</td>
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</tbody>
</table>
### Policy CR4 - Streetscapes

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR4(e) &amp; (f)</td>
<td>To maintain appearance of the streetscene through resisting all inappropriate advertisement.</td>
<td>The proportion of appeals upheld where CR4(e) or (f) is the reason for refusal. Number of appeals where CR4(e) or (f) is the reason for refusal. Number of enforcement investigations resulted in removal of unauthorised advertising and street furniture. Number of incidents of removal of unauthorised street furniture on the highway.</td>
<td>Annual</td>
<td>Acolaid development management administration system. Council's Highways Enforcement team.</td>
</tr>
<tr>
<td>CR4(g)</td>
<td>To maintain high quality streetscapes and front gardens.</td>
<td>The percentage of applications for crossovers and forecourts that were refused stating CR4(g) as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CR4(h)</td>
<td>To increase the amount of public art in the borough over the plan period.</td>
<td>The number of new public art features created though development.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

### Policy CR5 - Parks, Gardens, Open Spaces and Waterways

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR5(a), (b)&amp;(d)</td>
<td>To improve the quality of the borough's parks, gardens, open spaces and waterways within the plan period.</td>
<td>The amount of completed new public open space created. Number of parks and open spaces with an adopted Management Plan.</td>
<td>Annual</td>
<td>Acolaid development management administration system. Monitoring from RBKC Parks and Leisure Department</td>
</tr>
<tr>
<td>CR5(c)</td>
<td>To protect the borough's existing high quality garden squares.</td>
<td>Proportion of appeals dismissed where CR5(c) is cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CR5(e)</td>
<td>To deliver on site external play space.</td>
<td>Proportion of appeals dismissed where CR5(e) is cited as the reason for refusal. Number of proposals which include the provision of external play space. Proportion of major residential developments which include the provision of external play space.</td>
<td>Annual</td>
<td>Acolaid development management administration system. S106 and CIL monitoring.</td>
</tr>
<tr>
<td>CR5(f)</td>
<td>To improve biodiversity and wildlife habitats within the borough.</td>
<td>Improvements in biodiversity in the borough.</td>
<td>Annual</td>
<td>Core Output indicator 8</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
<td>CR5(g)</td>
<td>To protect the open spaces bounding the Royal Hospital.</td>
<td>The proportion of appeals dismissed where CR5(g) is cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CR5(h) &amp; (j)</td>
<td>To improve access to all waterways within the borough. Resist residential moorings on the Thames and Grand Union Canal where have a detrimental effect on character of area.</td>
<td>The number of additional waterside walks, cycle ways and new access points created through development. Has the Cremorne Wharf been maintained as a “Safeguarded Wharf”? Thames Estuary Partnership Action Plan Annual Review shows update on implementation process of Action Plan. Proportion of appeals dismissed where CR5(j) or (k) is cited as the reason for refusal. Number of new residential moorings permitted.</td>
<td>Annual</td>
<td>Biodiversity of tidal stretch of the River Thames monitored through the Thames Tidal Thames Habitat Action Plan by the Thames Estuary Partnership Biodiversity Action Group.</td>
</tr>
</tbody>
</table>

**Policy CR6 - Trees and landscape**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
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</thead>
<tbody>
<tr>
<td>CR6(a), (b), (c) &amp; (h)</td>
<td>To maintain a high level of trees in the borough.</td>
<td>The number of additional Tree Preservation Orders approved. The percentage of appeals where CR6 (a), (b) or (h) was cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CR6(d), (e) &amp; (f)</td>
<td>To improve the townscape character though high quality landscaping.</td>
<td>The percentage of appeals where CR6 (d), (e) or (f) was cited as the reason for refusal.</td>
<td>Annual</td>
<td>Statistical analysis of the Arboricultural records</td>
</tr>
<tr>
<td>CR6(g)</td>
<td>To increase the number of street trees by 200 trees by 2028.</td>
<td>The number of street trees planted annually.</td>
<td>Annual</td>
<td>Statistical analysis of the Arboricultural records</td>
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</tbody>
</table>

**Policy CR7 - Servicing**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
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</thead>
<tbody>
<tr>
<td>CR7(a), (b) &amp; (c)</td>
<td>To only establish visually unobtrusive servicing facilities.</td>
<td>The number of planning applications for uses greater than 1,000m² with on-site servicing. Percentage of appeals where CR7 was a reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
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<td>Provision of coach management plan for suitable developments. Provision of coach drop-off and pickup facilities for new hotel development and extensions of an appropriate size.</td>
<td>Number of planning applications resulting in the creation of new hotels, or extensions to existing hotels (with a floor area greater than 1,000 sq m) with coach facilities and a coach management plan.</td>
<td>Annual</td>
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<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
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<tr>
<td><strong>Policy CL1 - Context and Character</strong></td>
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<tr>
<td>CL1(a), (b), (f), (g), (h), (i)</td>
<td>All development will be designed to respect context and character of the Royal Borough within the plan period.</td>
<td>Percentage of appeals dismissed where CL1(a), (b), (f), (g), (h) or (i) is the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CL1(c)</td>
<td>All development optimises development.</td>
<td>Percentage of appeals dismissed where CL1(c) is the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CL1(d) &amp; (e)</td>
<td>To improve the Borough's riverside and canalside environments.</td>
<td>The number of developments approved that include waterside improvements.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
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<tr>
<td><strong>Policy CL2 - Design Quality</strong></td>
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<tr>
<td>CL2(a) &amp; (b)</td>
<td>All new development will be of high quality architectural and urban design.</td>
<td>The number of design awards granted. Building for Life Assessments. Core Output Indicator H6. Percentage of appeals where CL2(a) or (b) was the reasons for refusal. The number of developments that used architectural competitions to design the proposal.</td>
<td>Annual</td>
<td>Royal Borough of Kensington and Chelsea and RIBA design awards. Core Output indicators.</td>
</tr>
<tr>
<td><strong>Policy CL3 - Heritage Assets - Conservation Areas and Historic Spaces</strong></td>
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<tr>
<td>CL3(a), (b) &amp; (c)</td>
<td>To preserve or enhance the character and appearance of the Borough's heritage assets throughout the plan period.</td>
<td>Percentage of appeals where CL3(a), (b) or (c) is the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CL3 (b)</td>
<td>To ensure that uses which contribute to the character of conservation areas is protected.</td>
<td>Loss of non-residential uses within conservation areas where these uses are considered to contribute to the character of that area. Percentage of appeals dismissed where CL3(a), (b) or (c) is the reason for refusal.</td>
<td>Annually</td>
<td>Acolaid development management administration system for applications and for prior approval notifications. RBKC out of centre land use surveys.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
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<tr>
<td>CL3(d)</td>
<td>That 100% of all applications made within conservation areas are full planning applications. To preserve or enhance the character and appearance of the Borough's heritage assets throughout the plan period.</td>
<td>The percentage of full planning applications within conservation areas. The number of conservation areas with Proposal Statements less than five years old. The percentage of developments granted planning permission within conservation areas.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
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<tr>
<td>Policy CL4 - Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology</td>
<td>CL4(a) &amp; (b)</td>
<td>The Borough's heritage assets will be preserved or enhanced throughout the plan period.</td>
<td>Annual</td>
<td>English Heritage Listed Buildings and Buildings at Risk registers.</td>
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<tr>
<td></td>
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<td>The number of listed buildings in the borough. The number of buildings on the ‘Buildings at Risk’ register.</td>
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<tr>
<td></td>
<td>CL4(c), (d), (f)</td>
<td>Preserve special architectural features of listed buildings.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td></td>
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<td>Percentage of appeals where CL4(c) or (d) cited as the reason for refusal.</td>
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<tr>
<td></td>
<td>CL4(e)</td>
<td>Preserve or enhance the listed buildings within the Borough.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
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<td>Percentage of appeals for the change of use of listed building where CL4(e) cited as the reason for refusal.</td>
<td></td>
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<tr>
<td></td>
<td>CL4(g)</td>
<td>The Borough’s archaeological assets will be preserved throughout the plan period.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percentage of appeals for the change of use of listed building where CL4(g) cited as the reason for refusal.</td>
<td></td>
<td></td>
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<tr>
<td>Policy CL5 - Living Conditions</td>
<td>CL5</td>
<td>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).</td>
<td>Percentage of permissions where CL5 cited as a reason for refusal.</td>
<td>Annual</td>
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<tr>
<td>Policy CL6 - Small-scale Alterations and Additions</td>
<td>CL6(a), (b) &amp; (c)</td>
<td>To ensure that all alterations and additions maintain the existing quality and character of the Borough's buildings.</td>
<td>Percentage of appeals where CL6 cited as a reason for refusal.</td>
<td>Annual</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator</td>
<td>When</td>
<td>Measured How</td>
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<tr>
<td><strong>Policy CL7 – Basements</strong></td>
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<tr>
<td><strong>CL7 (a), (b) &amp; (c)</strong></td>
<td>All permissions to be granted within the limits on extent set out in the policy.</td>
<td>Number of permissions for basement proposals, including a break down by size and type. Number of relevant applications granted over a two year period which do not comply with the limits set out in the policy. Appeals upheld on grounds of extent specified in the policy. Number of enforcement notices served relating to basement development being built not in accordance with the approved drawings.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/ Crystal Reports. Appeal analysis. Acolaid enforcement monitoring system.</td>
</tr>
<tr>
<td><strong>CL7 (d)</strong></td>
<td>Basements should not cause loss, damage or long term threat to trees of townscape or amenity value.</td>
<td>Number of permissions for basement proposals which include the loss or damage to a tree of townscape or amenity value. Number of enforcement investigations relating to damage to trees during construction phase of development. Damage to trees of townscape and amenity value post construction. Number of enforcement notices served, and where challenged, quashed.</td>
<td>Annually</td>
<td>Aerial photos of before and after for basement permissions. Acolaid enforcement monitoring system. Through planning data on Acolaid/ Crystal Reports. Appeal analysis.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator</td>
<td>When</td>
<td>Measured How</td>
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<tr>
<td>CL7 (e) &amp; (f)</td>
<td>In assessing harm to a heritage asset, the Council will apply the tests in national policy.</td>
<td>Proportion of appeals upheld on grounds of impact on the heritage asset. Number of enforcement investigations relating to damage to the fabric of listed building during construction phase of development. Number of enforcement notices served, and where challenged, quashed.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/ Crystal Reports. Acolaid enforcement monitoring system.</td>
</tr>
<tr>
<td>CL7 (g) &amp; (h)</td>
<td>Improve the character or appearance of the building, garden or wider area with sensitively designed and discreetly sited external manifestations such as light wells.</td>
<td>Proportion of appeals upheld where the reason for refusal related to external manifestations of basements.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/ Crystal Reports</td>
</tr>
<tr>
<td>CL7 (i)</td>
<td>Ensure that the basement does not increase the volume and flow of surface water run-off through appropriate use of SuDS.</td>
<td>Proportion of applications which include an element of basement development which have an effective SuDS. Proportion of appeals upheld in relation to the provision of SuDS.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/ Crystal Reports</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator</td>
<td>When</td>
<td>Measured How</td>
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</tr>
<tr>
<td>CL7 (j)</td>
<td>Require provision of 1 metre of soil.</td>
<td>Proportion of applications which include an element of basement development which have included the provision of 1 metre of soil.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/Crystal Reports</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Proportion of appeals upheld in relation to the provision of 1m of soil.</td>
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<tr>
<td>CL7(k) &amp; (l)</td>
<td>Ensure that construction impacts are appropriately mitigated.</td>
<td>Enforcement cases relating to Construction Traffic Management Plans. Number of enforcement notices served, and where challenged, quashed. Complaints made to Environmental Health with regard noise and vibration. Number of s60 notices served. Percentage of appropriate large developments where the developer has entered into a voluntary s61 agreement with the Council in order to mitigate the potential impact.</td>
<td>Annually</td>
<td>Through enforcement data on Acolaid/Crystal Reports. Environmental Health noise complaints.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator</td>
<td>When</td>
<td>Measured How</td>
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<tr>
<td>CL7(m)</td>
<td>Ensure that basements are designed to minimise damage to and safeguard the structural stability of the application building, nearby buildings and other infrastructure including London underground tunnels and the highway.</td>
<td>Properties with newly created basements under imminent danger of collapse under the London Building Act.</td>
<td>Annually</td>
<td>Through Building Control Acolaid data.</td>
</tr>
<tr>
<td>CL7(n)</td>
<td>Ensure that basements are protected from sewer flooding.</td>
<td>Proportion of applications which include an element of basement development which have included the provision of a suitable pumped device. Number of sewer flooding incidents reported to Thames Water. Proportion of appeals upheld where ground of appeal includes absence of provision of the suitable pumped devices.</td>
<td>Annually</td>
<td>Reported by Thames Water</td>
</tr>
<tr>
<td></td>
<td>Number of basements built within the Borough under permitted development rights.</td>
<td></td>
<td>Annually</td>
<td>Through planning data on Acolaid/Crystal Reports.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
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<tr>
<td><strong>Policy CL8 - Existing Buildings – Roof Alterations/Additional Storeys</strong></td>
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</tr>
<tr>
<td>CL8(a), (b)</td>
<td>All roof alterations will respect the architectural style and character of the building. All roof alterations will have a positive impact on the Borough’s skyline.</td>
<td>Percentage of appeals where CL8 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td><strong>Policy CL9 - Existing Buildings – Extensions and Modifications</strong></td>
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<tr>
<td>CL9</td>
<td>All extensions and modifications will respect the architectural style and character of the building.</td>
<td>Percentage of appeals where CL9 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CL9(b), (f)</td>
<td>All extension heights will have a positive impact on the Borough’s skyline.</td>
<td>Percentage of appeals where CL9 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CL9 (j)</td>
<td>New conservatories will respect the architectural style and character of the building.</td>
<td>Percentage of appeals dismissed where CL9 cited as the reason for refusal.</td>
<td>Annually</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td><strong>Policy CL10 - Shopfronts</strong></td>
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<tr>
<td>CL10(a)</td>
<td>All new shopfronts and alterations will have a positive impact on the streetscene.</td>
<td>Percentage of appeals where CL10 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
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<tr>
<td><strong>Policy CL11 - Views</strong></td>
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<tr>
<td>CL11(a), (b), (c)</td>
<td>All new buildings and extensions heights will have a positive impact on the Borough’s skyline</td>
<td>Percentage of appeals where CL11 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CL11(a)</td>
<td>To maintain the strategic and local vistas views and gaps.</td>
<td>Percentage of appeals dismissed where CL11(a) cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td><strong>Policy CL12 - Building Heights</strong></td>
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<tr>
<td>CL12(c)</td>
<td>That new buildings respect the setting of the Borough’s townscape. That 100% of application for tall buildings are full planning applications.</td>
<td>The number of full and outline applications for tall buildings. Percentage of appeals dismissed where CL12 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>Policy CH1: Housing Targets</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
<td>CH1(a)</td>
<td>Housing trajectory (Core Output Indicator H1). Plan period and housing targets (Core Output Indicator H1) Net additional dwellings (previous years, current year, future years). Core Output Indicator H2a-c).</td>
<td>Annual</td>
<td>London Development Database and analysis of likely future housing developments.</td>
<td></td>
</tr>
<tr>
<td>CH1(b)</td>
<td>Gross affordable housing completions (Core Output Indicator H5)</td>
<td>Annual</td>
<td>London Development Database</td>
<td></td>
</tr>
<tr>
<td>CH1(c)</td>
<td>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).</td>
<td>Annual</td>
<td>London Development Database</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Policy CH2: Housing Diversity</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CH2(a)</td>
<td>Housing completions by tenure by ward.</td>
<td>Annual</td>
<td>Housing completions survey</td>
</tr>
<tr>
<td>CH2(b)</td>
<td>Number of Lifetime Homes completed.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH2(c)</td>
<td>Number of new sheltered housing and extra care homes.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH2(d)</td>
<td>Number of s106 agreements requiring studio retention in perpetuity.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CH2(e)</td>
<td>Net loss of residential hostel bed spaces.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH2(f)</td>
<td>Total residential losses in excess of five residential units.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH2(g)</td>
<td>Number of s106 agreements including restriction on further amalgamation clause.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CH2(h)</td>
<td>Number of incidences of use of policy criterion as reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
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<tr>
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</tr>
<tr>
<td>CH2(i)</td>
<td>Securing of maximum reasonable amount of affordable housing.</td>
<td>Net and gross affordable housing completions – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census).</td>
<td>Annual</td>
</tr>
<tr>
<td>CH2(j)</td>
<td>Securing of commuted sums for affordable housing for schemes between 800m² and 1200m².</td>
<td>Commuted sum payments towards affordable housing fund secured from developments between 800m² and 1200m².</td>
<td>Annual</td>
</tr>
<tr>
<td>CH2(k)</td>
<td>Securing of maximum reasonable amount of affordable housing.</td>
<td>Net and gross affordable housing completions – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the Census).</td>
<td>Annual</td>
</tr>
<tr>
<td>CH2(l)</td>
<td>Securing off-site affordable housing in wards other than those listed.</td>
<td>Percentage of off-site provision of affordable housing provided within the named wards.</td>
<td>Annual</td>
</tr>
<tr>
<td>CH2(m)</td>
<td>All off-site affordable housing to be secured through a linked s106 agreement</td>
<td>Number of s106 agreements linking development sites to provide off-site affordable housing concurrently.</td>
<td>Annual</td>
</tr>
<tr>
<td>CH2(n)</td>
<td>All affordable housing to be integrated within developments.</td>
<td>Degree of integration of both tenure and appearance</td>
<td>Annual</td>
</tr>
<tr>
<td>CH2(o)</td>
<td>Securing equal amenity provision for all affordable housing</td>
<td>Equivalence of different aspects of amenity across tenures</td>
<td>Annual</td>
</tr>
<tr>
<td>CH2(p)</td>
<td>Receipt of viability assessment for all schemes where less that 50% affordable housing is proposed.</td>
<td>Number of viability assessments submitted alongside affordable housing scheme applications.</td>
<td>Annual</td>
</tr>
<tr>
<td>CH2(q)</td>
<td>Require appropriate split between social rented and intermediate housing provision.</td>
<td>Net and gross affordable housing completions – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census).</td>
<td>Annual</td>
</tr>
<tr>
<td>CH2(r)</td>
<td>All provision to be at ‘usefully affordable’ point.</td>
<td>Cost to occupier of shared ownership affordable housing and whether it is around the mid-point between the cost of social rented housing and the cost of entry level market housing.</td>
<td>Annual</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
</tr>
<tr>
<td>--------</td>
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<td>-------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>CH2(s)</td>
<td>All pitches at the site to be protected</td>
<td>Net additional gypsy and traveler pitches (Core Output Indicator H4).</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Policy CH3: Protection of Residential Uses**

<table>
<thead>
<tr>
<th>Policy CH3(a)</th>
<th>Protection of all market residential use and floorspace except for the reasons within Policy CH3</th>
<th>Percentage of qualifying development refused where this policy is quoted as a reason for refusal.</th>
<th>Annual</th>
<th>Acolaid development management administration system.</th>
</tr>
</thead>
<tbody>
<tr>
<td>CH3(b)</td>
<td>Protection of all affordable housing floorspace and units.</td>
<td>Percentage of qualifying development refused where this policy is quoted as a reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CH3(c)</td>
<td>Permitted new residential floorspace in all cases except for those set out in Policy CH3.</td>
<td>Percentage of qualifying development refused where this policy is quoted as a reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

**Policy CH4: Estate Renewal**

| Policy CH4(a) & (e) | Provision of maximum reasonable amount of affordable housing. | Net and gross affordable housing completions within estate renewal schemes – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census). | Annual | London Development Database |
| CH4(b) & (e) | All existing tenants provided with a new home. | Percentage of existing tenants provided with new home as art of any estate renewal. | Annual | Housing register |
| CH4(c) & (e) | Reprovision of housing to be provided according to housing needs. | Net and gross affordable housing completions within estate renewal schemes – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census). | Annual | London Development Database |
| CH4(d) & (e) | Funding secured and assessed, supported by an assessment of what is financially viable. | Percentage of estate renewal scheme applications supported by financial appraisal. | Annual | Acolaid development management administration system. |

**Policy CE1 - Climate Change**

| Policy CE1(a) to (i) | 26% reduction in carbon dioxide emissions against 1990 levels by 2020; 60% reduction in carbon dioxide emissions against 1990 levels by 2050 (Climate Change Act 2008). | Boroughwide carbon dioxide emissions. | Annual | Defra/AEA Technology Plc Environmental Statistics |

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*The RBKC Consolidated Local Plan 2015*
<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE1(a) to (i)</td>
<td>7.7% reduction in carbon dioxide emissions per capita per annum (Performance report 2009).</td>
<td>Carbon dioxide reduction per capita in local authority area.</td>
<td>Annual</td>
<td>National Indicator 186</td>
</tr>
<tr>
<td>CE1(a) to (d)</td>
<td>20% increase in energy generation from renewable sources (London Plan Policy 4A.7)</td>
<td>Energy generation from renewable sources in kWh/year including a record of type, location and output.</td>
<td>Annual</td>
<td>Core Output Indicator E3 and information extracted from planning application.</td>
</tr>
<tr>
<td>CE1(a) to (c)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(d)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(e)</td>
<td>CCHP, or similar, proposed at all the strategic site allocations, Notting Hill Gate and Latimer.</td>
<td>Have the strategic site allocations and development at Notting Hill Gate and Latimer delivered a CCHP plant or similar to form part of a district heat and energy network? Include details of the location and available capacity of the system.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(f)</td>
<td>100% of all proposed CCHP or similar.</td>
<td>Percentage of proposed CCHP plant or similar which connects to or is able to connect to existing or planned CCHP plant of similar.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(g)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(h)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(i)</td>
<td>None set</td>
<td>What progress has been made to explore opportunities to further reduce carbon dioxide emissions and mitigate of adapt to climate change?</td>
<td>Annual</td>
<td>Interview with Planning Policy Manager</td>
</tr>
</tbody>
</table>

**Policy CE2 - Flooding**

<p>| CE2(a) &amp; (f) | 0 planning applications should be granted | Number of planning applications granted contrary to Environment Agency advice. | Annual | Core Output Indicator E1/ Core Output Indicator 7 |</p>
<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE2(b)</td>
<td>100% where required.</td>
<td>Number of Flood Risk Assessments (FRAs) and Exception Tests submitted with qualifying planning applications.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(c)</td>
<td>100% where required.</td>
<td>Number of Sequential Tests undertaken for planning applications within Flood Risk Zones 2 and 3 with qualifying planning applications.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(d)</td>
<td>100% where required.</td>
<td>Percentage of qualifying planning applications which propose flood defences or flood mitigation measures.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(e)</td>
<td>100% where required.</td>
<td>Percentage of qualifying planning applications which propose sustainable urban drainage or similar.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(f)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(g)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(h)</td>
<td>Minimise the impact of the works on the character of the area and appearance of the area and amenity</td>
<td>Impact of the works associated to the Thames Tideway Tunnel to the area.</td>
<td>Upon receipt of planning application</td>
<td>Extracted from planning application information.</td>
</tr>
</tbody>
</table>

**Policy CE3 - Waste**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE3(a) to (e)</td>
<td>1% reduction from previous year (481kg/household in 2008/9)</td>
<td>Residential household waste per household</td>
<td>Annual</td>
<td>National Indicator 191.</td>
</tr>
<tr>
<td>CE3(a) to (e)</td>
<td>28.20% (Performance Report 2009)</td>
<td>Percentage of household waste sent for reuse, recycling and composting.</td>
<td>Annual</td>
<td>National Indicator 192.</td>
</tr>
<tr>
<td>CE3(a)</td>
<td>Adoption in 2010/2012</td>
<td>Progress in preparation of Waste DPD</td>
<td>Annual</td>
<td>Local Development Scheme review</td>
</tr>
<tr>
<td>CE3(b)</td>
<td>On-site waste management facilities at Kensal Gasworks and the Earl's Court Exhibition Centre site.</td>
<td>On-site waste management facilities delivered and part of the redevelopment of Kensal and Earl's Court.</td>
<td>Upon receipt of planning application</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE3(c)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE3(d)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
</tr>
<tr>
<td>--------</td>
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<td>---------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>CE3(e)</td>
<td>100% where required.</td>
<td>Percentage of qualifying development where a Site Waste Management Plan for demolition and construction waste has been submitted.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
</tbody>
</table>

**Policy CE4 - Biodiversity**

<table>
<thead>
<tr>
<th>CE4 (a) to (d)</th>
<th>50% of local sites (Performance Report 2009).</th>
<th>Proportion of local sites where positive conservation management has been or is being implemented.</th>
<th>Annual</th>
<th>National Indicator 197.</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE4 (a), (b) and (d)</td>
<td>Increase in species throughout the borough.</td>
<td>Change in designated areas and populations of biodiversity (in numbers of species).</td>
<td>Annual</td>
<td>Core Output indicator 8 information from Greenspace Information for Greater London (GiGL)</td>
</tr>
<tr>
<td>CE4 (c)</td>
<td>100% of all qualifying development</td>
<td>Percentage of qualifying development where an Ecological Impact Assessment has been submitted</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
</tbody>
</table>

**Policy CE5 - Air Quality**

<table>
<thead>
<tr>
<th>CE5 (a) to (d)</th>
<th>To reduce boroughwide emissions of NOx</th>
<th>Mean nitrogen dioxide (NOx in micrograms s/n) emissions at identified sites within borough</th>
<th>Annual</th>
<th>National Indicator 194 from the Annual Air Quality Monitoring Progress Reports</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE5 (a) to (d)</td>
<td>To reduce borough-wide emissions of very small particles.</td>
<td>Emissions of very small particles (PM10 and PM2.5 in micrograms/m3) at identified sites within Borough, including the number of daily exceedences per year.</td>
<td>Annual</td>
<td>National Indicator 194 from the Annual Air Quality Monitoring Progress Reports</td>
</tr>
<tr>
<td>CE5 (a)</td>
<td>100% of all qualifying development</td>
<td>Percentage of qualifying development where an air quality assessment has been submitted</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE5 (b)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE5 (d)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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</tr>
<tr>
<td><strong>Policy CE6 - Noise and Vibration</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>CE6 (a) to (d)</td>
<td>These should be kept to a minimum</td>
<td>Number of noise and nuisance complaints where planning permission has been granted, including the location and potential noise source.</td>
<td>Annual</td>
<td>Local Indicator 4151 using HHACS data</td>
</tr>
<tr>
<td>CE6 (a) to (d)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE6 (d)</td>
<td>None set</td>
<td>Number of tranquil quiet areas designated and reasons for designation?</td>
<td>Annual</td>
<td>Interview with Senior Noise and Nuisance Officer</td>
</tr>
<tr>
<td>CE6</td>
<td>Control the impact of noise and vibration sources during both construction and operational phases of development.</td>
<td>Enforcement cases relating to Construction Traffic Management Plans. Complaints made to Environmental Health with regard noise and vibration. Number of s60 notices served. Percentage of appropriate large developments where the developer has entered into a voluntary s61 agreement with the Council in order to mitigate the potential impact.</td>
<td>Annual</td>
<td>Enforcement data on Acolaid and information from the Environmental Heath team</td>
</tr>
<tr>
<td><strong>Policy CE7 Contaminated Land</strong></td>
<td></td>
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</tr>
<tr>
<td>CE7</td>
<td>All developments on potentially contaminated land will have a remediation strategy as appropriate, and have a validation report confirming that the necessary remediation has taken place.</td>
<td>Number of schemes with a remediation strategy, where of a nature where such a strategy would be required. No of validation reports for schemes where remediation has taken place.</td>
<td>Annual</td>
<td>The Borough’s Environmental Heath team</td>
</tr>
</tbody>
</table>
Chapter 39 Contingencies and Risks

39.1 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 Local Plan and what would trigger the need for alternatives.

Housing Provision

39.1.2 PPS3 states that local authorities should “identify different delivery options, in the event that housing delivery does not occur at the rate expected” (para 62). It adds that, as part of an implementation strategy, local authorities should identify possible risks and constraints to delivery and develop strategies to address any risks. The Council has tested its future housing growth assumptions exhaustively. However, in the event of any unusual circumstances, the Council has formulated contingency plans for three scenarios.

39.1.3 Monitoring will provide the basis on which the contingency plans within the Local Plan would be triggered, and where necessary undertake an early review of the relevant part of the Local Plan monitoring identifies.

39.1.4 Scenario 1 – There is a significant (more than 20 per cent) shortfall in the actual delivery against the cumulative total. The Council will identify the reason for the shortfall and address any delivery constraint initially through considering amending policies on receipt of evidence and analysis, and encouraging land assembly. If this constraint cannot be overcome, the Council will return to the potential sites identified in the GLA SHLAA and Housing Capacity Study for assessment, and seek to identify further sites which would be suitable, available and achievable in light of changed circumstances.

39.1.5 Scenario 2 – There is a shortfall against the expected provision in a site or allocation. The Council will identify the reasons for this shortfall e.g. a delivery constraint or a false assumption made in the assessment. The Council will encourage land assembly, and consider amending policies on receipt of evidence and analysis, for example relaxing restrictions on office conversions to residential, if this is deemed appropriate from an employment perspective as well as a housing perspective. If the shortfall is significant, and will impact on delivery against cumulative total as in Scenario 1, the Council will seek to identify further sites, again from the SHLAA, which would be suitable.

39.1.6 Scenario 3 – Failure to deliver the level of anticipated development. The Council will seek to identify the reasons for the non-delivery and seek to eliminate any constraint, for example by identifying specific sites and encouraging land assembly. Amending policies, as in Scenarios 1 and 2 will be considered, if deemed appropriate, in addition to the Scenario 1 option of identifying further sites. If this is not possible, the Council will review the spatial distribution of future housing sites and may need to give housing greater emphasis relative to other uses and the anticipated growth in the broad location will be encouraged in other parts of the borough.

Infrastructure

39.1.7 Consultation with internal and external agencies responsible for delivering infrastructure has been undertaken throughout the compilation of the IDP. This will continue, and the IDP will be retained as a ‘live document’, with opportunities to update additional infrastructure requirements as they become known.

39.1.8 The infrastructure schedule (see Chapter 37), which identifies key infrastructure projects required to support the delivery of the Local Plan, will be maintained by the Council. In preparing the IDP, the investment and operational plans and strategies of the relevant infrastructure providers have been consulted. These therefore recognise the resources required to support infrastructure delivery, and consideration has been given to providing a realistic assessment of requirements. Through working with partners, in particular with regular input from the KCP, the risk that infrastructure will not be forthcoming can be mitigated, or addressed at an early stage.

39.1.9 However, the Council recognises that there is a risk that infrastructure may not be provided. Contingency plans are in place where required, as set out in the following schedules. The only major infrastructure item which is considered to affect the quantum of development envisaged on the strategic sites is the non-delivery of a Crossrail station at Kensal. All other quanta of development are not anticipated to be affected by infrastructure not coming forward when envisaged. Monitoring of infrastructure provision and of the IDP will ensure that the infrastructure items are both
required and necessary, and based on the best available information. Where existing or planned infrastructure provision is not adequate to meet the needs generated by a proposal, the Council will secure provision by the use of planning obligations (see policy C1). Where there remain capacity problems, or delivery of infrastructure cannot be overcome through securing appropriate planning obligations, the Council will require the developer to fund improvements prior to the development’s occupation (or other relevant trigger).

39.1.10 Although there may be circumstances that the Council cannot foresee that may influence the Local Plan policies, the assessment below demonstrates that each policy has been assessed in terms of the potential known risks and offers contingencies where appropriate.
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</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kensington: Cross Rail Station and significant volumes of development on all four of the Kensington sites</td>
<td>a) Regeneration linked to significant improvements in accessibility may be reduced</td>
<td>Yes</td>
<td>Risk (i) Crossrail unable to deliver a station at Kensington, either as a turn back or as a full station</td>
<td>High</td>
<td>High</td>
<td>Yes</td>
<td>Plan B: Improve local accessibility through bus-based improvements and off site 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 Council to meet its housing targets and deliver some local regeneration benefits albeit at a reduced density</td>
<td>n/a</td>
<td>The development potential would be limited by bus-based improvements. However, whilst the accessibility of the area as a whole may not be transformed as it would by a rail station, testing indicates that increasing the PTAL from 2-3 to 4 can be achieved by adding one extra bus route. Therefore, this would still unlock development at a greater density</td>
<td>Less development is likely to come forward as the PTAL increase would be achieved using buses. Therefore, road capacity issues would limit the amount of new dwellings. Phase 1 would have an indicative residential capacity of between 1,575 and 1,830 new homes. The Southern Site (North Pole Depot) would still be able to come forward. Development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL 4. Bridges could still be considered as part of Phase 2 of this scenario.</td>
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<table>
<thead>
<tr>
<th>STRATEGIC SITES</th>
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<tbody>
<tr>
<td>1 Kensington: Cross Rail Station and significant volumes of development on all four of the Kensington sites</td>
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</table>

Plan C: Accept the "status quo" and not deliver any significant
North Kensington Area Action Plan Issues and Options 3
This has been rejected as it would fail to deliver
n/a
This option is only likely to stimulate development at...
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<td></td>
<td></td>
<td>b) The scale of development may be reduced if not all four sites are available</td>
<td>Yes</td>
<td>Risk (i) 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 adjacent site because of the safety cordon requirements</td>
<td>Medium</td>
<td>High</td>
<td>Yes</td>
<td>Plan B: Reduced development on the sites as a whole. In addition, development on the adjacent site would need to take into account the HSE buffer zone which limits residential dwellings</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 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 and thus the regeneration effect upon the area as a whole would be reduced</td>
<td>The prolonged presence of the gas holders will limit development on Phase 1 to between 1,215 and 1,404 new dwellings at PTAL4. The Southern Site (North Pole Depot) would still be able to come forward. As this is not affected by the Consultation Zone, development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL4. This would indicate the likely capacity of the Strategic Site would be between 2,215 and 2,652 new dwellings</td>
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<td>2.</td>
<td>Policy</td>
<td>Plan C: increase development on remaining sites to compensate</td>
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<td>This option was not explicitly explored as it is not a realistic option</td>
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<td>It is unrealistic to suggest that, taking the safety zone into account, the remaining sites would achieve this objective</td>
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<td>including an enlarged Sainsburys store and other non-residential uses together with the reprovision of existing facilities. Bridges would still be considered as part of Phase 2 of this scenario</td>
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<td>3.</td>
<td>Risk (ii)</td>
<td>North Pole Depot is not released for redevelopment</td>
<td>High</td>
<td>High</td>
<td>Yes</td>
<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>
<td>This would allow the strategy - of using the Kensal sites as a catalyst to regenerate the wider north Kensington area to continue, al be it with the site at a slightly reduced density and less effective connections</td>
<td>n/a</td>
<td>The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced</td>
<td>Significant transport downside due to no access over railway may significantly limit access to the sites north of the railway line. Development would be based primarily on the Phase 1. However, achieving PTAL 4 should still remain a probability via bus-based improvements.</td>
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<td>6.</td>
<td>Risk(s):</td>
<td>Risk (ii): North Pole Depot is not released for redevelopment</td>
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<td>7.</td>
<td>Impact on</td>
<td>Plan B: Reduced development on the sites as a whole. In addition, the potential of</td>
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<td>8.</td>
<td>Plan B</td>
<td>Plan B: Reduced development on the sites as a whole. In addition, the potential of</td>
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<td>9.</td>
<td>Potential</td>
<td>Risk(s): what can get in the way of implementing the policy?</td>
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<td>10.</td>
<td>Source</td>
<td>Plan C: increase development on remaining sites to compensate</td>
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<td>11.</td>
<td>Reason</td>
<td>Plan C: increase development on remaining sites to compensate</td>
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<td>12.</td>
<td>Reason</td>
<td>Plan C: increase development on remaining sites to compensate</td>
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<td>13.</td>
<td>Implications</td>
<td>Plan C: increase development on remaining sites to compensate</td>
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<td>14.</td>
<td>Delivery</td>
<td>Plan C: increase development on remaining sites to compensate</td>
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</table>
### Contingencies And Risks

<table>
<thead>
<tr>
<th>No.</th>
<th>Policy</th>
<th>Dependency: if this policy is not implemented, what may not happen on the ground as a result?</th>
<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>Impact on the strategy if risk occurs? (Low, Med, High)</th>
<th>Plan B Required? (Yes / No)</th>
<th>Potential Alternatives</th>
<th>Source from which other options are drawn</th>
<th>Reason for selecting Plan B</th>
<th>Reason for rejecting other options</th>
<th>Implications of Plan B on dependencies</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>Plan C: increase development on remaining sites to compensate</td>
<td></td>
<td>This option was not explicitly explored as it is not a realistic option</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>It is unrealistic to suggest that, taking the safety zone into account, the remaining sites would achieve this objective</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>2</td>
<td>Policy</td>
<td>Risk (ii) Landowners choose to develop land</td>
<td>Low</td>
<td>Mad</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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Developable land will therefore limit residential development to between 1,215 and 1,404 new dwellings at enforcing the HSE Consultation Zones, or 1,575 and 1,820 new dwellings should the gas holders be decommissioned and the Consultation Zones removed. An enlarged Sainsburys store and other non-residential uses together with the reprovision of existing facilities will also be expected.
<table>
<thead>
<tr>
<th>No.</th>
<th>Policy</th>
<th>Dependency: if this policy is not implemented, what may not happen on the ground as a result?</th>
<th>3.</th>
<th>4.</th>
<th>5.</th>
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<th>7.</th>
<th>8.</th>
<th>9.</th>
<th>10.</th>
<th>11.</th>
<th>12.</th>
<th>13. Implications of Plan B on dependencies</th>
<th>14. Delivery Implications</th>
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</thead>
<tbody>
<tr>
<td>2</td>
<td>Womington Green Estate renewal including the building of additional private homes for sale alongside the replacement social rented dwellings</td>
<td>a) 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>Risk (i)</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 intact</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>n/a</td>
<td>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>n/a</td>
<td>n/a</td>
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<td>Plan D. The development fails to go ahead, and existing homes are retrofitted to decent homes</td>
<td>n/a</td>
<td>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>n/a</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>a) The maintenance of the adjacent Grade II* listed Trellick Tower will continue to run into disrepair and the full regeneration benefits will</td>
<td>Yes</td>
<td>Risk (i)</td>
<td>Medium</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>4</td>
<td>Kensington Leisure Centre: redevelopment for a new academy and refurbishment or replacement of the existing sports centre.</td>
<td>a) Continued poorer academic achievement with children being educated in neighbouring boroughs</td>
<td>Yes</td>
<td>Risk (i) That the funding for the academy 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>n/a</td>
<td>Benefits of redevelopment would be delayed</td>
<td>Delivery would be delayed</td>
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<td>Risk (ii) That an academy on the available site cannot be achieved without compromising wider regeneration objectives</td>
<td>Negligible</td>
<td>High</td>
<td>Yes</td>
<td>Potential layouts on the site for a school have been tested demonstrating that the risk to the wider regeneration is negligible, so no Plan B developed despite a 'high' impact score</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>5</td>
<td>The Former Commonwealth Institute</td>
<td>a) 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>Risk (i) 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>
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<td>No.</td>
<td>Policy</td>
<td>Dependency: if this policy is not implemented, what may not happen on the ground as a result?</td>
<td>Central to the delivery of the strategy vision?</td>
<td>Risk(s): what can get in the way of implementing the policy?</td>
<td>Likelihood of risk occurring? (Low, Med, High)</td>
<td>Impact on the strategy if risk occurs? (Low, Med, High)</td>
<td>Plan B Required? (Yes / No)</td>
<td>Potential Alternatives</td>
<td>Source from which other options are drawn</td>
<td>Reason for selecting Plan B</td>
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<td>Delivery Implications</td>
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<td>6</td>
<td>Warwick Road sites</td>
<td>a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets</td>
<td>Yes</td>
<td>Risk (i) 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>
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<td>7</td>
<td>Earl's Court Exhibition Centre: mixed-use redevelopment including an exhibition or convention use</td>
<td>a) The Earl's Court cultural 'brand' is lost if no exhibition centre or convention use is included in the redevelopment.</td>
<td>Yes</td>
<td>Risk (i) 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>It is the ambition of the Council to retain an international convention or exhibition centre in Earl's Court. However, these facilities may be provided within the Kensington Olympia site, and therefore a cultural facility of at least national significance would address the Council's ambition to retain the cultural brand. Therefore, no Plan B is needed despite the 'high' impact score</td>
<td>n/a</td>
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<td></td>
<td>1.</td>
<td>No: n/a</td>
<td>Medium</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>2.</td>
<td>b) The Earl's Court one-way system does not receive sufficient investment to be returned to two-way working.</td>
<td>Yes</td>
<td>Risk (i) The comprehensive development including the decking over of rail tracks is so expensive that there is insufficient funding or support from TfL to return the one-way system to two-way working.</td>
<td>Medium</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
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<td>3.</td>
<td>c)</td>
<td>Yes</td>
<td>Risk (i) The different sites are not developed comprehensively but come forward in a piecemeal manner</td>
<td>Med</td>
<td>Med</td>
<td>Yes</td>
<td>Strategic Site comes forward on its own. The Policy and supporting text in chapter 26 takes this into account.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>4.</td>
<td>8</td>
<td>Lots Road Power Station</td>
<td>a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets</td>
<td>Yes</td>
<td>Risk (i) Primarily the recession</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>The risks have been assessed as low as pre-enabling works have begun and a formal start on site is expected shortly</td>
<td>n/a</td>
<td>n/a</td>
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<td>5.</td>
<td>9</td>
<td>Social and Community Uses (Policy CK1)</td>
<td>a) Lower residential quality of life</td>
<td>Yes</td>
<td>Risk (i) Loss of social and</td>
<td>Medium</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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**DEVELOPMENT MANAGEMENT POLICIES**

**Keeping Life Local**

**Contingencies And Risks**

Chapter 39
### Contingencies and Risks

<table>
<thead>
<tr>
<th>No.</th>
<th>Policy</th>
<th>Dependency: if this policy is not implemented, what may not happen on the ground as a result?</th>
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</table>
| 10  | Local Shopping Facilities (Policy CK2) | a) Lower residential quality of life | Yes | Risk (i) Closure of existing shopping facilities due to the recession thus increasing areas of deficiency | Low | Medium | No | n/a | n/a | n/a | n/a | n/a
| 11  | Walkable Neighbourhoods (Policy CK3) | a) Lower residential quality of life | Yes | Risk (i) Changing of strategy by education and PCT which means they need to consolidate facilities | Low | Medium | No | n/a | n/a | n/a | n/a | n/a
| 12  | Location of new shop uses (Policy CF1) | a) The viability 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. 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 | Yes | Risk (i) Policies unsuccessful in implementing the town centre first approach to new town centres. Large scale residential development in the Latimer and Kensal areas does not occur. | Low | Med | No | n/a | n/a | n/a | n/a | n/a

**Rostering Vitality**
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<tr>
<td>13</td>
<td>Retail Development with town centres (Policy CF2)</td>
<td>a) 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>Risk (i) 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>
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<tr>
<td>14</td>
<td>Diversity of uses within town centres (Policy CF3)</td>
<td>a) The retail expenditure that cannot be accommodated within existing centres, or by the expansion of the existing centres, will &quot;leak&quot; to neighbouring boroughs where it will not contribute to the borough’s economy. This could result in the Boroughs 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 or greater intensification)</td>
<td>Yes</td>
<td>Risk (i) 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>Although a Plan B is desirable, there are no other options to allow existing centres to grow because of built environment constraints and therefore a Plan B is not required</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>15</td>
<td>Street Markets (Policy CF4)</td>
<td>a) The character of the Borough’s town centres which contain street markets will not be as vibrant and diverse.</td>
<td>Yes</td>
<td>Risk (i) There is no longer adequate demand from the stall holders to maintain the Borough’s markets</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
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Adopted 8th December 2010
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<td>16</td>
<td>Location of Business Uses (Policy CF5)</td>
<td>a) 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 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>Risk (i) 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>
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<td>17</td>
<td>Creative and Cultural Businesses (Policy CF6)</td>
<td>a) 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>Risk (i) 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>
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<td>18</td>
<td>Arts and Culture uses (Policy CF7)</td>
<td>a) 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>Risk (i) 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 though the impact would be considerable.</td>
<td>n/a</td>
<td>n/a</td>
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<td>19</td>
<td>Hotels (Policy CF8)</td>
<td>a) The Borough will see a decline in its hotel industry.</td>
<td>Yes</td>
<td>Risk (i) Loss of hotels to higher uses</td>
<td>Medium</td>
<td>Low</td>
<td>No</td>
<td>n/a</td>
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<td>1</td>
<td>1. Policy 1: No: Better Travel Choices</td>
<td>None</td>
<td>Yes</td>
<td>Risk (i) Lack of public funding of alternatives; developers insisting for value returns on including parking.</td>
<td>med</td>
<td>no</td>
<td>na</td>
<td>no</td>
<td>na</td>
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<td>2</td>
<td>2. Policy 2: New Rail Infrastructure</td>
<td>a) Fail to achieve higher levels of accessibility and related regeneration</td>
<td>High</td>
<td>Risk (i) Crossrail unable to deliver a station at Kensington, either as a turn back or a fill station.</td>
<td>high</td>
<td>yes</td>
<td>kensal plan B</td>
<td>north kensington area action plan and options draft February 2008</td>
<td>low</td>
<td>no</td>
<td>no</td>
<td>yes</td>
<td>Less development potential of the Kensington site 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>
</tr>
<tr>
<td>3</td>
<td>3. Policy 3: An Engaging Public Realm</td>
<td>a) Fragmented and disjointed street network would remain in the borough.</td>
<td>Yes</td>
<td>Risk (i) That development proposals for large-scale development may not come forward due to the recession.</td>
<td>low</td>
<td>no</td>
<td>na</td>
<td>na</td>
<td>na</td>
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<td>4</td>
<td>4. Policy 4: Three Dimensional Street Form</td>
<td>a) New development will jar against the historic built fabric.</td>
<td>Yes</td>
<td>Risk (i) That development proposals will be of lesser quality due to the recession.</td>
<td>low</td>
<td>no</td>
<td>na</td>
<td>na</td>
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Note: The RBKC Consolidated Local Plan 2015
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<td>25</td>
<td>Street and Outdoor Life (Policy CR3)</td>
<td>a) 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>Risk (i) 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>
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<td>26</td>
<td>Streetscape (Policy CR4)</td>
<td>a) We would fail to maintain the present very high streetscape standards</td>
<td>Yes</td>
<td>Risk (i) Developers refuse to contribute</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
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<td>27</td>
<td>Parks, Gardens, Open Spaces and Waterways (Policy CR5)</td>
<td>a) There would be a degradation in the quality of the waterway, parks, gardens and open space.</td>
<td>Yes</td>
<td>Risk (i) 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>
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<td>28</td>
<td>Trees and Landscape (Policy CR6)</td>
<td>a) Likelihood of a greater loss of trees in the borough.</td>
<td>Yes</td>
<td>Risk (i) Very little</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
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<td>29</td>
<td>Servicing (Policy CR6)</td>
<td>a) Likelihood of unsatisfactory servicing impacting negatively on busy town centre environments undermining their quality</td>
<td>Yes</td>
<td>Risk (i) Site constraints</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>n/a</td>
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<td>30</td>
<td>Context and Character (Policy CL1)</td>
<td>a) Development proposals fail to achieve high standards of design.</td>
<td>Yes</td>
<td>Risk (i) 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>
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<td>31</td>
<td>New Buildings, Extensions and Modifications to Existing Buildings (Policy CL2)</td>
<td>a) Development proposals fail to achieve high standards of design.</td>
<td>Yes</td>
<td>Risk (i) That in appeals the Planning Inspectorate do not support the exceptional standards we are seeking</td>
<td>Low</td>
<td>Med</td>
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<td>n/a</td>
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<td>33</td>
<td>Historic Environment (Policy CL3)</td>
<td>a) The identity of the Borough is undermined because of a failure to protect its historic fabric.</td>
<td>Yes</td>
<td>Risk (i) 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>
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<td>32</td>
<td>Historic Assets (Policy CL4)</td>
<td>a) The identity of the Borough is undermined because of a failure to protect its historic fabric.</td>
<td>Yes</td>
<td>Risk (i) 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>
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<td>33</td>
<td>Amenity (CL5)</td>
<td>a) The high quality residential life of the Borough is undermined because of a failure to protect amenity.</td>
<td>Yes</td>
<td>Risk (i) 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>
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<td>34</td>
<td>Small-scale Alterations and Additions (Policy CL6)</td>
<td>a) Small scale incremental changes leading to a degradation of the Borough’s character</td>
<td>Yes</td>
<td>Risk (i) 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>a) Much needed housing in the borough will not be provided</td>
<td>Yes</td>
<td>Risk (i) 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>
<td>n/a</td>
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<tr>
<td>36</td>
<td>Housing Diversity (Policy CH2)</td>
<td>a) Housing in the borough will not be further diversified</td>
<td>Yes</td>
<td>Risk (i) 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>
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<td>Risk (ii) 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>
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<tr>
<td>37</td>
<td>Residential Amenity (Policy CH3)</td>
<td>a) Reduction in Quality of Life for new and existing residents</td>
<td>Yes</td>
<td>Risk (i) 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>
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<td>38</td>
<td>Estate Renewal (Policy CH4)</td>
<td>a) Regeneration of North Kensington</td>
<td>Yes</td>
<td>Risk (i) 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 intact</td>
<td>n/a</td>
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<tr>
<td></td>
<td>Plan C: Refurbishment</td>
<td>Interim Issues and Options</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>Risk (ii) Public opposition</td>
<td>Med</td>
<td>Med</td>
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<td>Climate Change (Policy CE1)</td>
<td>a) 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>Risk (i) 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>
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<td>Risk (ii) Viability assessments, especially during the recession, show the policy is not feasible.</td>
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<td>Flooding (Policy CE2)</td>
<td>a) Development takes place in a way that is not flood adapted</td>
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<td>Risk (i) That in appeals the Planning Inspectorate and Environment Agency do not</td>
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<td>Med</td>
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<td>Policy</td>
<td>Dependency: if this policy is not implemented, what may not happen on the ground as a result?</td>
<td>Central to the delivery of the strategy vision?</td>
<td>Risk(s): what can get in the way of implementing the policy?</td>
<td>Impact on the strategy if risk occurs? (Low, Med, High)</td>
<td>Plan B Required? (Yes / No)</td>
<td>Potential Alternatives</td>
<td>Source from which other options are drawn</td>
<td>Reason for selecting Plan B</td>
<td>Reason for rejecting other options</td>
<td>Implications of Plan B on dependencies</td>
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<td>a) Insufficient provision for waste management</td>
<td>Yes</td>
<td>Risk (i) That in appeals the Planning Inspectorate and Environment Agency do not support this policy</td>
<td>Low Med No</td>
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<td>Biodiversity (Policy CE4)</td>
<td>a) Existing biodiversity is not protected efficiently and/or opportunities to attract biodiversity are lost.</td>
<td>Yes</td>
<td>Risk (i) Insufficient knowledge among both developers and planners to deliver the policy - regarded as a low priority.</td>
<td>Med Med No</td>
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<td>Air Quality (Policy CE5)</td>
<td>a) Continued increase in poor air quality</td>
<td>Yes</td>
<td>Risk (i) That in appeals the Planning Inspectorate do not support this policy</td>
<td>Low Med No</td>
<td>n/a</td>
<td>n/a</td>
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<td>44</td>
<td>Noise (Policy CE6)</td>
<td>a) Degraded residential quality of life</td>
<td>Yes</td>
<td>Risk (i) That in appeals the Planning Inspectorate do not support this policy</td>
<td>Low Med No</td>
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Section 3
Supporting Information

Chapter 40  Housing Trajectory and Supporting Information  308
Chapter 41  Policy Replacement Schedule  312
Chapter 42  Town Centre Maps  330
Chapter 43  Evidence Base  358
Chapter 44  Relationship to the Community Strategy  363
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40.1 Appendix 1 - Housing Trajectory

40.1.1 The Council’s housing target is 1,400 net additional units (350 units per annum) to be provided from 2007/8 until the London Plan is replaced. This is estimated to be in 2010/2011. From 2011/2012 the Council is planning to make provision for a minimum of 600 net additional dwellings per year. The housing target has varied over the trajectory period as shown by the green ‘target’ line in the trajectory graph.

40.1.2 The orange requirement line on the graph ‘Housing Trajectory to 2027/28’ 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 2026/27 almost 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 2026/27.

40.1.3 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.

40.1.4 The separate ‘Housing Trajectory Monitor to 2027/28’ 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.

40.2 Appendix 2 - Further Evidence

Affordable Housing Target

40.2.1 Through the London Housing Strategy, the Council has a target to deliver 90 affordable homes per annum until the new London Plan is published (c.2011/2012) and 2,000 affordable homes (200 units per annum) from 2011/2012 until 2021/2022 from all sources, to be provided in the borough.

40.2.2 The affordable housing figure of 200 units per annum was calculated primarily by

<table>
<thead>
<tr>
<th>Strategic Site</th>
<th>Total Estimated Housing Provision</th>
<th>Affordable Housing Provision (planning permission amount or estimate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kensal</td>
<td>2500</td>
<td>1250 (estimate)</td>
</tr>
<tr>
<td>Wornington</td>
<td>380 (new units from private sale)</td>
<td>0 (re-provision of existing 538 social rented units)</td>
</tr>
<tr>
<td>Land Adjacent to Trellick Tower</td>
<td>60</td>
<td>Uncertain due to the relationship of this site to the refurbishment of Trellick tower, which is largely social rented housing.</td>
</tr>
<tr>
<td>North Kensington Sports Centre</td>
<td>No housing is allocated on this site. Some housing may be possible depending on the design of this site.</td>
<td>Unknown.</td>
</tr>
<tr>
<td>The former Commonwealth Institute</td>
<td>None/negligible</td>
<td>None/negligible</td>
</tr>
<tr>
<td>Warwick Road (separate sites listed below)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Charles House</td>
<td>530</td>
<td>63</td>
</tr>
<tr>
<td>- Former TA</td>
<td>255</td>
<td>81</td>
</tr>
<tr>
<td>- Telephone Exchange</td>
<td>158</td>
<td>59</td>
</tr>
<tr>
<td>- Homebase</td>
<td>300</td>
<td>150 (estimate)</td>
</tr>
<tr>
<td>- 100 West Cromwell Rd</td>
<td>350</td>
<td>100 (estimate)</td>
</tr>
<tr>
<td>Lots Road</td>
<td>420</td>
<td>166</td>
</tr>
<tr>
<td>Earl’s Court Exhibition Centre</td>
<td>500</td>
<td>250</td>
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<tr>
<td>TOTAL</td>
<td>5453</td>
<td>2119</td>
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</table>
Chapter 40  Housing Trajectory and Supporting Information

considering the estimated affordable housing from the site allocations. A number of the schemes shown in the table below have planning permission and therefore assuming these development proposals are implemented, the level of affordable housing to be delivered is known. However, for other sites, estimates have been made broadly based on a 50 per cent target (i.e. Kensal and Homebase). The 50 per cent target, in part, reflects the high level of need for affordable housing in the borough as evidenced within the SHMA. The 50 per cent target is therefore needs-driven. Where a qualifying scheme proposes less than this target, the dynamic viability approach will ensure that the maximum reasonable proportion of affordable housing is secured.

40.2.3 Past trends have indicated a typical overall delivery rate of 25-33 per cent and therefore a target of 200 units out of the proposed 600 (33 per cent) is considered appropriate because it is at the top end of this range. The latter also takes into account the fact that the 600 unit annual housing target (6,000 units over a ten year period) also includes small as well as larger housing schemes, and a proportion of the former will not be required to generate affordable housing. The borough has relatively few ‘major’ housing applications. Previous trends have indicated that around 84 per cent of new homes come from schemes with ten or more units (i.e. where affordable housing would be required). Eighty four per cent of the overall affordable housing figure of 2119 is 1780, which is 30 per cent of the overall housing total shown above. The target is therefore set close to this percentage, because this is considered to be a realistic target figure.

40.2.4 The following table shows the site allocations in the Local Plan:

### Table: Royal Borough of Kensington and Chelsea - Borough Housing Trajectory Data to 2027-28

<table>
<thead>
<tr>
<th>Year</th>
<th>Vacancies returning to use</th>
<th>Vacancies returning to conventional use</th>
<th>Vacancies returning to use as commercial units</th>
<th>Vacancies returning to use in SHMA</th>
<th>Minor Windfall Dwellings</th>
<th>Projected Minor Windfall Dwellings</th>
<th>Vacancies returning to use for sheltered housing</th>
<th>Vacancies returning to use for affordable housing</th>
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The RBKC Consolidated Local Plan 2015

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Affordable Housing Threshold and Percentage

40.2.5 The Council requires the provision of affordable housing to be calculated on the basis of floorspace. Habitable rooms are not suitable because of the frequent differences between the tenures in the size of habitable rooms or number of habitable rooms, and the number of dwellings is equally problematic because of the variable size of dwellings in the private sector.

40.2.6 In calculating the floor area equivalent to the affordable housing threshold, the UDP floor-space 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 800sqm (8,600sqft), but as explained below a commuted sum will be sought between 800-1,200sqm (8,600-12,900sqft), and affordable units will be sought only where more than 1,200sqm (12,900sqft) of residential floorspace is proposed.

40.2.7 The Affordable Housing Threshold Calculation is as follows:

Using Parker Morris minimum floorspace standards for residential developments

40.2.8 The housing policies require that a mix of dwellings of different sizes are provided in housing schemes. While the Strategic Housing Market Assessment identifies a particular demand for family sized units, with three or more bedrooms, in both the market and affordable housing sectors, the mix set out below is considered to be a mix which will be more typical of delivery because of the need to take account of site characteristics. The mix set out below, includes nine units with roughly half of the dwellings being smaller units and half larger units. This mix of 9 units would result in the following:

• 60 per cent one and two bedroom units (5.4 units);
• 40 per cent three and four bedroom units (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 57sq.m (560sq.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 98sq.m (1,050sq.ft) (the most generous minimum net internal floor area for a home with 6 habitable rooms).

40.2.9 So that gives a floor area of:

5 x 57 = 285
4 x 98 = 392
Total = 677sq.m (7,290sq.ft)

40.2.10 However, as this is net internal, it is also necessary to take account of the space required for circulation, common areas and structures. It may not be possible to physically fit this on a site with the 677sq.m (7290sq.ft) of net internal floorspace. Thus, for policy purposes, a gross external figure is more useful.

40.2.11 Again, erring on the side of caution, within the borough given the number of existing buildings to be retained, allowing for a 15 per cent gross: net ratio, 15 per cent of 677 = 101.55sq.m (1,090sq.ft). The calculation would be as follows: 677 + 101.55 = 778.55sq.m (8,370sq.ft). For administrative convenience, this is rounded up to 800sq.m 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 140sq.m (5 bedroom), using the Housing Corporation Total Cost Indicator Tables for affordable housing space standards.

40.2.12 In order to have enough floorspace to generate this whole house on 1:1 ratio on floor area over 800 sq.m, 280sq.m (3,000sq.ft) would be required. As the threshold is expressed in gross external floor area, adding 15 per cent to 280sq.m to translate this to gross external floorspace which produces a figure of 322sq.m (280+42) (3,470sq. ft). This is rounded up to 400sq.m (4300sq.ft) for convenience.

40.2.13 Thus if between 800sq.m and 1,200sq.m (8,600-12,900sq.ft) of residential floorspace is proposed a commuted sum should be provided, whereas if 1,200sq.m (12,900sq.ft) or more of residential floorspace is proposed affordable housing should be provided on-site.
Chapter 41  
Policy Replacement Schedule

**41.0.1** The purpose of the following tables is to show how the former UDP Policies and previous iterations of the Core Strategy policies (adopted in 2010) relate to the most up to date version of the Core Strategy (2014). These tables fulfill the requirements laid out in Regulation 8(5) The Town and Country Planning (Local Planning) (England) Regulations 2012 and show how the Core Strategy Policies relate to each other. This schedule sets out the UDP Policies and identifies if there is a relevant policy in the Core Strategy. The specific criteria within each policy have also been identified where appropriate. Most UDP Policies have now been superseded except those in the Housing and Offices and Employment Chapters which will be superseded in due course.

**41.0.2** The Core Strategy Policies (2014) are not the same as the UDP Policies or those Core Strategy Policies (2010) that they replace; rather they cover the same topic or issue.

<table>
<thead>
<tr>
<th>Policy Description</th>
<th>Status of UDP policy</th>
<th>Superseded?</th>
<th>Local Plan Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STRATEGIC POLICIES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST1 Protect and enhance the Borough’s residential character</td>
<td>Saved Policy</td>
<td>Yes</td>
<td>Policy CV1</td>
</tr>
<tr>
<td>ST2 Increase residential provision</td>
<td>Expired Policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST3 Seek continued economic growth</td>
<td>Expired Policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST4 Seek a safe, efficient and green transport system</td>
<td>Expired Policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST5 Locate tourist related development close to public transport</td>
<td>Saved Policy</td>
<td>Yes</td>
<td>Policy CT1 Policy CF8</td>
</tr>
<tr>
<td>ST6 Encourage sizeable activities to locate in Central RBKC</td>
<td>Expired Policy</td>
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<td></td>
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<tr>
<td>ST7 Promote sustainable development by reducing the need to travel</td>
<td>Saved Policy</td>
<td>Yes</td>
<td>Policies CF5, CF7 and CT1</td>
</tr>
<tr>
<td>ST8 Promote sustainable development by enhancing environmental quality</td>
<td>Expired Policy</td>
<td></td>
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<tr>
<td>ST9 Ensure development preserves and enhances the residential character of the Royal Borough</td>
<td>Saved Policy</td>
<td>Yes</td>
<td>Policy CV1</td>
</tr>
<tr>
<td>ST10 Protect Listed Buildings and preserve Conservation Areas</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CL3 and CL4</td>
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<tr>
<td>ST11 Promote high environmental and architectural design standards</td>
<td>Saved policy</td>
<td>Yes</td>
<td>High environmental standards are required through policies CE1, CE2, CE3, CE4, CE5 and CE6 High architectural standards are required through policy CL2</td>
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<tr>
<td>ST12 Protect London’s skyline and Strategic views</td>
<td>Expired Policy</td>
<td></td>
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<tr>
<td>ST13 Protect the River Thames and its setting</td>
<td>Expired policy</td>
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<tr>
<td>Policy</td>
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<tr>
<td>ST14</td>
<td>Ensure people with special mobility needs have equality of access</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>ST15</td>
<td>Protect Ancient Monuments and Sites of Archaeological Interest</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>ST16</td>
<td>Ensure contribution of RBKC to Greater London dwelling stock</td>
<td>Expired policy</td>
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<tr>
<td>ST17</td>
<td>Seek to maximise residential capacity in the Borough</td>
<td>Expired policy</td>
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<tr>
<td>ST18</td>
<td>Encourage an adequate and continuous supply of land for new housing</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>ST19</td>
<td>Seek an increase in amount and range of sizes of dwellings</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>ST20</td>
<td>Support diverse economy whilst protecting from inappropriate development</td>
<td>Expired policy</td>
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<tr>
<td>ST21</td>
<td>Encourage large developments to locate close to public transport</td>
<td>Expired policy</td>
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<tr>
<td>ST22</td>
<td>Retain a range of business premises whilst prioritising small businesses</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>ST23</td>
<td>Support the reduction of road traffic movement in the metropolitan area</td>
<td>Expired policy</td>
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<tr>
<td>ST24</td>
<td>Support measures to reduce air and noise pollution from motor vehicles</td>
<td>Expired policy</td>
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<tr>
<td>ST25</td>
<td>Promote walking and improve the pedestrian environment</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>ST26</td>
<td>Promote cycling and provide comprehensively for cyclists</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>ST27</td>
<td>Support and encourage the improvement of the public transport network</td>
<td>Expired policy</td>
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<tr>
<td>ST28</td>
<td>Encourage the use of rail for passenger and freight movement</td>
<td>Expired policy</td>
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<tr>
<td>ST29</td>
<td>Support the development of new rail links around London</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>ST30</td>
<td>Support local bus services and measures to improve service quality</td>
<td>Expired policy</td>
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<tr>
<td>ST31</td>
<td>Support the use of the River Thames for passenger and freight movement</td>
<td>Expired policy</td>
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<tr>
<td>ST32</td>
<td>Achieve targets set for reduction in road accidents through safety schemes</td>
<td>Expired policy</td>
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<tr>
<td>ST33</td>
<td>Support maintenance of a Strategic London Road Network</td>
<td>Expired policy</td>
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<tr>
<td>ST34</td>
<td>Implement programmes of comprehensive traffic management</td>
<td>Expired policy</td>
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<tr>
<td>ST35 Support control of night-time and weekend lorry movement</td>
<td>Saved policy</td>
<td>Yes</td>
<td>To be moved to a Highways and Transportation document</td>
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<tr>
<td>ST36 Monitor demand in the controlled parking zone</td>
<td>Saved policy</td>
<td>Yes</td>
<td>To be moved to a Highways and Transportation document</td>
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<tr>
<td>ST37 Oppose any increased capacity at Heathrow Airport</td>
<td>Saved policy</td>
<td>Yes</td>
<td>To be moved to a Highways and Transportation document</td>
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<tr>
<td>ST38 Enhance the vitality and viability of Principal and Local Shopping Centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF1, CF2 and CF3</td>
</tr>
<tr>
<td>ST39 Ensure large new retail development is concentrated in Principal Centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF1 (including the sequential test as set out in the NPPF) and policy</td>
</tr>
<tr>
<td>ST40 Promote retail development in Local Shopping Centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK2, CF3 and CF1</td>
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<tr>
<td>ST41 Improve the attractiveness and competitiveness of the shopping centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF1, CF2 and CF3</td>
</tr>
<tr>
<td>ST42 Ensure continued enhancement of Principal Shopping Centres</td>
<td>Expired policy</td>
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<tr>
<td>ST43 Ensure that the needs of residents and workers are met by retail</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK2 and CK3</td>
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<tr>
<td>ST44 Protect and encourage accessible social and community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1</td>
</tr>
<tr>
<td>ST45 Restrict new hotel development to acceptable locations</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF8</td>
</tr>
<tr>
<td>ST46 Ensure continued contribution of sports, leisure and recreation provision</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK1 and CF3</td>
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<tr>
<td>ST47 Maintain and increase the provision and quality of open space</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</td>
</tr>
<tr>
<td>ST48 Encourage provision of continuous Thames path, improve access to river</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</td>
</tr>
<tr>
<td>ST49 Consider nature conservation and protection in all proposals</td>
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<tr>
<td>ST50 Have regard to air quality and land contamination</td>
<td>Expired policy</td>
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<tr>
<td>ST51 Seek land for provision of public utilities</td>
<td>Expired policy</td>
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<tr>
<td>ST52 Support the ‘Proximity Principal’</td>
<td>Expired policy</td>
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<tr>
<td>CONSERVATION AND DESIGN</td>
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<tr>
<td>CD1 Protect and enhance views and vistas along the riverside</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11</td>
</tr>
<tr>
<td>CD2 Object to developments that affect views of the Chelsea riverside</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11</td>
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<tr>
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<tr>
<td>CD3</td>
<td>Resist development that results in the loss of Cremorne Wharf</td>
<td>Expired policy</td>
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<tr>
<td>CD4</td>
<td>Resist permanently moored vessels on the river</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>CD5</td>
<td>Protect and enhance Saved residential moorings at Battersea Reach</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD6</td>
<td>Require a riverside development to preserve and enhance the waterfront</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD7</td>
<td>Ensure provision of a riverside walk within appropriate developments</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD8</td>
<td>Protect important views and vistas around the Royal Hospital</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD9</td>
<td>Protect the open spaces around the Royal Hospital from development</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD10</td>
<td>Protect views around the South Kensington Museums Area</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD11</td>
<td>Preserve and enhance character of South Kensington Museums Area</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD12</td>
<td>Resist development on metropolitan open land</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>CD13</td>
<td>Restrict building height around Kensington Gardens and Hyde Park</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD14</td>
<td>Ensure new buildings do not impose themselves on Kensington Palace</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD15</td>
<td>Resist proposals encroaching or affecting the setting of Holland Park</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD16</td>
<td>Promote public access to Kensal Green and Brompton Cemeteries</td>
<td>Saved policy</td>
<td>Yes</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>Yes</td>
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<tr>
<td>CD18</td>
<td>Resist development that would adversely affect the setting of the canal</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD19</td>
<td>Encourage use of the canal for freight and recreational</td>
<td>Expired policy</td>
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<tr>
<td>CD20</td>
<td>Encourage canal side development relating to water-based activities</td>
<td>Expired policy</td>
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<tr>
<td>Policy</td>
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<tr>
<td>CD21</td>
<td>Encourage improved access to the canal side</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>CD22</td>
<td>Permit residential moorings on the Grand Union Canal STC</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>CD23</td>
<td>Protect, enhance and resist loss of public and private open space</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD24</td>
<td>Resist development in, on, over or under garden squares</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD25</td>
<td>Protect Parks and Gardens of Specific Historic Interest</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD26</td>
<td>Encourage improvement of land/buildings which are in poor condition</td>
<td>Saved policy</td>
<td>Yes</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>
</tr>
<tr>
<td>CD28</td>
<td>Require development to be integrated into its surroundings</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD29</td>
<td>Encourage energy efficiency of buildings</td>
<td>Expired policy</td>
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<tr>
<td>CD30</td>
<td>Require infill development to maintain character of its surroundings</td>
<td>Expired policy</td>
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<tr>
<td>CD31</td>
<td>Resist development of backland sites STC</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>CD32</td>
<td>Resist subterranean developments STC</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD33</td>
<td>Resist development which reduces daylight in adjoining buildings</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>CD34</td>
<td>Require developments to ensure good light conditions</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>CD35</td>
<td>Ensure sufficient visual privacy of residents and the working population</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>CD36</td>
<td>Resist developments with a harmful increase in the sense of enclosure</td>
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<td>Yes</td>
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<td>CD37</td>
<td>Resist developments significantly higher than neighbouring buildings</td>
<td>Expired policy</td>
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<tr>
<td>CD38</td>
<td>Ensure proposals for open space are designed to high standards</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>CD39</td>
<td>Require developers to account for safety and security</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>CD40</td>
<td>Resist proposals where the noise generated would cause material disturbance to neighbours</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>CD41</td>
<td>Ensure developments include adequate protection from external noise</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
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<tr>
<td>CD42 Require all non-domestic developments are accessible to people with special mobility needs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL2 in particular clause (a) part (vi). Also see the Access Design Guide SPD</td>
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<tr>
<td>CD43 Have regard to standards set out in Planning Standards Chapter</td>
<td>Expired policy</td>
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<tr>
<td>CD44 Resist additional storeys and roof level alterations</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL8</td>
</tr>
<tr>
<td>CD45 Permit additional storeys and roof level alterations</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL8</td>
</tr>
<tr>
<td>CD46 Resist the introduction of roof level terraces</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL8 (Roof alterations) Policy CL5 (Living conditions)</td>
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<tr>
<td>CD47 To resist proposals for extensions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL9 (Extensions and modifications) Policy CL5 (Living conditions)</td>
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<tr>
<td>CD48 To resist proposals for conservatories</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL9</td>
</tr>
<tr>
<td>CD49 To resist side extensions to buildings</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL9</td>
</tr>
<tr>
<td>CD50 Permit alterations only where external appearance would not be harmed</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL6</td>
</tr>
<tr>
<td>CD51 Resist unsympathetic small-scale developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL6</td>
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<tr>
<td>CD52 Resist the installation of plant and equipment</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CE6, CL6 and CL5</td>
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<tr>
<td>CD53 Permit satellite dishes and antennas</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL6</td>
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<tr>
<td>CD54 Resist off-street car parking in forecourts and gardens</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</td>
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<tr>
<td>CD55 Ensure character of mews properties is preserved and enhanced</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL1</td>
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<tr>
<td>CD56 Resist loss of and inappropriate alterations/extensions to artists’ studios</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL1</td>
</tr>
<tr>
<td>CD57 Preserve and enhance appearance of Conservation Areas (CAs)</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3</td>
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<tr>
<td>CD58 Encourage improvement of the environment of CAs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3</td>
</tr>
<tr>
<td>CD59 Seek implementation of specific proposals agreed in CAPS</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD60 Resist partial or full demolition of buildings in CAs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3</td>
</tr>
<tr>
<td>CD61 Ensure developments in CAs preserve and enhance character</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3</td>
</tr>
<tr>
<td>CD62 Ensure all development in CAs is to a high standard</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL2 and CL3</td>
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</table>
### Policy Replacement Schedule

<table>
<thead>
<tr>
<th>Policy</th>
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<tbody>
<tr>
<td>CD63</td>
<td>Consider the effect of proposals on views in CAPS</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11</td>
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<tr>
<td>CD64</td>
<td>Require full planning applications in CAs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3 (a)</td>
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<tr>
<td>CD65</td>
<td>Resist demolition of listed buildings in whole or in part</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4 (a)</td>
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<tr>
<td>CD66</td>
<td>Resist proposals to alter listed buildings</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4 (b)</td>
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<tr>
<td>CD67</td>
<td>Encourage use of listed buildings for their original purpose</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4 (e)</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>Policy CL4, in particular, clause (e)</td>
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<td>CD69</td>
<td>Resist development that would adversely affect a listed buildings setting</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4</td>
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<tr>
<td>CD70</td>
<td>Encourage retention of shopfronts of quality</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL2 See the Shopfront Design Guide SPD</td>
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<tr>
<td>CD71</td>
<td>Seek all new shop fronts respect the buildings original structure</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL2 See the Shopfront Design Guide SPD</td>
</tr>
<tr>
<td>CD72</td>
<td>Require suitable shop signage on combined shopping units</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL10 See the Shopfront Design Guide SPD</td>
</tr>
<tr>
<td>CD73</td>
<td>Resist open shop fronts</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL10</td>
</tr>
<tr>
<td>CD74</td>
<td>Resist shop fronts resulting in removal of separate access to residential</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL10 See the Shopfront Design Guide SPD</td>
</tr>
<tr>
<td>CD75</td>
<td>Require where appropriate that mobility needs are met by shop fronts</td>
<td>Expired policy</td>
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<tr>
<td>CD76</td>
<td>Resist advertisements</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</td>
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<tr>
<td>CD77</td>
<td>Permit awnings and blinds that are in character with the building</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL10</td>
</tr>
<tr>
<td>CD78</td>
<td>Permit flagpoles unless their siting would harm the areas character</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL6</td>
</tr>
<tr>
<td>CD79</td>
<td>Resist the erection of permanent hoardings</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</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>Policy CR6</td>
</tr>
<tr>
<td>CD81</td>
<td>Encourage the planting of trees in new developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR6</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>Policy CR6</td>
</tr>
<tr>
<td>Policy Description</td>
<td>Status of UDP policy</td>
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<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</td>
</tr>
<tr>
<td>CD84</td>
<td>Ensure adequate protection of trees during the course of construction</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR6</td>
</tr>
<tr>
<td>CD85</td>
<td>Encourage protection of Sites of Archaeological Interest (SAI)</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4 (h)</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>Policy CL4 (h)</td>
</tr>
<tr>
<td>CD87</td>
<td>Encourage co-operations between various parties with regard to SAIs</td>
<td>Saved policy</td>
<td>Yes</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>Policy CL4</td>
</tr>
<tr>
<td>CD89</td>
<td>Retain religious buildings of architectural or townscape merit</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL1</td>
</tr>
<tr>
<td>CD90</td>
<td>Prepare planning briefs and guidelines for important development sites</td>
<td>Expired policy</td>
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<tr>
<td>CD91</td>
<td>Identify sites that would benefit from environmental improvement schemes</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>CD92</td>
<td>Negotiate planning obligations to achieve conservation and development</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy C1</td>
</tr>
<tr>
<td>CD93</td>
<td>Discourage excess street furniture</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</td>
</tr>
<tr>
<td>CD94</td>
<td>Encourage good quality street furniture</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</td>
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<tr>
<td>CD95</td>
<td>Seek the preservation of historic street furniture</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</td>
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<tr>
<td><strong>HOUSING</strong></td>
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<tr>
<td>H1</td>
<td>Resist the loss of permanent residential accommodation</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH3</td>
</tr>
<tr>
<td>H2</td>
<td>Seek the development of land for residential use</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CH1 and CH3</td>
</tr>
<tr>
<td>H3</td>
<td>Encourage the use of property, wherever appropriate, for residential</td>
<td>Expired policy</td>
<td></td>
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</tr>
<tr>
<td>H4</td>
<td>Resist encroachment into residential areas of commercial activities</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H5</td>
<td>Encourage local services that support the residential character of the area</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H6</td>
<td>Permit conversions from self-contained units into smaller s/c units</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H7</td>
<td>Seek provision of outdoor space in all new development</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H8</td>
<td>Require appropriate social and community facilities in major developments</td>
<td>Expired policy</td>
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</tbody>
</table>

This is dealt with in relation to each of the Strategic Sites in Section 2A of the Core Strategy. Policies CH2(o), CK1 and C1
<table>
<thead>
<tr>
<th>Policy Description</th>
<th>Status of UDP policy</th>
<th>Superseded?</th>
<th>Local Plan Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>H9 Resist residential development designed to a very low density</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL1 (c) and to some extent CH2 (a)</td>
</tr>
<tr>
<td>H10 Require that housing designed for families is designed to a lower density</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL1 (c) and to some extent CH2 part (a)</td>
</tr>
<tr>
<td>H11 Resist housing designed to higher densities</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H12 Resist higher densities unless necessary for townscape reasons</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H13 Continue to encourage improvement/preservation of existing housing</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H14 Ensure the enhancement of the residential environment</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H15 Require majority of housing to be located on Major Development Sites</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>H16 Encourage use of publicly owned land for housing provision</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H17 Resist loss of small self-contained flats</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>H18 Seek inclusion of smaller units and larger units in residential schemes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (a)</td>
</tr>
<tr>
<td>H19 Seek an appropriate mix of dwellings within a scheme</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (a),(f) and (g)</td>
</tr>
<tr>
<td>H20 Normally to resist conversion of HMOs into s/c flats</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>H21 Welcome affordable housing and housing for special needs</td>
<td>Expired policy</td>
<td></td>
<td></td>
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<tr>
<td>H22 Negotiate provision of affordable housing for sites of over 15 dwellings</td>
<td>Expired policy</td>
<td></td>
<td></td>
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<tr>
<td>H23 Provide affordable housing for Schedule of Major Developments Sites</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H24 Provide housing for people with special accommodation needs</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H25 Resist loss of residential hostels except in Earl's Court ward</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (e) does not specifically refer to Earl's Court</td>
</tr>
<tr>
<td>H26 Permit proposals for hostels by recognised hostel providers STC</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (e) for residential hostels and CF8 for tourist hostels</td>
</tr>
<tr>
<td>H27 Welcome provision of sheltered housing</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (c) refers to extra care housing</td>
</tr>
<tr>
<td>H28 Seek that ground floor dwellings are built to mobility standard</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>H29 Resist loss of the Westway Travellers' Site</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (s)</td>
</tr>
<tr>
<td>Policy Description</td>
<td>Status of UDP policy</td>
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<tr>
<td>OFFICES AND INDUSTRY</td>
<td></td>
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</tr>
<tr>
<td>E1 Resist large-scale business development unless certain criteria met</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 considers the appropriate location of new business development</td>
</tr>
<tr>
<td>E2 Permit small-scale business development</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E3 Resist loss of business units of less than 100m²</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 protects very small offices across the Borough</td>
</tr>
<tr>
<td>E4 Require housing to be developed on Major Development Sites</td>
<td>Saved policy</td>
<td>Yes</td>
<td>See Section 2A Allocations and Designations for this information.</td>
</tr>
<tr>
<td>E5 Negotiate planning gains from large scale business developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy C1 provides a strategic overview. See the Planning Obligations (S106) SPD for more information</td>
</tr>
<tr>
<td>E6 Ensure developments provide a visually interesting street frontage</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>E7 Ensure adequate provision for storage, recycling and disposal of waste</td>
<td>Expired policy</td>
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<tr>
<td>E8 Resist loss of general industrial uses</td>
<td>Saved policy</td>
<td>No</td>
<td>Policy CF5 (f), (g) and (h) relate to light industrial uses</td>
</tr>
<tr>
<td>E9 Resist applications for the development of premises for special industries</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>E10 Encourage business proposals to provide a range of unit sizes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 (e)</td>
</tr>
<tr>
<td>E11 Encourage provision of start-up units</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
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<tr>
<td>E12 Encourage refurbishment of office and industrial buildings</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>E13 Encourage premises for locally based service industries and offices</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>E14 Resist loss of commercial uses within primarily commercial mews</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 (c)</td>
</tr>
<tr>
<td>E15 Seek provision of light industrial premises in North Kensington</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>E16 Restrict change of use between B1-B8 uses in North Kensington</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 provides a strategic overview</td>
</tr>
<tr>
<td>E17 Resist loss of light industrial uses in North Kensington</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 provides a strategic overview</td>
</tr>
<tr>
<td>E18 Consider sympathetically proposals for expansion in North Kensington</td>
<td>Expired policy</td>
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</tr>
<tr>
<td>E19 Adhere to conditions that limit premises in North Kensington to industrial</td>
<td>Saved policy</td>
<td>No</td>
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<tr>
<td>E20 Resist the loss of business use in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 (a)</td>
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## Policy Replacement Schedule

<table>
<thead>
<tr>
<th>Policy Description</th>
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<tr>
<td>E21 Resist loss of other employment generating uses in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 (a) and (j)</td>
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<td>E22 Adhere to conditions that limit premises in Employment Zones to industrial</td>
<td>Saved policy</td>
<td>No</td>
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<tr>
<td>E23 Resist change of use of light industrial premises in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5</td>
</tr>
<tr>
<td>E24 Consider sympathetically proposals for expansion or relocation in Employment Zones</td>
<td>Expired policy</td>
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<tr>
<td>E25 Encourage provision of small, flexible business units in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 (e)</td>
</tr>
<tr>
<td>E26 Encourage improvement of existing offices and light industrial units in Employment Zones</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>E27 Require business uses in proposals for sites in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 protects the Employment Zones for light industrial use and small and medium business uses.</td>
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<tr>
<td>E28 Resist establishment of diplomatic uses in specified areas</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF10</td>
</tr>
<tr>
<td>E29 Permit establishment of diplomatic uses in specified areas STC</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF10</td>
</tr>
<tr>
<td>E30 Consider favourably applications for diplomatic uses in listed buildings</td>
<td>Expired policy</td>
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### TRANSPORTATION

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<tr>
<td>TR1 Ensure high trip-generating development is located close to transport</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1(a)</td>
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<tr>
<td>TR2 Maintain, improve and provide safe pedestrian crossing facilities</td>
<td>Expired policy</td>
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<tr>
<td>TR3 Maintain and improve footways</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (f)</td>
</tr>
<tr>
<td>TR4 Protect footpaths and encourage provision of new routes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (o)</td>
</tr>
<tr>
<td>TR5 Improve and introduce cycle facilities, expanding the Local Cycle Network</td>
<td>Expired policy</td>
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<tr>
<td>TR6 Review and alter major junctions that act as a barrier to cycle movement</td>
<td>Expired policy</td>
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<tr>
<td>TR7 Co-operate with the Traffic Director for London</td>
<td>Expired policy</td>
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<tr>
<td>TR8 Ensure cycle routes are provided in appropriate developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (f)  Policy CR1 (c)</td>
</tr>
<tr>
<td>TR9 Require cycle parking facilities in appropriate developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (f)</td>
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<tr>
<td>TR10 Support the development of the Chelsea-Hackney Underground line</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT2 (c) and (d)</td>
</tr>
<tr>
<td>TR11 To support the proposal for Crossrail</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT2 (a)</td>
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<tr>
<td>Policy</td>
<td>Policy Description</td>
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<tr>
<td>TR12</td>
<td>Support and encourage the improvement of the West London Line</td>
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<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>
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<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>Yes</td>
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<tr>
<td>TR16</td>
<td>Seek improvements at public transport interchanges</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>TR17</td>
<td>Seek the provision of interchange facilities where none presently exist</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>TR18</td>
<td>Require coach facilities for picking up and dropping off of hotel customers</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR19</td>
<td>Encourage provision of coach parking at major hotels and attractions</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>TR20</td>
<td>Resist the loss of off-street coach parking</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR21</td>
<td>Support restrictions on coach movements in local areas</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>TR22</td>
<td>Support the provision of safe and convenient taxi facilities</td>
<td>Expired policy</td>
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<tr>
<td>TR23</td>
<td>Encourage use of the River Thames and the Grand Union Canal for freight</td>
<td>Expired policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR24</td>
<td>Ensure road improvements in developments are safe</td>
<td>Expired policy</td>
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<tr>
<td>TR25</td>
<td>Improve the efficiency of the major roads in the Borough</td>
<td>Expired policy</td>
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<tr>
<td>TR26</td>
<td>Implement schemes that slow down traffic on minor roads</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR27</td>
<td>Oppose schemes which may encourage traffic to use minor roads</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR28</td>
<td>Resist highway proposals that would lead to increased Borough traffic</td>
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<tr>
<td>TR29</td>
<td>Support proposals that help relieve the Earls Court One-Way system</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>TR30</td>
<td>Review the extent of waiting and loading provisions on major roads</td>
<td>Expired policy</td>
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<tr>
<td>TR31</td>
<td>Review and adjust provision of on-street parking for residents</td>
<td>Expired policy</td>
<td></td>
</tr>
<tr>
<td>TR32</td>
<td>Maintain the number of pay and display parking spaces</td>
<td>Saved policy</td>
<td>Yes</td>
</tr>
<tr>
<td>TR33</td>
<td>Resist the provision of additional public car parks</td>
<td>Expired policy</td>
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</tbody>
</table>
### Chapter 41  Policy Replacement Schedule

<table>
<thead>
<tr>
<th>Policy Description</th>
<th>Status of UDP policy</th>
<th>Superseded?</th>
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<tr>
<td>TR34 Control the management of new public off-street car parks</td>
<td>Expired policy</td>
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<tr>
<td>TR35 Assess the impact of new development on public transport infrastructure</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1(h)</td>
</tr>
<tr>
<td>TR36 Resist development resulting in increasing traffic or decreasing safety</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (a), (b) and (g)</td>
</tr>
<tr>
<td>TR37 Negotiate developer contributions towards transport improvements</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy C1</td>
</tr>
<tr>
<td>TR38 Limit amount of off-street parking spaces in non-residential development</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (e)</td>
</tr>
<tr>
<td>TR39 Permit only small-scale development in less accessible areas</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 provides a strategic overview</td>
</tr>
<tr>
<td>TR40 Resist the formation of new accesses on major roads</td>
<td>Saved policy</td>
<td>Yes</td>
<td>See the Transport SPD</td>
</tr>
<tr>
<td>TR41 Require designated off-street service space for development schemes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR7</td>
</tr>
<tr>
<td>TR42 Require new residential development to require off- street parking STC</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1(b) and (c) relate to new development parking</td>
</tr>
<tr>
<td>TR43 Resist development which would result in the loss of off- street parking</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (b) and (c) relate to new development parking</td>
</tr>
<tr>
<td>TR44 Resist development which would result in the loss of on-street parking</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (b)</td>
</tr>
<tr>
<td>TR45 Resist development of helicopter facilities in the Borough</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>SHOPS</strong></td>
<td></td>
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</tr>
<tr>
<td>S1 Resist loss of shops particularly where this would decrease choice</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK2 and CF3</td>
</tr>
<tr>
<td>S2 Permit new shop floorspace and extensions to shops</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF1 and CF3 relate to new shop floorspace</td>
</tr>
<tr>
<td>S3 Seek the replacement of shop floorspace and frontage in new schemes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK2 and CF3 Also see the Shopfront Design Guide SPD</td>
</tr>
<tr>
<td>S4 Seek provision of shop units as part of appropriate development schemes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK3, CK2 and CF1(d)</td>
</tr>
<tr>
<td>S5 Seek a range of shop unit sizes in shopping developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF3</td>
</tr>
<tr>
<td>S6 Maintain and improve the vitality of the Borough's shopping centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF2</td>
</tr>
<tr>
<td>S7 Seek a concentration of shops in the core frontage of shopping centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF1 (b) and CF3</td>
</tr>
<tr>
<td>S8 Resist the loss of any shop in a Local Shopping Centre</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF3 (d) and CK2</td>
</tr>
<tr>
<td>S9 Encourage new convenience retail development in local centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF1 (c)</td>
</tr>
<tr>
<td>Policy Description</td>
<td>Status of UDP policy</td>
<td>Superseded?</td>
<td>Local Plan Policy</td>
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</tr>
<tr>
<td><strong>S10</strong> Encourage provision for convenience shopping in appropriate schemes</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>S11</strong> Encourage local shopping facilities to meet residents needs</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>S12</strong> Resist the loss of launderettes, and banks and building societies in North Kensington and SW Chelsea.</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1 relates to social and community uses. The Portobello and King’s Road Places support the provision of new banks in certain areas</td>
</tr>
<tr>
<td><strong>S13</strong> 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>Policy CF3 (c) and (d)</td>
</tr>
<tr>
<td><strong>S14</strong> 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 Local Plan considers areas where there is a deficiency in particular local need uses. A bank is one such use.</td>
</tr>
<tr>
<td><strong>S15</strong> Encourage the retention and resist the loss of street market stalls</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF4</td>
</tr>
<tr>
<td><strong>S16</strong> Encourage retention and provision of additional storage for street traders</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF4 (c)</td>
</tr>
<tr>
<td><strong>S17</strong> Permit A2 and A3 uses in the core frontage of Principal Centres subject to conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF3 (a) considers non shop town centre uses in higher order centres and Policy CL5 considers amenity</td>
</tr>
<tr>
<td><strong>S18</strong> 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>Policy CF3 (b) considers non shop town centre uses in higher order centres and Policy CL5 considers amenity</td>
</tr>
<tr>
<td><strong>S19</strong> Permit non-shop uses above or below ground floor levels subject to conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF3 (c) and CL5</td>
</tr>
<tr>
<td><strong>S20</strong> Resist use of shopping units for non-public uses</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF2</td>
</tr>
<tr>
<td><strong>S21</strong> Require shop frontages and displays areas are retained by non-shop uses</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL2 (n) and (o)</td>
</tr>
<tr>
<td><strong>S22</strong> Resist development of amusement centres and arcades</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF3 of the Core Strategy deals with the appropriate balance of uses within town centres; this includes non shops town centre uses such as amusement arcades</td>
</tr>
<tr>
<td>Policy Description</td>
<td>Status of UDP policy</td>
<td>Superseded?</td>
<td>Local Plan Policy</td>
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</tr>
<tr>
<td>S23 Resist development of A3 uses outside of Principal Shopping Centres subject to conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CT1(b) and CL5 provide a strategic overview</td>
</tr>
<tr>
<td>S24 Permit large new retail development in shopping centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF1, CF2, CF3, CL5 and CT1</td>
</tr>
<tr>
<td>S25 Other retail proposals will only be acceptable subject to the sequential test.</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF1 Also see the guidance set out in PPS6</td>
</tr>
<tr>
<td>S26 Seek improvement of townscape and shopping street environment</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S27 Ensure alterations are in keeping with shopping centre character</td>
<td>Expired policy</td>
<td></td>
<td></td>
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<tr>
<td>S28 Resist proposals involving pavement trading resulting in reduced passage</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR3 (c)</td>
</tr>
<tr>
<td>S29 Require the provision of servicing facilities in shopping developments</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S30 Encourage provision of storage for recyclable/re-usable materials</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td><strong>SOCIAL AND COMMUNITY USES</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>SC1 Resist community facilities catering for non-local demand</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1 (b)</td>
</tr>
<tr>
<td>SC2 Resist the loss of accommodation for social and community use</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1</td>
</tr>
<tr>
<td>SC3 Negotiate planning obligations to replace lost community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CV1 and C1</td>
</tr>
<tr>
<td>SC4 Encourage provision of new social and community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1</td>
</tr>
<tr>
<td>SC5 Permit developments for social and community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1</td>
</tr>
<tr>
<td>SC6 Negotiate planning obligations to provide social and community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK1 and C1</td>
</tr>
<tr>
<td>SC7 Safeguard sites identified for Local Education Authority Proposals</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>SC8 Encourage shared use of purpose-built education facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>SC9 Negotiate provision of workplace nurseries</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy C1</td>
</tr>
<tr>
<td>SC10 Resist proposals for education/training facilities unless benefiting locals</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1 (b) and (c)</td>
</tr>
<tr>
<td>SC11 Balance development of medical institutions with residential needs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK1 and CK3</td>
</tr>
<tr>
<td><strong>HOTELS</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>T1 Resist the development of new hotels</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF8</td>
</tr>
<tr>
<td>T2 Resist new hotel development in areas of over-concentration</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF8</td>
</tr>
<tr>
<td>Policy Description</td>
<td>Status of UDP policy</td>
<td>Superceded?</td>
<td>Local Plan Policy</td>
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</tr>
<tr>
<td>T3 Allow extensions to hotels</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF8</td>
</tr>
<tr>
<td>T4 Permit proposals involving a reduction in bedspaces in hotels</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T5 Resist provision of new temporary sleeping accommodation</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF9</td>
</tr>
<tr>
<td>T6 Allow extensions to temporary sleeping accommodation</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF9</td>
</tr>
<tr>
<td><strong>LEISURE AND RECREATION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR1 Resist loss of playing fields, pitches and other recreational provision</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</td>
</tr>
<tr>
<td>LR2 Encourage provision of additional sports and recreational facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</td>
</tr>
<tr>
<td>LR3 Negotiate provision of sports and recreational facilities in proposals</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5 and C1</td>
</tr>
<tr>
<td>LR4 Require new sports facilities to be designed for shared use</td>
<td>Saved policy</td>
<td>Yes</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>
</tr>
<tr>
<td>LR6 Encourage full use of Saved sports facilities</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR7 Council to adopt sequential approach to health and fitness developments</td>
<td>Expired policy</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>Policy CR5</td>
</tr>
<tr>
<td>LR9 Seek establishment of Green Chains linking open spaces</td>
<td>Expired policy</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>
</tr>
<tr>
<td>LR11 Encourage temporary use of vacant sites for open space and playgrounds</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR12 Encourage outdoor seating in appropriate locations</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</td>
</tr>
<tr>
<td>LR13 Ensure retention of public rights of way over public and private land</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR1</td>
</tr>
<tr>
<td>LR14 Negotiate inclusion of open space in association with proposals</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</td>
</tr>
<tr>
<td>LR15 Require that amenity space is provided for new family housing</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (h)</td>
</tr>
<tr>
<td>LR16 Encourage public access to all new communal open space</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</td>
</tr>
<tr>
<td>LR17 Encourage provision of nature gardens and ecological sites</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</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>Policy CR5(h)</td>
</tr>
<tr>
<td>LR19 Protect the Thames Path and seek its improvement and completion</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policy Description</td>
<td>Status of UDP policy</td>
<td>Superseded?</td>
<td>Local Plan Policy</td>
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</tr>
<tr>
<td>LR20 Require foreshore means of access are safeguarded and supplemented</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5 (h)</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>Policy CR5 (h)</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 Local Plan and policy CR5 (h)</td>
</tr>
<tr>
<td>LR23 Encourage the enhancement of the canal towpath and new access</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR24 Identify and protect Sites of Nature Conservation Importance (SNCIs)</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE4 (a) and (b)</td>
</tr>
<tr>
<td>LR25 Encourage appropriate ecological management of SNCIs</td>
<td>Expired policy</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>
</tr>
<tr>
<td>LR27 Encourage allocation of pockets of land for nature conservation</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE4</td>
</tr>
<tr>
<td>LR28 Resist loss of arts, cultural and entertainment facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF7</td>
</tr>
<tr>
<td>LR29 Require replacement of similar capacity in cinema and theatre development</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF7</td>
</tr>
<tr>
<td>LR30 Resist loss of hall premises providing leisure and recreation uses</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR31 Require new hall premises be designed to enable multiple uses</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>LR32 Encourage new arts, culture and entertainment uses</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF7</td>
</tr>
<tr>
<td>LR33 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 Resist proposals for night clubs, discos, casinos and gaming rooms</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL5 considers the protection of residential amenity.</td>
</tr>
<tr>
<td>LR35 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 a significant cultural facility</td>
</tr>
<tr>
<td>LR36 Negotiate provision of arts, culture, and entertainment facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF7</td>
</tr>
<tr>
<td>LR37 Resist the loss of artists’ studio space</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR38 Encourage provision of active play and tranquility in open space</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</td>
</tr>
<tr>
<td>LR39 Resist loss of existing 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 Seek to ensure adequate communal play provision</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>LR41 Continue to provide play provision in the Council’s housing estates</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policy Description</td>
<td>Status of UDP policy</td>
<td>Superseded?</td>
<td>Local Plan Policy</td>
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</tr>
<tr>
<td>LR42 Encourage increased use of Council’s playground school premises</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>LR43 Encourage wider access to facilities for those with special mobility needs</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ENVIRONMENT</strong></td>
<td></td>
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</tr>
<tr>
<td>PU1 Resist development impacting on air quality</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE5</td>
</tr>
<tr>
<td>PU2 Resist development leading to pollution impacting on amenity</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE5</td>
</tr>
<tr>
<td>PU3 Require additional information for developments on contaminated land</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE7</td>
</tr>
<tr>
<td>PU4 Ensure appropriate protection for future users of contaminated land</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE7</td>
</tr>
<tr>
<td>PU5 Ensure provision of buildings for public utility agencies</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PU6 Ensure land released by utility agencies is used in accordance with policy</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>PU7 Seek adequate provision for the needs of emergency services</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>PU8 Advise agencies on the appropriate siting of equipment for public utilities</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>PU9 Encourage liaison with statutory undertakers for streetworks</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>PU10 Encourage use of sustainable urban drainage</td>
<td>Expired policy</td>
<td></td>
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</tr>
<tr>
<td>PU11 Require provision of adequate storage space for ease of refuse collection</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE3 (d)</td>
</tr>
<tr>
<td>PU12 Resist the loss of Cremorne Wharf as a waste management facility</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE3 (a) (iv)</td>
</tr>
<tr>
<td>PU13 Promote the provision of suitable recycling collection sites</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE3 (c)</td>
</tr>
<tr>
<td>PU14 Encourage the re-use of construction materials in development schemes</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>PU15 Seek appropriate distribution of public conveniences through the Borough</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td><strong>PLANNING STANDARDS</strong></td>
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<tr>
<td>CD43 The Planning Standards</td>
<td>Expired policy</td>
<td>Yes</td>
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<td><strong>MONITORING</strong></td>
<td></td>
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<tr>
<td>MI1 Negotiate planning obligations to ensure satisfactory developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy C1 considers s106 requirements.</td>
</tr>
</tbody>
</table>
Chapter 42
Town Centre Maps

42.1 Higher Order Town Centres
The RBKC Consolidated Local Plan 2015

Kensington High Street

Primary Centre

Secondary Shopping Frontage

1-35 (odd) Kensington High Street
2-26 (even) Kensington High Street
101a Kensington High Street
239-249 (odd) Kensington High Street (including 1-9 Earls Court Road)
208-222 Kensington High Street (Troy Court)
223-249 (odd) Kensington High Street
240-296 (even) Kensington High Street
5-9 (odd) Abingdon Road
1-25 (odd) Abingdon Road
2-14 (even) Abingdon Road
2a Phillimore Gardens
4-14 (even) Earl’s Court Road
32 Melbury Road
255-281 (odd) Kensington High Street
255-281 (odd) Kensington High Street

Town Centre Maps
Chapter 42
King's Road (East)
Major Centre

Primary Shopping Frontage
9-97a (odd) King's Road
105-115 (odd) King's Road
119-163 (odd) King's Road
2-234 (even) King's Road
King's Walk Mall (all units), 122 King's Road
15 Flood Street
27a-36 (inclusive) Sloane Square
Block A, Duke of York HQ, King’s Road
6 Duke of York’s Square

King's Road (East)
Major Centre

Secondary Shopping Frontage
2a-12 (even) Symons Street
15-16 Symons Street
214-224 (even) Pavilion Road
257-261 (odd) Pavilion Road
1-18 (inclusive) Sloane Square
Sloane Square Station
Royal Court Theatre, Sloane Square
48-55a (inclusive) Sloane Square
16-18 Sloane Square
127-145 (inclusive) Sloane Street
146-162c (inclusive) Sloane Street
10-12 Blacklands Terrace
183-209 (odd) King's Road
1-6 (inclusive) Ellis Street
250 King’s Road
Chelsea Old Town Hall, King’s Road

Chelsea Sports Centre, Chelsea Manor Street
184-194 (even) Pavilion Road
265-267 Pavilion Road
1, 1a, 215, 4a Duke of York’s Square
9 Duke of York’s Square
12-17, 22-24, 30-41 Duke of York’s Square
50-55, 65 Duke of York’s Square
70-76, 80-90, 100 Duke of York’s Square
King’s Road (East)
Major Centre

Primary Shopping Frontage
9-97a (odd) King’s Road
105-115 (odd) King’s Road
119-163 (odd) King’s Road
2-234 (even) King’s Road
King’s Walk Mall (all units), 122 King’s Road
15 Flood Street
27a-36 (inclusive) Sloane Square
Block A, Duke of York HQ, King’s Road

King’s Road (East)
Major Centre

Secondary Shopping Frontage
2a-12 (even) Symons Street
15-16 Symons Street
214-224 (even) Pavilion Road
257-261 (odd) Pavilion Road
1-14 (inclusive) Sloane Square
Sloane Square Station
Royal Court Theatre, Sloane Square
48-55a (inclusive) Sloane Square
127-145 (inclusive) Sloane Street
146-162c (inclusive) Sloane Street
10-12 Blacklands Terrace
183-209 (odd) King’s Road
1-6 (inclusive) Ellis Street
250 King’s Road
Chelsea Old Town Hall, King’s Road
Chelsea Sports Centre, Chelsea Manor Street

Due to both the Primary and Secondary Shopping Frontages being spread across both maps in this instance, the lists to the left are a duplicate of those on the preceding page.
**Brompton Cross**

**District Centre**

**Primary Shopping Frontage**
- 69-117 (odd) Walton Street
- 148-206 (even) Walton Street
- 122-132 (even) Draycott Avenue
- 303-315 (odd) Brompton Road
- 264-280 (even) Brompton Road
- 77-79 Fulham Road (Eden House)
- 81 Fulham Road (Michelin House)
- 91-103 (odd) Fulham Road

**Secondary Shopping Frontage**
- 96-118 (even) Draycott Avenue
- 139-155 Draycott Avenue
- 163-177 (odd) Draycott Avenue
- 117a-121 Walton Street
- 283-301 (odd) Brompton Road
- 250-262 (even) Brompton Road
- 6 Fulham Road
- 44-78 (even) Fulham Road
- 105-195 (odd) Fulham Road
- 42-48 (even) Pelham Street
- 91-93 (odd) Pelham Street
- 60-86 Sloane Avenue
- 77-79 Ixworth Place
- 5-7 Pond Place
- 2 Pond Place
Town Centre Maps

Chapter 42

The RBKC Consolidated Local Plan 2015
Chapter 42  Town Centre Maps

King's Road (West) District Centre

Primary Shopping Frontage
303-353 (odd) King’s Road
350-408 (even) King’s Road

Secondary Shopping Frontage
219-289d (odd) King’s Road
296-348 (even) King’s Road
355-359 (odd) King’s Road
410-442 (even) King’s Road
60-62 (even) Old Church Street
9a Lamont Road
Notting Hill Gate
District Centre

Primary Shopping Frontage
26-144 (even) Notting Hill Gate
47-101 (odd) Notting Hill Gate
203-237 (odd) Kensington Church Street
2-34 (even) Pembridge Road

Secondary Shopping Frontage
2-24b (even) Notting Hill Gate
15-35 (odd) Notting Hill Gate
103-159 (odd) Notting Hill Gate
146-164 (even) Notting Hill Gate
1-7 (inclusive) Wellington Terrace
(Notting Hill Gate)
186-196 (even) Campden Hill Road
1-3 (odd) Hilgate Street
11059 (odd) Pembridge Road
1-7 (odd) Ladbroke Road
7-15 (odd) Portobello Road
2-6 (even) Kensington Park Road
Notting Hill Gate
District Centre

Secondary Shopping Frontage continued...
97-101b, 103-145 (odd)
  Kensington Church Street
104, 104a, 106-206 (even)
  Kensington Church Street
71 Palace Gardens Terrace
1-7 (odd) Kensington Mall
2a Bedford Gardens
1-6 (inclusive) Campden Street
Portobello Road
Special District Centre

Primary Shopping Frontage
65-177 (odd) Portobello Road
82-88 (even) Portobello Road
100 Portobello Road
138-154 (even) Portobello Road
156-238 (even) Portobello Road
179-251 (odd) Portobello Road
303/303a Westbourne Park Road
281 Westbourne Grove

Secondary Shopping Frontage
240-252 (even) Portobello Road
253-275 (odd) Portobello Road
289-309 (odd) Portobello Road
266-292 (even) Portobello Road
72-80 (even) Tavistock Road
74 Lancaster Road
126-132 (even) Talbot Road
282-284 (even) Westbourne Park Road
305-317 (odd) Westbourne Park Road
17-37 (odd) Kensington Park Road
112-120 (even) Kensington Park Road
184-216 (even) Kensington Park Road
(excluding the Synagogue)
1-15 (odd) Blenheim Crescent
2-14 (even) Blenheim Crescent
4-14 (even) Elgin Crescent
Portobello Road
Special District Centre
continued...
5-15 (odd) Elgin Crescent
283-305 (odd) Westbourne Grove
284-306 (even) Westbourne Grove
Portobello Green Shopping Arcade
(underneath Westway)
61a,b,d Lancaster Road

Chapter 42  Town Centre Maps
South Kensington
District Centre

**Primary Shopping Frontage**
- 43-97 (odd) Old Brompton Road
- 1-86 (even) Old Brompton Road
- 3-31 (odd) Bute Street
- 4-28 (even) Bute Street
- 1-19 (odd) Harrington Road
- 1-11 (odd) Pelham Street
- 38-48 (even) Thurloe Street

**Secondary Shopping Frontage**
- 1-141 Old Brompton Road
- 99-115 (odd) Old Brompton Road
- 88-92a (even) Old Brompton Road
- 3-17 (odd) Glendower Place
- 2-12 (even) Glendower Place
- 21-37 (odd) Harrington Road
- 1-13 (odd) South Kensington Station Arcade
- 2-8 (even) South Kensington Station Arcade
- 20-36 (even) Thurloe Street
- 25-45 (odd) Thurloe Street
- 17-18 (inclusive) Cromwell Place
- 23-26 (inclusive) Cromwell Place
- 25-39 (inclusive) Thurloe Place
- 1a-19 (odd) Exhibition Road
- 2a-12 (even) Exhibition Road
- 17-18 (inclusive) Cromwell Place
- 108-108a Queen’s Gate
Chapter 42  Town Centre Maps

Westbourne Grove
Special District Centre

171-207 Westbourne Grove
227/227a-247 Westbourne Grove
178a-236 Westbourne Road
32-46 Ledbury Road
39-53 Ledbury Road
57-63/63a Ledbury Road
1-3 Denbigh Road
Neighbourhood Town Centres

1. Barlby Road
2. Ladbroke Grove (North)
3. Golborne Road (North)
4. North Pole Road
5. St Helens Gardens
6. Ladbroke Grove Station
7. All Saints Road
8. Westbourne Park Road
9. Clarendon Cross
10. Holland Park Avenue
11. Holland Road
12. Napier Road
13. Kensington High Street (West)
14. Earl’s Court Road (North)
15. Thackeray Street
16. Pembroke Road
17. Stratford Road
18. Gloucester Road (North)
19. Cromwell Road (Air Terminal)
20. Gloucester Road (South)
21. Old Brompton Road (West)
22. Old Brompton Road (East)
23. Ifield Road
24. The Billings
25. Fulham Road
   (Old Church Street)
26. Walton Street
27. Lowndes Street
28. Pont Street
29. Sloane Avenue
30. Elystan Street
31. Chelsea Manor Street
32. Lower Sloane Street
33. Earl’s Court Road
34. Golborne Road
35. World’s End
36. Fulham Road/Brompton Cemetery
## 42.2 Neighbourhood Town Centres

<table>
<thead>
<tr>
<th>Neighbourhood Town Centres</th>
<th>Neighbourhood Town Centres</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Barlby Road</strong></td>
<td><strong>2. Ladbroke Grove (North)</strong></td>
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<tr>
<td>67-77 Barlby Road</td>
<td>341-351 Ladbroke Road</td>
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<tr>
<td>118 Dalgarno Gardens</td>
<td>310-320 Ladbroke Grove</td>
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<tr>
<td><strong>3. Golborne Road (North)</strong></td>
<td><strong>4. North Pole Road</strong></td>
</tr>
<tr>
<td>12-30 Golborne Road</td>
<td>2-24 North Pole Road</td>
</tr>
<tr>
<td>7-19a Golborne Road</td>
<td>13-21 North Pole Road</td>
</tr>
<tr>
<td></td>
<td>485-493 Latimer Road</td>
</tr>
<tr>
<td></td>
<td>1a St Quintins Gardens</td>
</tr>
<tr>
<td><strong>5. St Helens Gardens</strong></td>
<td><strong>6. Ladbroke Grove Station</strong></td>
</tr>
<tr>
<td>53-75 St Helens Gardens</td>
<td>102-156 Ladbroke Grove</td>
</tr>
<tr>
<td></td>
<td>131-181 Ladbroke Grove</td>
</tr>
<tr>
<td></td>
<td>134/134a - 136/136a Lancaster Road</td>
</tr>
<tr>
<td><strong>7. All Saints Road</strong></td>
<td><strong>8. Westbourne Park Road</strong></td>
</tr>
<tr>
<td>3-45 All Saints Road</td>
<td>209 Westbourne Park Road</td>
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<tr>
<td>4-32 All Saints Road</td>
<td>213-225 Westbourne Park Road</td>
</tr>
<tr>
<td>230-236 Westbourne Park Road</td>
<td>20-24 Powis Terrace</td>
</tr>
<tr>
<td>5-10 (inc.) Clarendon Cross</td>
<td>80-150 Holland Park Avenue</td>
</tr>
<tr>
<td>96-104 Portland Road</td>
<td>1-2 Holland Park Terrace</td>
</tr>
<tr>
<td>129-141 Portland Road</td>
<td>1a Portland Road</td>
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<tr>
<td></td>
<td>2-14 Portland Road</td>
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<td></td>
<td>2-10 Clarendon Road</td>
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<tr>
<td></td>
<td>1a Clarendon Road</td>
</tr>
<tr>
<td><strong>11. Holland Road</strong></td>
<td><strong>12. Napier Road</strong></td>
</tr>
<tr>
<td>11a-11b Russell Gardens</td>
<td>1-6 (inc.) Napier Road</td>
</tr>
<tr>
<td>1-10 (inc.) Russell Gardens</td>
<td>34/38 Holland Road</td>
</tr>
<tr>
<td><strong>13. Kensington High Street</strong></td>
<td><strong>14. Earl's Court (North)</strong></td>
</tr>
<tr>
<td>343-353 Kensington High Street</td>
<td>32-56/56a Earls Court Road</td>
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<tr>
<td></td>
<td>21-45 Earls Court Road</td>
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<td><strong>15. Thackeray Street</strong></td>
<td><strong>16. Pembroke Road</strong></td>
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<td>16-17 Kensington Court Place</td>
<td>50-72 Pembroke Road</td>
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<tr>
<td>1-9 Thackeray Street</td>
<td></td>
</tr>
<tr>
<td>2-26 Thackeray Street</td>
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<tr>
<td>8-10 (inc.) Kensington Square</td>
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<tr>
<td><strong>17. Stratford Road</strong></td>
<td><strong>18. Gloucester Road (North)</strong></td>
</tr>
<tr>
<td>3-13 Stratford Road</td>
<td>1/a/ b/c - 5 (inc.) Kynance Place</td>
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<tr>
<td>2-20 Stratford Road</td>
<td>10-72 Gloucester Road</td>
</tr>
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<td>37 Marloes Road</td>
<td>1/3-5/5a Gloucester Road</td>
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<tr>
<td></td>
<td>9/9a-35 Gloucester Road</td>
</tr>
<tr>
<td></td>
<td>2-5 (inc.) Victoria Grove</td>
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<td></td>
<td>27-29 (inc.) Victoria Grove</td>
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### Neighbourhood Town Centres

<table>
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<tr>
<th>Neighbourhood Town Centres</th>
<th>Neighbourhood Town Centres</th>
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<tbody>
<tr>
<td><strong>19. Gloucester Road</strong></td>
<td><strong>20. Cromwell Road Air Terminal</strong></td>
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<tr>
<td>1/a/b/c - 5(inc.) Kynance Place</td>
<td>118-156 Cromwell Road</td>
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<tr>
<td>10-27 Gloucester Road</td>
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<tr>
<td>1/3-5/5a Gloucester Road</td>
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<tr>
<td>9/9a-35 Gloucester Road</td>
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<tr>
<td>2-5 (inc.) Victoria Grove</td>
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<td>27-29 (inc.) Vitoria Grove</td>
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<tr>
<td><strong>21. Gloucester Road (South)</strong></td>
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</tr>
<tr>
<td>85 Cromwell Road</td>
<td><strong>22. Old Brompton Road West</strong></td>
</tr>
<tr>
<td>71-127 Gloucester Road</td>
<td>229-239 Earls Court Road</td>
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<tr>
<td>134-156 Gloucester Road</td>
<td>304-326 Earls Court Road</td>
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<tr>
<td>Units 1-31(inc.) Gloucester Rd Arcade</td>
<td>219-279 Old Brompton Road</td>
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<td></td>
<td>232-246 Old Brompton Road</td>
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<td></td>
<td>256-324 Old Brompton Road</td>
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<tr>
<td><strong>23. Old Brompton Road (East)</strong></td>
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<tr>
<td>142-176 Old Brompton Road</td>
<td><strong>24. Ifield Road</strong></td>
</tr>
<tr>
<td>153-165 Old Brompton Road</td>
<td>106-118 Finborough Road</td>
</tr>
<tr>
<td></td>
<td>176-178 Ifield Road</td>
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<td></td>
<td>121 Ifield Road</td>
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<tr>
<td><strong>25. The Billings</strong></td>
<td><strong>26. Fulham Road - Old Church Street</strong></td>
</tr>
<tr>
<td>346-366 Fulham Road</td>
<td>2/6 Queens Elm Parade</td>
</tr>
<tr>
<td>340-342 Fulham Road</td>
<td>239a-267 Fulham Road</td>
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<tr>
<td></td>
<td>80-126 Fulham Road</td>
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<td><strong>27. Walton Street</strong></td>
<td><strong>28. Lowndes Street</strong></td>
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<td>46-56 Walton Street</td>
<td>25 a-g - 31 (inc.) Lowndes Street</td>
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<td>1-25 Walton Street</td>
<td>12/12a Cadogan Place</td>
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<td><strong>29. Pont Street</strong></td>
<td><strong>30. Sloane Avenue</strong></td>
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<tr>
<td>4-16 Pont Street</td>
<td>45-73 Sloane Avenue</td>
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<tr>
<td>1-17 Pont Street</td>
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<td><strong>31. Elystan Street</strong></td>
<td><strong>32. Chelsea Manor Street</strong></td>
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<td>1-43 Elystan Street</td>
<td>47-65 Chelsea Manor Street</td>
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<td>2-8 Elystan Street</td>
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<td>1-17, 23 Cale Street</td>
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<td>2-30 Cale Street</td>
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<td>1, 53 Godfrey Street</td>
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<td><strong>33. Lower Sloane Street</strong></td>
<td><strong>34. Earls Court Road</strong></td>
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<td>54-66 Lower Sloane Street</td>
<td>111-211 Earls Court Road</td>
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<tr>
<td>61-97 Lower Sloane Street</td>
<td>160-268 Earls Court Road</td>
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<tr>
<td>76-92 Pimlico Road</td>
<td>1-11, 15 Kenway Road</td>
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<tr>
<td>8-24 Holbein Place</td>
<td>36a-70 Kenway Road</td>
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<td>2-16 Kenway Road</td>
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<tr>
<td></td>
<td>1-18 Hogarth Place</td>
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<td></td>
<td>2-10 Hogarth Road</td>
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</tbody>
</table>
### Neighbourhood Town Centres

<table>
<thead>
<tr>
<th>Neighbourhood</th>
<th>Town Centres</th>
</tr>
</thead>
</table>
| **35. Golborne Road (Special District)** | 51-105 Golborne Road  
|               | 38-112 Golborne Road  
|               | 308-330 Portobello Road  
|               | 319-347 Portobello Road  |
| **36. Worlds End** | 488-512 King’s Road  
|               | 385-487 King’s Road  |
| **37. Fulham Road / Brompton Cemetery** | 451-459 Fulham Road  
|               | 268-306b Fulham Road  |
SECTION 3: SUPPORTING INFORMATION

Chapter 42 Town Centre Maps

Barby Road Neighbourhood Centre
Adopted 8th December 2010

Ladbroke Grove (North) Neighbourhood Centre
Adopted 8th December 2010

Golborne Road (North) Neighbourhood Centre
Adopted 8th December 2010

St Helen’s Gardens Neighbourhood Centre
Adopted 8th December 2010
Chapter 42: Town Centre Maps

Ladbroke Grove Station
Neighbourhood Centre

Clarendon Cross
Neighbourhood Centre

Napier Road
Neighbourhood Centre

Kensington High Street (West)
Neighbourhood Centre
Chapter 42: Town Centre Maps

SECTION 3: SUPPORTING INFORMATION

Pembroke Road Neighbourhood Centre

Gloucester Road (north) Neighbourhood Centre

Cromwell Road Air Terminal Neighbourhood Centre

Lowndes Street Neighbourhood Centre
Chapter 42  Town Centre Maps

[Maps showing different areas of town centres with neighbourhood centres highlighted]
Chapter 42  Town Centre Maps

Holland Park Avenue
Neighbourhood Centre

Holland Road
Neighbourhood Centre

Thackray Street
Neighbourhood Centre

Stratford Road
Neighbourhood Centre

The RBKC Consolidated Local Plan 2015
Chapter 42  Town Centre Maps

The Billings Neighbourhood Centre

Walton Street Neighbourhood Centre

Old Brompton Road (East) Neighbourhood Centre

Holt Road Neighbourhood Centre
**Chapter 43 Evidence Base**

### Keeping Life Local

<table>
<thead>
<tr>
<th>Document</th>
<th>Details</th>
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<tbody>
<tr>
<td>Demographic Profiles, Borough and Wards, 2004 (Census data).</td>
<td></td>
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<tr>
<td>Picture of our Community: 2008.</td>
<td></td>
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<tr>
<td>Kensington and Chelsea Primary Care Trust 10 year Care Strategy, July 2008, July 2018.</td>
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<tr>
<td>Walkable Neighbourhood And Reasoned Justification on Social and Community Uses. October 2009.</td>
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</table>

### Fostering Vitality

<table>
<thead>
<tr>
<th>Document</th>
<th>Details</th>
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<tbody>
<tr>
<td>Appendix A, Study Areas and Existing Retail Facilities.</td>
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<tr>
<td>Royal Borough of Kensington and Chelsea: Main Shopping Centres 2008 survey.</td>
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### Better Travel Choices

<table>
<thead>
<tr>
<th>Document</th>
<th>Details</th>
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<tbody>
<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>
<td></td>
</tr>
<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>
<td></td>
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</table>
TfL car club strategy 2008.
Royal Borough of Kensington and Chelsea. Laying the foundations, A New Station at North Pole Road. February 2008.

An Engaging Public Realm
Response to the GLA regarding the need for an Open Space Strategy.
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Kensal


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Royal Borough of Kensington and Chelsea, Golborne Road Study July 2006.


Latimer


Latimer Feasibility Study, summary boards, November 2009.

Earl’s Court
### Earl's Court
- Warwick Road sites planning permissions.

### Lots Road/Worl’s End
- Lots Road Power Station, Planning Permission (Appeal Decision).

### Portobello/Notting Hill Gate
- Royal Borough of Kensington and Chelsea: Response to Call for Evidence on Traditional Retail Markets 2009.

### Kensington High Street

### Knightsbridge

### Brompton Cross

### Fulham Road

### Kings Road

### Land Under the Westway

### South Kensington
- Exhibition Road improvement.
### Notting Hill Gate


### Infrastructure

- Royal Borough of Kensington and Chelsea, Local Infrastructure Delivery Plan, January 2010.

### Overall

- Response to the GLA regarding the need for an Open Space Strategy.
- Footfall data for the Borough’s Town Centres.
- High Speed Rail, March 2010.
- Arup Report (Scoping Study – Phase 1), June 2008.
- Thames Water, Counters Creek Strategic Sewer Alleviation. Our Plans to protect your property, 2009.
- Lots Road Power Station Secretary of State Report, 2006.
## Chapter 44

### Relationship to the Community Strategy

**44.0.1** The Local Plan delivers the spatial aspects of the Community Strategy. The table below shows the correlation between the aims of Community Strategy and how the policies of the Local Plan will help to deliver these aims.

<table>
<thead>
<tr>
<th>Community Strategy Aim</th>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environment and Transport</strong></td>
<td></td>
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<tr>
<td><strong>Aim 1:</strong> To protect and improve the borough’s environment by:</td>
<td>The following Local Plan objectives, policies and visions cover all aspects of Aim 1 of Environment and Transport, with the exception of vii. as it is not a spatial issue.</td>
</tr>
<tr>
<td>i. Protecting and enhancing the borough’s residential and historic character, services and amenities, trees, parks and open spaces;</td>
<td>Strategic Objective CO 4: An Engaging Public Realm.</td>
</tr>
<tr>
<td>ii. Continuously seeking to improve the Borough’s streetscape, undertaking major improvement projects, promoting good design, the use of high quality materials and workmanship and the removal of street clutter;</td>
<td>Strategic Objective CO 5: Renewing the Legacy.</td>
</tr>
<tr>
<td>iii. Maintain the borough’s unique built environment and local heritage, preserving the borough’s listed buildings and conservation areas;</td>
<td>Strategic Objective CO 7: Respecting Environmental Limits.</td>
</tr>
<tr>
<td>iv. Ensuring that new buildings enhance the townscape;</td>
<td>Policy CR1: Street Network.</td>
</tr>
<tr>
<td>v. Enhancing local biodiversity and preserving local habitats;</td>
<td>Policy CR2: Three-Dimensional Street Form.</td>
</tr>
<tr>
<td>vi. Identifying contaminated sites and ensuring that remediation plans are implemented to deal with any pollution risks;</td>
<td>Policy CR4: Streetscape.</td>
</tr>
</tbody>
</table>

| **Policy CL2: Design Quality.** | |
| **Policy CL3: Heritage Assets – Conservation Areas and Historic Spaces.** | |
| **Policy CL4: Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology.** | |
| **Policy CE4: Biodiversity.** | |
| **Aim 2:** To deliver services and work with local people day-to-day to make the borough a pleasant place by: | The following Local Plan objectives, policies and visions cover points ii. and iii Aim 2 of Environment and Transport. Points i, iv and v are not spatial issues. |
| i. Providing an effective and speedy response to residents’ complaints about noise and other nuisances; | Strategic Objective CO 5: Renewing the Legacy. |
| ii. Protecting residents from noise and disturbance; | Strategic Objective CO 7: Respecting Environmental Limits. |
| iii. Creating and maintaining well-designed, well-managed, clean and safe streets and public areas; | Policy CL5: Living Conditions. |
| iv. Encouraging people to be considerate towards their neighbours, to take pride in their area and to join in efforts to improve it; | Policy CE6: Noise and Vibration. |
| v. Being clear with people about behaviour that has unacceptable environmental impacts and how it will be dealt with. | |
## Community Strategy Aim

**Aim 3:** To improve local transport management, service and networks, and encourage and provide for alternative travel opportunities to car-use by:

i. Working with strategic and operational partners to enhance the public transport system for the whole community, expanding services where needed and improving the passenger experience;

ii. Maintaining streets to a high standard so that walking is easy and safe and cyclists, buses and other vehicles can move safely;

iii. Continuing to lobby Transport for London and the Mayor of London for increased influence over Red Route roads within the borough;

iv. Improving road user and pedestrian safety through promoting safer behaviour by drivers, cyclists and pedestrians, tackling antisocial behaviour and promoting positive road safety messages in schools and with residents and the business community;

v. Ensuring that recreational, educational, health facilities and shopping centres are easily accessible by public transport.

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<tr>
<td><strong>Aim 3:</strong> To improve local transport management, service and networks, and encourage and provide for alternative travel opportunities to car-use by:</td>
<td>The following Local Plan objectives, policies and visions cover all aspects of Aim 3 of Environment and Transport, with the exception of point iv which is not a spatial issue.</td>
</tr>
<tr>
<td>i. Working with strategic and operational partners to enhance the public transport system for the whole community, expanding services where needed and improving the passenger experience;</td>
<td>Strategic Objective CO 3: Better Travel Choices.</td>
</tr>
<tr>
<td>ii. Maintaining streets to a high standard so that walking is easy and safe and cyclists, buses and other vehicles can move safely;</td>
<td>Strategic Objective CO 4: An Engaging Public Realm.</td>
</tr>
<tr>
<td>iii. Continuing to lobby Transport for London and the Mayor of London for increased influence over Red Route roads within the borough;</td>
<td>Policy CT1: Improving alternatives to car use.</td>
</tr>
<tr>
<td>iv. Improving road user and pedestrian safety through promoting safer behaviour by drivers, cyclists and pedestrians, tackling antisocial behaviour and promoting positive road safety messages in schools and with residents and the business community;</td>
<td>Policy CT2: New and enhanced rail infrastructure.</td>
</tr>
<tr>
<td>v. Ensuring that recreational, educational, health facilities and shopping centres are easily accessible by public transport.</td>
<td>Policy CR1: Street Network.</td>
</tr>
</tbody>
</table>

**Aim 4:** To promote energy efficiency, recycling and the reduction of pollution by:

i. Encouraging and involving residents and businesses to take part in recycling and waste minimisation schemes in order to reduce waste sent to landfill;

ii. Improving the borough's waste collection service, including thrice weekly collection for households with the least amount of storage space, and ensuring that high standards are maintained by SITA;

iii. Seeking to develop a consensus among residents and businesses for radical changes in behaviour so that biodegradable waste is not mixed with other waste;

iv. Promoting environmental education in schools;

v. Refreshing the Council's Air Quality Action Plans with the help of residents, the PCT and the Health Protection Unit;

vi. Encouraging and promoting the use of energy efficiency and anti-pollution measures across the Council, PCT, police, fire service, businesses and the voluntary and community sectors;

vii. Working with Transport for London and London Councils to minimise the environmental effects of noise, congestion, and air pollution caused by transport;

viii. Encouraging people to take measures to minimise the environmental impact of transport, including the use of shared journeys to school or work, walking and cycling.

<table>
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<tr>
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<th>The following Local Plan objectives, policies and visions cover all aspects of Aim 4 of Environment and Transport, with the exception of points i, ii, iii, iv &amp; xii which are not spatial issues.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Aim 4:</strong> To promote energy efficiency, recycling and the reduction of pollution by:</td>
<td>Strategic Objective CO 3: Better Travel Choices.</td>
</tr>
<tr>
<td>i. Encouraging and involving residents and businesses to take part in recycling and waste minimisation schemes in order to reduce waste sent to landfill;</td>
<td>Strategic Objective CO 7: Respecting Environmental Limits.</td>
</tr>
<tr>
<td>ii. Improving the borough's waste collection service, including thrice weekly collection for households with the least amount of storage space, and ensuring that high standards are maintained by SITA;</td>
<td>Policy CT1: Improving alternatives to car use.</td>
</tr>
<tr>
<td>iii. Seeking to develop a consensus among residents and businesses for radical changes in behaviour so that biodegradable waste is not mixed with other waste;</td>
<td>Policy CT2: New and enhanced rail infrastructure.</td>
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<tr>
<td>iv. Promoting environmental education in schools;</td>
<td>Policy CR1: Street Network.</td>
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<tr>
<td>v. Refreshing the Council's Air Quality Action Plans with the help of residents, the PCT and the Health Protection Unit;</td>
<td>Policy CR4: Streetscape.</td>
</tr>
<tr>
<td>vi. Encouraging and promoting the use of energy efficiency and anti-pollution measures across the Council, PCT, police, fire service, businesses and the voluntary and community sectors;</td>
<td>Policy CE5: Air Quality.</td>
</tr>
<tr>
<td>vii. Working with Transport for London and London Councils to minimise the environmental effects of noise, congestion, and air pollution caused by transport;</td>
<td></td>
</tr>
<tr>
<td>viii. Encouraging people to take measures to minimise the environmental impact of transport, including the use of shared journeys to school or work, walking and cycling;</td>
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</tbody>
</table>
## Relationship to the Community Strategy

### Chapter 44

<table>
<thead>
<tr>
<th>Community Strategy Aim</th>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
</tr>
</thead>
</table>
| ix. Protecting local shopping centres, particularly to minimise people's need to use transport;  
  x. Encouraging walking and cycling as attractive forms of travel for short journeys;  
  xi. Promoting the use of public transport and powered two-wheelers as alternatives to the car;  
  xii. Leading and supporting a number of enforcement and education initiatives to reduce emissions from vehicles and improve air quality. | The following Local Plan objectives, policies and visions covers all aspects of Aim 5 of Environment and Transport, with the exception of points iii which is not a spatial issue.  
Strategic Objective CO 3: Better Travel Choices.  
Strategic Objective CO 7: Respecting Environmental Limits.  
Policy CT1: Improving alternatives to car use.  
Policy CT2: New and enhanced rail infrastructure.  
Policy CE1: Climate Change. |

### Aim 5: To tackle the causes of climate change that arise from the activities of those living and working in the borough and take action to adapt to the unavoidable effects of climate change that are likely to occur by:

i. reducing the Council's carbon footprint;  
ii. seeking to achieve a significant reduction of greenhouse gases within the borough, promoting alternative solutions to energy sourcing and use, travel and transport options, and waste production and disposal;  
iii. promoting sustainable procurement practices across the Council, PCT, police, businesses and the voluntary and community sectors, and participating in the Mayor of London’s Green Procurement Code;  
iv. identifying the problems arising from climate change and working with local residents, businesses and organisations to mitigate their impact. |

### Culture, Arts and Leisure

<table>
<thead>
<tr>
<th>Culture, Arts and Leisure Aim</th>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
</tr>
</thead>
</table>
| **Aim 1**: To encourage active participation in, and build an informed and critical audience for arts and cultural activity by:  
i. increasing active participation in arts and cultural activity from its current level by two per cent per year;  
ii. fostering a climate where residents will be proud of and take an active part in a wide range of arts and culture;  
iii. enabling residents of all ages to be actively involved in their local communities, and to influence the programme of cultural activities on offer to them;  
iv. developing a stronger sense of civic pride and community, with greater understanding of the different cultures in the borough and the needs of vulnerable groups, fostering a stronger sense of health, wellbeing and happiness;  
v. providing opportunities for residents to take part in informed debates about art and culture;  
vi. supporting a climate where innovation is encouraged and where artists from all disciplines are supported. | Although Aim 1 of Culture, Arts and Leisure is spatial issue, the specific points included in Aim 1 are not spatially related to planning. However, the Local Plan includes a policy on Arts and Culture Uses.  
Strategic Objective CO 2: Fostering Vitality.  
Policy CF7: Arts and Culture Uses. |
### Community Strategy Aim

**Aim 2**: To develop excellence in artistic practice by:

1. promoting the Royal Borough as home to a thriving artistic and cultural community;
2. ensuring art and design on offer to residents is of the best quality;
3. attracting new businesses to the Royal Borough, fuelling the economy and encouraging new residents to the borough, enriching the social mix;
4. developing a range of spaces suitable for use by artists and cultural organisations to create, develop, rehearse or sell their work;
5. encouraging innovative approaches to temporary use of vacant premises or spaces which may suit a wide range of art forms such as visual arts theatre, dance or designer-makers;
6. developing an international reputation for architectural innovation and the care and preservation of heritage;
7. ensuring that public spaces in the Royal Borough will have high quality contemporary and traditional programmes of public art, activities and temporary interventions that will excite and delight.

The following Local Plan objectives, policies and visions cover all aspects of Aim 2 of Culture, Arts and Leisure, with the exception of points v. which is not a spatial issue.

- **Strategic Objective CO 2**: Fostering Vitality.
- **Strategic Objective CO 4**: An Engaging Public Realm.
- **Policy CF1**: Location of New Shop Uses.
- **Policy CF2**: Retail Development within Town Centres.
- **Policy CF3**: Diversity of uses within Town Centres.
- **Policy CF5**: Location of Business Uses.
- **Policy CF7**: Arts and Culture Uses.
- **Policy CF9**: The South Kensington Strategic Cultural Area.
- **Policy CR3**: Street and Outdoor Life.

### Aim 3**: To encourage literacy, reading and life long learning for the community’s cultural and personal development and economic good by:

1. transforming the library service to give individuals more choice about how they access information through more personalised services;
2. creating an outstanding Central Library fit to be a flagship for the Royal Borough;
3. delivering a varied menu of activities and events to stimulate and develop a love of reading in children of all ages;
4. developing a range of support for parents and carers to be major contributors to the reading and literacy development of children;
5. encouraging people to read more widely, providing first steps or ways back into reading, enabling people to share their reading experiences, and signposting to other reading opportunities;
6. widening the experience of adult readers and learners through access to library facilities and resources;
7. working in partnership with other services to extend the Home Library Service to all who might benefit from it;
8. expanding the use of libraries as community resources.

Although Aim 3 of Culture, Arts and Leisure is spatial issue, the specific points included in Aim 3 are not spatially related to planning. However, the Local Plan includes a policy on Arts and Culture Uses.

- **Strategic Objective CO 2**: Fostering Vitality.
- **Policy CF7**: Arts and Culture Uses.
### Community Strategy Aim

<table>
<thead>
<tr>
<th>Aim 4:</th>
<th>To improve the quality and accessibility of sports and leisure provision for all in the borough and encourage participation in physical activities by:</th>
</tr>
</thead>
<tbody>
<tr>
<td>i.</td>
<td>increasing levels of physical activity in Kensington and Chelsea;</td>
</tr>
<tr>
<td>ii.</td>
<td>improving the provision of sports and play facilities;</td>
</tr>
<tr>
<td>iii.</td>
<td>promoting physical activity as a means of improving quality of life and wellbeing – especially for children, young people, the elderly and the disabled – through further developing the Kensington and Chelsea Sport &amp; Physical Activity Network (CSPAN);</td>
</tr>
<tr>
<td>iv.</td>
<td>ensuring that a range of public and private venues are used for physical activity, including parks, leisure centres, youth clubs and schools;</td>
</tr>
<tr>
<td>v.</td>
<td>providing a good quality of service in safe and well run facilities;</td>
</tr>
<tr>
<td>vi.</td>
<td>providing encouragement, expertise, advice and support to service providers and deliverers of local sport;</td>
</tr>
<tr>
<td>vii.</td>
<td>ensuring that services are accessible to all;</td>
</tr>
<tr>
<td>viii.</td>
<td>examining how sport provision in the south of the borough can be improved;</td>
</tr>
<tr>
<td>ix.</td>
<td>using the London 2012 Games to better promote and engage residents in increased and continuing physical activity and wellbeing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
<th>The following Local Plan objectives, policies and visions covers all aspects of Aim 4 of Culture, Arts and Leisure, with the exception of points i,iii, v, vi and ix which are not spatial issues.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Objective CO 1: Keeping Life Local.</td>
<td>Strategic Objective CO 4: An Engaging Public Realm.</td>
</tr>
</tbody>
</table>

### Aim 5: | To improve the quality and accessibility of all public open spaces within the borough by: |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>i.</td>
<td>providing high quality parks and open spaces that all people can use;</td>
</tr>
<tr>
<td>ii.</td>
<td>promoting the use of parks and open spaces by local communities, and involving people in decisions about what their local parks should be like and in looking after them;</td>
</tr>
<tr>
<td>iii.</td>
<td>providing spaces for relaxation, recreation and exercise and making parks feel safe for everyone to enjoy;</td>
</tr>
<tr>
<td>iv.</td>
<td>using good quality design and materials to improve and maintain the borough's parks and open spaces;</td>
</tr>
<tr>
<td>v.</td>
<td>exploring opportunities to make better use of green spaces within or adjoining the borough that are currently managed by other organisations.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
<th>The following Local Plan objectives, policies and visions cover all aspects of Aim 5 of Culture, Arts and Leisure, with the exception of points ii and v which are not spatial issues.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Objective CO 4: An Engaging Public Realm.</td>
<td>Strategic Objective CO 7: Respecting Environmental Limits.</td>
</tr>
</tbody>
</table>
### Community Strategy Aim

**Safer Communities**

<table>
<thead>
<tr>
<th>Community Strategy Aim</th>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Aim 1:</strong> To ensure that residents are, and feel, secure in their homes and daily lives by:</td>
<td>The following Local Plan objectives, policies and visions cover all aspects of Aim 1 of Safer Communities, with the exception of points i, iii, iv, v and vii which are not spatial issues.</td>
</tr>
<tr>
<td>i. reducing:</td>
<td>Strategic Objective CO 4: An Engaging Public Realm.</td>
</tr>
<tr>
<td>a. numbers of serious acquisitive crimes, including street crimes, domestic burglaries and motor-vehicle crimes;</td>
<td>Strategic Objective CO 5: Renewing the Legacy.</td>
</tr>
<tr>
<td>b. numbers of serious violent crimes, including domestic violence and offences that involve the use of knives or guns;</td>
<td>Policy CR1: Street Network.</td>
</tr>
<tr>
<td>c. incidents of disorder and antisocial behaviour;</td>
<td>Policy CR4: Streetscape.</td>
</tr>
<tr>
<td>d. non-accidental fires and malicious hoax calls to the Fire and Rescue Service.</td>
<td>Policy CL1: Context and Character.</td>
</tr>
<tr>
<td>ii. providing dedicated, ward based, local policing teams across the borough through the Safer Neighbourhoods initiative and increasing the engagement of local people in the process;</td>
<td>Policy CL2: Design Quality.</td>
</tr>
<tr>
<td>iii. increasing the number of visible enforcement officers patrolling the streets of the borough to tackle street crime;</td>
<td></td>
</tr>
<tr>
<td>iv. reducing the likelihood of residents and visitors becoming victims of crime and disorder through target-hardening measures, regular awareness campaigns and encouraging individual responsibility for personal community safety;</td>
<td></td>
</tr>
<tr>
<td>v. coordinating enforcement, social care and housing responses to reduce antisocial behaviour associated with ‘Street Populations’ – rough sleeping, street drinking, begging and the posting of prostitute cards in telephone boxes;</td>
<td></td>
</tr>
<tr>
<td>vi. improving processes for designing out crime when any changes to the built environment are being considered;</td>
<td></td>
</tr>
<tr>
<td>vii. improving support for vulnerable adults and children at risk of becoming victims;</td>
<td></td>
</tr>
<tr>
<td>viii. improving partnership work with private and social landlords to tackle domestic burglary and antisocial behaviour.</td>
<td></td>
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<tr>
<td></td>
<td>Aim 2 of Safer Communities is not a spatial issue.</td>
</tr>
</tbody>
</table>

| **Aim 2:** To catch and convict more offenders, stop them from re offending and ensure that victims are properly supported by: |                                                                                                                                 |
| i. focusing attention on catching and convicting those responsible for disproportionate amounts of crime in the borough through the successful management of the Prolific and Priority Offenders Scheme; | Aim 2 of Safer Communities is not a spatial issue.                                                                 |
| ii. adopting a tough stance on domestic violence by implementing a positive arrest policy for alleged perpetrators of such violence and protecting and supporting victims; |                                                                                                                                 |
| iii. reducing opportunities for stolen and counterfeit goods to be sold in the borough; |                                                                                                                                 |
| iv. increasing the proportion of offences where offenders are detected and caught; |                                                                                                                                 |
### Community Strategy Aim

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<th>Community Strategy Aim</th>
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</tr>
</thead>
<tbody>
<tr>
<td>v. improving the use of public and private CCTV systems to prevent crime and disorder, provide intelligence and assist enforcement;</td>
<td></td>
</tr>
<tr>
<td>vi. making effective use of a range of interventions to tackle antisocial behaviour with the aim of reducing the number of incidents reported to the police and the level of residents perception of antisocial behaviour;</td>
<td></td>
</tr>
<tr>
<td>vii. engaging more effectively with the business community to prevent crimes on their premises through the Business Crime Reduction Partnership;</td>
<td></td>
</tr>
<tr>
<td>viii. developing the use of volunteers in schemes to prevent crime and disorder, provide intelligence and assist enforcement;</td>
<td></td>
</tr>
<tr>
<td>ix. developing a better understanding of crime and disorder in Kensington and Chelsea and more effective joint working between local partners and with neighbouring boroughs;</td>
<td></td>
</tr>
<tr>
<td>x. improving support for victims both at the time they report an offence and afterwards.</td>
<td></td>
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</table>

**Aim 3:** To tackle the use of illegal drugs and the misuse of alcohol by:

i. increasing the number of drug using offenders who sign up to and complete effective drug treatment programmes;

ii. disrupting the sale of drugs in the borough and contributing to London-wide action to reduce wholesale drugs markets;

iii. continuing to close down crack houses quickly;

iv. developing effective education programmes for young people about avoiding the harm caused by cannabis and other illegal drugs and the misuse of alcohol;

v. encouraging responsible behaviour by those who manage pubs and clubs to prevent drug and alcohol problems on and near their premises – through extension of the Best Bar None initiative to all areas across the borough – and taking action against licensees who do not;

vi. taking effective action to tackle street drinking problems;

vii. continuing to provide education and, where appropriate, enforcement to tackle the sale of alcohol to children.

**Aim 4:** To reduce the number of young people involved in crime and disorder either as victims or perpetrators by:

i. publicising the many examples of positive work undertaken by young people in the borough;

ii. continuing to develop effective community safety education programmes for young people to prevent them becoming victims, offenders or substance misusers;

**Aim 3** of Safer Communities is not a spatial issue.

**Aim 4** of Safer Communities is not a spatial issue.
### Community Strategy Aim

| iii. parents to take responsibility for the behaviour of their children and where necessary, providing adequate and timely support to help them to do so through the Parenting Programme offered by the Youth Offending Team; |
| iv. providing a youth service for all young people who live, study or work in the borough that also identifies those at risk of becoming offenders; |
| v. identifying young people who show signs of developing antisocial or offending behaviour at an early age, working with them so that they stay out of trouble, and imposing penalties if they fail to do so; |
| vi. promoting a consistent and effective approach to tackling offending behaviour in schools, through the Police Schools Involvement Team and dedicated Safer Neighbourhood Team Officers; |
| vii. providing effective support and diversionary activities for those at risk of becoming offenders and/or getting involved in any type of gang activity and dealing effectively with those who are already offending; |
| viii. reducing the number of children and young people in the care of the Council who become involved in crime and disorder; |
| ix. seeking punishments for young offenders from the many different options available to the courts, (including restorative justice) that are most likely to stop or reduce their offending, and in particular their repeat offending behaviour; |
| x. providing support for young victims of crime. |

### Health and Social Care

| Aim 1: To improve and protect the overall health of the local population and reduce inequalities in health by: |
| i. reducing the number of premature deaths caused by the main killers – cancer, heart disease and stroke; |
| ii. addressing our public health priorities: smoking, physical activity, nutrition, drugs and alcohol, mental health, sexual health – and the wider determinants of health; |
| iii. safeguarding the public’s health, ensuring that it is not put at risk by poor food retailing, dangerous working practices or the sale of dangerous or inappropriate goods; and joint planning to prepare for emergencies; |
| iv. protecting vulnerable adults from harm or neglect; |
| v. ensuring compliance with the smoke free legislation and through this, reducing the burden of tobacco related ill health. |

### Corresponding Strategic Objective, Place, Strategic Site and Policy

<p>| Aim 1 of Health and Social Care is not a spatial issue. |</p>
<table>
<thead>
<tr>
<th>Community Strategy Aim</th>
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</tr>
</thead>
</table>
| **Aim 2:** To improve the experience of patients, carers and users of local health and social care services and offer greater choice of services by:  
  i. increasing the choices that local people have about where, when and how they access health care;  
  ii. ensuring that people are able to make an informed choice about care and treatment options and that information on making healthier choices and making the best use of services is accessible to all;  
  iii. making services more responsive to the needs of users, offering people greater choice and control by providing self directed support options such as Individual Budgets, and an opportunity to choose between different services and providers wherever possible, including support to access user led organisations;  
  iv. working hard with local communities to improve our understanding of the service needs of the borough’s residents;  
  v. listening to users’ experiences and expectations of our services and responding to these;  
  vi. ensuring the safety of patients and service users through using processes and working practices that prevent or reduce the risk of harm. | The following Local Plan objectives, policies and visions cover all aspects of Aim 2 of Health and Social Care, with the exception of points ii, iii, iv and v which are not spatial issues.  
Strategic Objective CO 1: Keeping Life Local.  
Policy CK1: Social and Community Uses. |
| **Aim 3:** Work to increase residents’ choice and control to improve their independence and quality of life by:  
  i. continuing to ensure information, advice and support is made available to all people and their families, to help them secure appropriate good quality services;  
  ii. improving the support offered to people to secure appropriate gainful education, employment, or volunteering opportunities;  
  iii. continuing to explore the benefits of new technologies in promoting the independence and managing the risks of vulnerable people living in the community;  
  iv. providing information and support to carers, including young carers so that their quality of life, and their relationship with the person being cared for, are maintained;  
  v. maximising people’s independence and ability to manage their own lives. | The following Local Plan objectives, policies and visions cover all aspects of Aim 3 of Health and Social Care, with the exception of points i, ii, iii and iv which are not spatial issues.  
Strategic Objective CO 6: Diversity of Housing.  
Policy CH2: Housing Diversity. |
| **Aim 4:** To improve the quality and access offered by local health and social care services by:  
  i. ensuring that services are equitably provided to the whole population, and reducing any inequalities in access to the quality of services;  
  ii. ensuring that, when they need them, patients, users and carers receive services as promptly and conveniently as possible including effective “out-of-hours” services; | The following Local Plan objectives, policies and visions cover all aspects of Aim 4 of Health and Social Care, with the exception of points ii, iii, v & vi which are not spatial issues.  
Strategic Objective CO 1: Keeping Life Local.  
Policy CK1: Social and Community Uses. |
### Community Strategy Aim

| iii. increasing the number of drug and alcohol misusers entering and completing drug and alcohol treatment programmes and then staying free from drug and alcohol misuse; | Corresponding Strategic Objective, Place, Strategic Site and Policy |
| iv. providing suitable outreach and early intervention services for people with mental health problems, appropriate mental health crisis services for all people who need them, and a comprehensive mental health service for families, children and adolescents; | |
| v. increasing the attention paid by health and social care to the physical health of people with learning disabilities and mental health problems; | |
| vi. working with community and voluntary sector organisations to engage with service users and potential users (especially those who are hardest to reach) to enable them to improve their own health and to influence the ways in which services are delivered to them; | |
| vii. successfully delivering major new health and care facilities in the borough. | |

#### Aim 5: To support children and young people to stay safe and be healthy by:

| i. halting the year on year rise in childhood obesity; | Although Aim 5 of Health and Social Care is not a spatial issue, the specific points included in Aim 5 are not spatially related to planning. However, the Local Plan includes strategic objectives and policies in relation to Keeping Life Local, Better Travel Choices and An Engaging Public Realm which all encourage active travel. |
| ii. improving food, nutrition and oral health in deprived communities; | |
| iii. improving access to sexual health services and enabling young people to make positive choices; | |
| iv. increasing the number of children immunised; | |
| v. encouraging and supporting children to have healthy lifestyles and not smoke, drink alcohol or take illegal drugs; | |
| vi. developing joint child and adolescent mental health services; | |
| vii. ensuring that all partners continue to work together effectively to protect children from harm; | |
| viii. continuing to provide excellent services to support and safeguard vulnerable children and those in greatest need; | |
| ix. developing a borough wider offer of parenting support accessible for all parents who live in the borough or use our services, and ensure the effective assessment and referral within schools of young people and families who have additional needs; | |
| x. improve outcomes for every looked after child. | |
## Relationship to the Community Strategy

<table>
<thead>
<tr>
<th>Community Strategy Aim</th>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Homes and Housing</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Aim 1:</strong> To improve the quality of housing across all tenures by:</td>
<td>The following Local Plan objectives, policies and visions cover all aspects of Aim 1 of Homes and Housing, with the exception of point iii which is not a spatial issue.</td>
</tr>
<tr>
<td>i. achieving the Decent Homes standard for all Council properties;</td>
<td>Strategic Objective CO 6: Diversity of Housing.</td>
</tr>
<tr>
<td>ii. reducing the number of non-decent private sector homes occupied by vulnerable households;</td>
<td>Policy CH1: Housing Targets.</td>
</tr>
<tr>
<td>iii. supporting owner occupiers on low incomes to access grants so that they can maintain and renovate their homes to be accessible and more energy efficient;</td>
<td>Policy CH2: Housing Diversity.</td>
</tr>
<tr>
<td>iv. regulating the use of Houses in Multiple Occupation (HMOs) to improve standards in the poorest quality properties;</td>
<td>Policy CH3: Protection of Residential Uses.</td>
</tr>
<tr>
<td>v. negotiating larger internal space standards on new affordable housing schemes delivered through planning agreements.</td>
<td></td>
</tr>
<tr>
<td><strong>Aim 2:</strong> To increase the type and number of homes to build mixed, balanced and sustainable communities by:</td>
<td>The following Local Plan objectives, policies and visions cover all aspects of Aim 2 of Homes and Housing, with the exception of point ii which is not a spatial issue.</td>
</tr>
<tr>
<td>i. encouraging developers to adopt the Lifetime Homes standard in all new developments;</td>
<td>Strategic Objective CO 6: Diversity of Housing.</td>
</tr>
<tr>
<td>ii. increasing the percentage of vulnerable people achieving independent living;</td>
<td>Policy CH1: Housing Targets.</td>
</tr>
<tr>
<td>iii. producing a housing strategy for older people that will meet the challenge of older people’s accommodation;</td>
<td>Policy CH2: Housing Diversity.</td>
</tr>
<tr>
<td>iv. implementing the Crowding and Space Enforcement Policy to tackle overcrowding;</td>
<td>Policy CH3: Protection of Residential Uses.</td>
</tr>
<tr>
<td>v. minimising the number of vacant properties in the borough and bringing empty homes back into use</td>
<td>Policy CH4: Estate Renewal.</td>
</tr>
<tr>
<td>vi. increasing the net additional homes provided and increasing the gross number of affordable homes delivered;</td>
<td></td>
</tr>
<tr>
<td>vii. supporting the provision of affordable ownership and intermediate rent schemes.</td>
<td></td>
</tr>
<tr>
<td><strong>Aim 3:</strong> To provide a range of housing options to prevent homelessness and promote mobility by:</td>
<td>Aim 3 of Homes and Housing is not a spatial issue.</td>
</tr>
<tr>
<td>i. continuing progress towards the Government’s target to halve the number of households in temporary accommodation by 2010;</td>
<td></td>
</tr>
<tr>
<td>ii. preventing homelessness through high quality housing advice;</td>
<td></td>
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<tr>
<td>iii. increasing the number of private sector placements through the rent deposit scheme;</td>
<td></td>
</tr>
<tr>
<td>iv. continuing to develop innovative and creative housing and support options to meet a range of housing needs;</td>
<td></td>
</tr>
<tr>
<td>v. increasing mobility through out of borough and out of London schemes.</td>
<td></td>
</tr>
</tbody>
</table>
## Community Strategy Aim

### Aim 4: To ensure continuous improvement in the delivery and performance of housing and support services by:

i. improving local authority tenants’ satisfaction with landlord services;

ii. delivering high quality and well planned housing and support services for vulnerable people, that complement existing care services;

iii. improving the time taken to respond to requests for environmental health services;

iv. working with private sector housing providers to improve their performance through landlord accreditation schemes and stricter quality checks controls.

### Aim 5: To improve the energy efficiency of dwellings and encourage sustainable development by:

i. improving the energy efficiency of local authority housing stock;

ii. improving the energy efficiency of dwellings inhabited by residents claiming income based benefits;

iii. tackling fuel poverty through implementing the Affordable Warmth Strategy;

iv. utilising previously developed land that has been vacant or derelict for more than five years;

The following Local Plan objectives, policies and visions cover all aspects of Aim 5 of Homes and Housing, with the exception of point iii which is not a spatial issue.

- Strategic Objective CO 6: Diversity of Housing.
- Strategic Objective CO 7: Respecting Environmental Limits.
- Policy CH1: Housing Targets.
- Policy CH2: Housing Diversity.
- Policy CH3: Protection of Residential Uses.
- Policy CH4: Estate Renewal.
- Policy CE1: Climate Change.

## Community, Equality and Inclusivity

### Aim 1: To improve the ways that partners inform, communicate with, consult and involve residents by:

i. improving and diversifying ways of communicating with residents and service users to take account of their different needs and language abilities, ensuring that good practice is shared;

ii. consulting effectively with all parts of the local community;

iii. providing effective information about how organisations work, the services they deliver, and the opportunities they offer for residents to get involved in and influence decision-making;

iv. using a range of methods to gauge levels of satisfaction with services among different groups, and supporting communities to be able and confident to access and contribute to these opportunities.

Aim 1 of Community, Equality and Inclusivity is not a spatial issue.
Relationship to the Community Strategy  
Chapter 44

<table>
<thead>
<tr>
<th>Community Strategy Aim</th>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Aim 2</strong>: To improve the relevance and accessibility of local services to residents and other service users by:</td>
<td>The following Local Plan objectives, policies and visions covers point ix of Aim 2 of Community, Equality and Inclusivity, the other points are not spatial issues.</td>
</tr>
<tr>
<td>i. being consistently polite, courteous and helpful when dealing directly with the public;</td>
<td>Strategic Objective CO 4: An Engaging Public Realm.</td>
</tr>
<tr>
<td>ii. following best practice advice from the Equality and Human Rights Commission when procuring services from voluntary and private sector providers;</td>
<td>Strategic Objective CO 5: Renewing the Legacy.</td>
</tr>
<tr>
<td>iii. taking account of people's diversity— in ethnicity, faith, age, gender, sexual orientation, physical, language and mental ability and so on — when delivering services and information to them;</td>
<td>Strategic Objective CO 6: Diversity of Housing.</td>
</tr>
<tr>
<td>iv. employing a labour force that broadly reflects the diversity of the population being served;</td>
<td>Policy CR1: Street Network.</td>
</tr>
<tr>
<td>v. providing suitable training in diversity and equality issues for decision makers and staff at all levels;</td>
<td>Policy CR4: Streetscape.</td>
</tr>
<tr>
<td>vi. operating robust and effective complaints procedures and dealing effectively with incidents of illegal discrimination and harassment;</td>
<td>Policy CL1: Context and Character.</td>
</tr>
<tr>
<td>vii. working together to implement voluntary and community sector codes of good practice;</td>
<td>Policy CL2: Design Quality.</td>
</tr>
<tr>
<td>viii. adopting a strategic approach to commissioning services from the voluntary sector, involving assessing and analysing needs, identifying organisations which meet these needs and ensuring support for small organisations and flexible services which meet fluctuating need;</td>
<td>Policy CH2: Housing Diversity.</td>
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<tr>
<td>ix. working in partnership to remove barriers to inclusion for disabled people;</td>
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<td>x. complying with the spirit as well as the letter of equalities legislation;</td>
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<tr>
<td>xi. improving provision of respite for parents and carers of children with disabilities, including school and holiday activities for disabled children with complex needs.</td>
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</tr>
<tr>
<td><strong>Aim 3</strong>: To provide support to and empower communities and individuals to learn more about the borough and get involved in community life and leadership by:</td>
<td>The following Local Plan objectives, policies and visions covers point i. of Aim 3 of Community, Equality and Inclusivity, The other points are not spatial issues.</td>
</tr>
<tr>
<td>i. supporting the provision of community facilities, organisations and events particularly those that promote interaction between different communities;</td>
<td>Strategic Objective CO 1: Keeping Life Local.</td>
</tr>
<tr>
<td>ii. supporting the Forum of Faiths to increase opportunities for cross cultural and interfaith understanding and engagement in the borough.</td>
<td>Policy CK1: Social and Community Uses.</td>
</tr>
<tr>
<td>iii. helping people to get the advice and information they need, such as independent welfare advice, to tackle challenges, including dealing with harassment and discrimination;</td>
<td>Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities.</td>
</tr>
</tbody>
</table>
### Community Strategy Aim

<table>
<thead>
<tr>
<th>Community Strategy Aim</th>
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<tbody>
<tr>
<td>iv. providing accurate local information to counter inaccurate and occasionally irresponsible reports in the national media;</td>
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<tr>
<td>v. identifying and scrutinising issues of concern to residents and providing opportunities to discuss and debate service provision with those who deliver them;</td>
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<tr>
<td>vi. supporting efforts to assist those who find it hardest to be heard, get involved or get organised;</td>
<td></td>
</tr>
<tr>
<td>vii. inviting opportunities for greater collaboration with and empowerment of service users and residents;</td>
<td></td>
</tr>
<tr>
<td>viii. promoting and supporting active citizenship and volunteering to widen participation in community decision making, especially among children and young people and others who are often under-represented on governing bodies;</td>
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<tr>
<td>ix. seeking to exploit and support Government initiatives to build the capacity and infrastructure of the voluntary and community sector and resilience in communities;</td>
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<tr>
<td>x. maximising the opportunity for the borough’s residents to be part of the official London 2012 volunteering programme, as well as boosting opportunities and raising the profile of volunteering locally.</td>
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</tbody>
</table>

### Achieving Potential

**Aim 1: Ensure children and families have opportunities to enjoy and achieve by:**

i. providing opportunities to have fun, through easy access to a variety of high quality, enriching play opportunities that are also safe and inclusive;

ii. improving educational outcomes in all Key Stages;

iii. improving the education and training opportunities to 14-19 year olds;

iv. increasing accessibility of and participation in learning and development, particularly for those at risk of underachievement and social exclusion;

v. expanding the number of good local secondary school places.

The following Local Plan objectives, policies and visions cover all aspects of Aim 1 of Achieving Potential, with the exception of points i and ii, which are not spatial issues.

- Strategic Objective CO 1: Keeping Life Local.
- Policy CK1: Social and Community Uses.
- Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities.

**Aim 2: Support children and families to make a positive contribution and achieve economic well-being by:**

i. increasing the availability and variety of youth support services;

ii. reducing the number of young people not in education, employment or training;

iii. increasing the number of young people gaining accredited outcomes;

iv. reducing child poverty and worklessness;

v. developing innovative ways to identify children facing multiple disadvantages and increasing their aspirations and opportunities.

The following Local Plan objectives, policies and visions cover all aspects of Aim 2 of Achieving Potential, with the exception of points i and ii, which are not spatial issues.

- Strategic Objective CO 1: Keeping Life Local.
- Policy CK1: Social and Community Uses.
- Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities.
### Community Strategy Aim

**Aim 1:** To create and maintain an attractive business environment in the borough by:

i. seeking to offer a range of business, office and retail premises to suit different budgets and different needs;

ii. working with business to tackle crime, antisocial behaviour and environmental problems;

iii. promoting networking between businesses;

iv. ensuring that procurement policies and practices provide opportunities for local businesses to compete to provide services;

v. retaining existing business units and supporting the development of new affordable business units for business start-ups in the borough, and promoting their availability to local businesses;

vi. recognising and seeking to meet the needs of small businesses that wish to expand within the Royal Borough;

vii. influencing, contributing to and exploiting pan-London programmes to harness talent and creativity, drive economic growth and promote social inclusion;

viii. continuing to protect land for employment use within the borough;

ix. ensuring that the borough’s markets remain viable and continue to contribute effectively to the economic vibrancy of the area by retaining the sole trader retail identity and the current diverse pattern of street stall holdings;

x. ensuring businesses are able to harness opportunities arising from the London 2012 Olympic and Paralympic Games.

**Aim 2:** To improve the employment prospects of residents, including young people, creating opportunities and tackling barriers which make it difficult for them to gain or retain employment by:

i. enhancing skills and training projects for young people and other clients and strengthening networks of providers and employers to help access funding and identify clear routes into employment;

ii. working with JobCentre Plus, the Learning and Skills Council, the Primary Care Trust and other public and voluntary sector organisations to address the needs of unemployed and under-employed residents and promote effective links with employers within Kensington and Chelsea and in neighbouring boroughs;

iii. ensuring that refugees have the support they need to access appropriate training and employment to enable them to become economically active, and that there are opportunities for them to convert their existing qualifications;

### Corresponding Strategic Objective, Place, Strategic Site and Policy

The following Local Plan objectives, policies and visions cover all aspects of Aim 1 of Work and Business, with the exception of points ii, iii, vii and x which are not spatial issues.

**Strategic Objective CO 2: Fostering Vitality.**

- Policy CF1: Location of New Shop Uses.
- Policy CF2: Retail Development within Town Centres.
- Policy CF3: Diversity of uses within Town Centres.
- Policy CF4: Street Markets.
- Policy CF5: Location of Business Uses.
- Policy CF7: Arts and Culture Uses.
- Policy CF8: Hotels.
- Policy CF9: The South Kensington Strategic Cultural Area.

Although Aim 2 of Community, Work and Business is a spatial issue, the specific points included in Aim 5 are not spatially related to planning. However, the Local Plan includes strategic objectives and policies in relation to Keeping Life Local and Fostering Vitality which encourage community, work and business facilities.
### Community Strategy Aim

<table>
<thead>
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</tr>
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<tbody>
<tr>
<td>iv. establishing links between Connexions, the Education Business Partnership and other agencies dealing with school pupils and leavers and local and sub-regional employers’ groups, including the Kensington and Chelsea Chamber of Commerce;</td>
<td></td>
</tr>
<tr>
<td>v. ensuring that local people have opportunities to find out about and secure jobs with new and established local employers, including major employers such as the Council and the PCT;</td>
<td></td>
</tr>
<tr>
<td>vi. developing geographically-targeted programmes in areas of the borough that have high levels of workless households involving not just clients on Job Seekers Allowance but also those on Income Support and Incapacity Benefit who wish to re-enter employment;</td>
<td></td>
</tr>
<tr>
<td>vii. planning future childcare provision to help partners and carers to access training and work;</td>
<td></td>
</tr>
<tr>
<td>viii. continuing to negotiate local construction training commitments as part of major new developments in the borough.</td>
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</tbody>
</table>
Chapter 45
Glossary

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

Accessible/Accessibility. This refers to the extent to which employment, goods and services are made available to people, either through close proximity, or through providing the required physical links to enable people to be transported to locations where they are available. The latter can refer to the ease of access to the public transport network, often measured by a location’s Public Transport Accessibility Level (see below).

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

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

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

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

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

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

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

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

AQMA. See Air Quality Management Area.

Area of Metropolitan Importance / Areas of Special Character. Are conservation areas of metropolitan importance first defined in the Greater London Development Plan and recognised in the UDP. The borough has five:

- Thames – now covered by London Plan Thames Policy Area, which includes Royal Hospital and Ranelagh Gardens
- South Kensington Museums – Albert Memorial – V&A/Natural History Museums;
• Kensington Gardens;
• Holland Park; and
• Grand Union Canal.

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

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

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

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

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

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

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

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

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

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

Business Development:

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

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

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

Business Improvement Districts (BIDs). This concept was originally developed in the USA for increasing investment within defined areas of a city such as town centres. This is achieved through changes to local taxation, based on a supplementary rate levied on businesses within that defined area.

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

Carbon neutrality. Contributing net zero carbon dioxide emissions to the atmosphere.

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

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

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

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

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

**CHP.** See Combined Heat and Power.

**CIL.** See Community Infrastructure Levy.

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

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<th>4</th>
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<tr>
<td><strong>Energy (improve-</strong></td>
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<td><strong>ment on 2006)</strong></td>
<td>44 per cent</td>
<td>100 per cent</td>
<td>Zero</td>
</tr>
<tr>
<td><strong>Water (litres/person/day)</strong></td>
<td></td>
<td>80</td>
<td>80</td>
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<tr>
<td><strong>Other credits needed</strong></td>
<td>54</td>
<td>60</td>
<td>65</td>
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</table>

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

**Combined Heat and Power (CHP).** The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating. The provision of Cooling can be added to create Combined Cooling, Heat and Power (CCHP).

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

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

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

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

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

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

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

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

**Construction and demolition waste.** This is waste arising from the construction, repair, maintenance and demolition of buildings and struc-
tures, including roads. It consists mostly of brick, concrete, hardcore, subsoil and topsoil, but it can contain quantities of timber, metal, plastics and occasionally special (hazardous) waste materials.

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

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

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

**Crossrail 1.** The first line in the Crossrail project (see also Chelsea-Hackney Line). Crossrail 1 is an east–west, cross-central London rail link between Paddington and Whitechapel serving Heathrow Airport, Canary Wharf and Stratford. It will serve major development and regeneration corridors, and improve access to large areas of central and suburban London.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**HR/HA.** see habitable rooms per hectare.

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

**Inceration.** 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.** An environment in which everyone can use equally, regardless of disability or age, where there are no barriers that may create unnecessary separation or special treatment. It is the environment, rather than the condition of the individual, that is seen as the ‘disabling’ element, following the social rather than the medical model of disability.

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

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

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

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

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

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

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

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

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

**Local Centres.** See also Neighbourhood Centres

**Local Development Framework (LDF).** A statutory plan produced by each local planning authority that comprises a portfolio of development plan documents (DPDs) including a Local Plan. This portfolio may include site allocations, development management policies and area action
plans. The Local Development Framework will replace the borough’s Unitary Development Plan.

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

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

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

**London Bus Initiative (LBI).** A package of measures to improve bus services, including bus priority and service improvements, which seeks to improve total journey quality. It is delivered by a partnership of agencies.

**London Bus Priority Network (LBPN).** A bus network covering the main bus routes in London, in which bus priority and other traffic management measures are introduced to improve reliability and reduce overall journey times.

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

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

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

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

**London Plan.** See the Spatial Development Strategy.

**London Town Centre Network.** A network of town centres set out within the Mayor’s London Plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

**Neighbourhood Centre.** Centres which play a particular role in meeting the day-to-day needs of those living and working in the borough.

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

**New and emerging technologies.** Technologies that are either still at a developmental stage or have only recently started operating at a commercial scale. They may be new applications of existing technologies. In relation to waste, they include such technologies as anaerobic digestion, Mechanical Biological Treatment (BMT), pyrolysis and gasification.

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

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

**Nitrogen oxides (NOx).** A generic term for mononitrogen oxides (usually NO and NO₂).

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

**Opportunity Areas.** A Mayoral designation set out within the London Plan. These are the areas which are London’s principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

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

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

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

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

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

**PLA: Port of London Authority.** The Port of London Authority is a self-financing statutory authority. Their responsibilities include ensuring navigational safety along the Tidal Thames, promoting use of the River and safeguarding the environment.
Planning frameworks. These frameworks provide a sustainable development programme for Opportunity Areas. The frameworks may be prepared by the GLA Group, boroughs, developers or partners while planning frameworks will have a non-statutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their development plans.

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

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

PPSs. See Planning Policy Statements.

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

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

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

PTAL. See Public Transport Accessibility Level.

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

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

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

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

Regeneration Areas. See Areas for Regeneration.

Register of Historic Parks and Gardens. A national register of parks and gardens in England, compiled by English Heritage, that are held to be of special historic interest, and which local authorities are expected to make provision for their safeguarding when preparing planning policies or considering planning proposals.

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

Renewable energy. Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

Residential density. See Housing density

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

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

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

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

Safeguarded wharves. These are sites that have been safeguarded for cargo handling uses such as intra-port or trans-shipment movements and freight-related purposes. Cremorne wharf is the only safeguarded wharf which lies in the borough.
Secondary retail frontages. The secondary retail frontages are those frontages which contain a higher proportion of non-retail town centre uses, and those frontages which tend to be characterised by lower pedestrian flows.

Section 106 Agreements (also often denoted s106). These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990. These may be used to help mitigate the specific impact of a development where it would generate additional needs e.g. on community infrastructure. Standard charges are calculations and measurements of the level of contribution likely to be sought by a local planning authority towards infrastructure necessitated by new development. The Government has encouraged the use of formulae and standard charges, and pooling of contributions, where appropriate.

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

Sequential approach. The sequential approach to new town centre uses is set out within the NPPF. It applies to all town centre-related activities and it states that, if possible, facilities should be accommodated in the centre, failing that on the edge of the centre.

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

SFRA. See Strategic Flood Risk Assessment.

SHLAA. See Strategic Housing Land Availability Assessment.

SHMA. See Strategic Housing Market Assessment.

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

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

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

Small office/business. See Business Development.

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

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

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

Social rented housing. Is rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.

Spatial Development Strategy. This strategy is prepared by the Mayor. The Mayor has chosen to call the Spatial Development Strategy for London the ‘London Plan’.
Spatial Masterplan. This plan establishes a three-dimensional framework of buildings and public spaces. It is a visual ‘model’ which can show the following: the relationship between buildings and spaces; the connections between streets, squares and open spaces; the movement patterns; the height, massing and bulk of buildings; the distribution of uses; the location of street furniture and landscaping; and how well the new urban neighbourhood is integrated with the surrounding urban context.

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

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

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

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

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

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

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

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

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

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

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

Sustainable urban drainage systems (SUDs). An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount,
flow and rate of surface water that runs directly to rivers through stormwater systems. According to the Mayor’s drainage hierarchy, SUDs could include the storage of rainwater for later use, the use of infiltration techniques, such as porous surfaces in non-clay areas, the attenuation of rainwater in ponds or open water features for gradual release and the attenuation of rainwater by storing in tanks or sealed water features for gradual release.

**Sustainable communities.** Places where people want to live and work, now and in the future; that meet the diverse needs of existing and future residents, are sensitive to their environment and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

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

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

**Tests of soundness.** Local Plans are subject to an independent examination. The starting point for the examination is the assumption that the local authority has submitted what it considers to be a sound plan. To be ‘sound’ a Local Plan should be positively prepared, justified, effective and consistent with national policy. ‘Positively prepared’ means that the plan should be prepared based on a strategy which seeks to meet objectively assess development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. ‘Justified’ means that the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence. ‘Effective’ means the plan should be deliverable over its period and based on effective joint working on crops- boundary strategic priorities. ‘Consistent with national policy’ means the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Windfall sites.** These are sites that come forward for development that couldn’t be identified previously as they were then in active use.

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

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

Chapter 45  Glossary
Chapter 5

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


Chapter 2

1. 2001 Census

2. Study of the Visitor Economy, 2009

3. Travel in London: key trends and developments 2009

4. 2001 Census

5. Strategic Housing Market Assessment, prepared by Fordham for RBKC, 2009

6. Strategic Housing Land Availability Assessment, 2009

7. Strategic Flood Risk Assessment 2008

8. See also map 17 of the Strategic Flood Risk Assessment


10. DEFRA (2007/2008.)

11. Intermediate housing includes tenures such as shared ownership, where the occupier buys part of the property and rents the remainder.

Chapter 4

1. GLA (2004), Housing Capacity Study, GLA

2. The need for affordable housing is set out in Fordham Research (2009) Strategic Housing Market Assessment, and SHMA update 2012 by DH Planning

3. The Regeneration Areas in the London Plan are based on indices of deprivation, and identify the 20% most deprived wards in London

4. 10 year Primary Care Strategy July 2009 - July 2018

Chapter 5

1. As referred to in the Strategic Sites Allocations Chapter 19.

2. See Respecting Environmental Limits, Chapter 36, Corporate and Partnership Actions 4 and 5.


5. Subject to feasibility testing.


7. See Policy CT2: New and Enhanced Rail Infrastructure and Corporate and Partnership Actions 1, 2 and 8, in the Better Travel Choices Chapter 32.

8. See Better Travel Choices Chapter 32, Corporate and Partnership Actions 3, 5 and 7.

9. See Policy CT1: Improving alternatives to Car Use, in the Better Travel Choices Chapter 32.

10. See Better Travel Choices Chapter 32, Corporate and Partnership Actions 3, 5 and 9.


12. See Policy CH2: Housing Diversity, in the Diversity of Housing Chapter 35.


15. See Keeping Life Local, Corporate or Partnership Actions 3, 5, 6, 8, 9 and 14. See also Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities, in the Keeping Life Local Chapter 30.


17. See Chapter 33 An Engaging Public Realm, Corporate and Partnership Actions 3, 4, 5, and 8.


19. See Policy CR2: Three-Dimensional Street Form, in the An Engaging Public Realm Chapter 33 and Policy CF2: Design Quality in the Renewing the Legacy Chapter 34.


22. See Fostering Vitality Chapter 31, Corporate or Partnership Action 3.


Chapter 6


2. See Policy CK1, Social and Community Uses; Policy CK2, Local Shopping Facilities; and Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities in the Keeping Life Local Chapter 30.

3. See Policy CF1, Location of New Shop Uses; Policy CF2, Retail Development within Town Centres; Policy CF4, Street Markets; Policy CF5, Location of Business Uses; Policy CF6, Creative and Cultural Businesses; Policy CF7, Arts and Culture Uses in the Fostering Vitality Chapter 31.


5. See Policy CH2, Housing Diversity in the Diversity of Housing Chapter 35.

6. See Policy CR1, Street Network; Policy CR2, Three-Dimensional Street Form; Policy CR3, Street and Outdoor Life; and policy CR4, Streetscape in the An Engaging Public Realm Chapter 33.

7. See Policy CR1, Street Network; and Policy CR3, Street and Outdoor Life in the An Engaging Public Realm Chapter 33.

8. See Policy CT1, Improving Alternatives to car use in the Better Travel Choices Chapter 32.
Chapter 7
1 RBKC, The study of the visitor economy, 2009
2 GLA, London-wide Town Centre Health Checks, January 2007
3 RBKC, Response to Call for Evidence on Traditional Retail Markets, 2009
4 See Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities, in the Keeping Life Local Chapter 30.
5 See Policy CF3, Street Markets, in the Fostering Vitality Chapter 31. See also Fostering Vitality Chapter 31, Corporate and Partnership Action No.10.
6 See Fostering Vitality Chapter 31, Corporate and Partnership Action No.1.
7 See Policy CR1, Street Network, in An Engaging Public Realm Chapter 33.
8 See Fostering Vitality Chapter 31, Corporate and Partnership Actions No. 8 and 10.
9 See Policy CF4, Street Markets, in Fostering Vitality Chapter 31.
10 See Policy CR1, Street Network, in An Engaging Public Realm Chapter 33. See also Policy CR3, Street and Outdoor Life, in An Engaging Public Realm Chapter 33 and CR4, Streetscape in An Engaging Public Realm Chapter 33
11 See Fostering Vitality Chapter 31, Corporate and Partnership Action No.1.
12 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality Chapter 31.
13 See Fostering Vitality Chapter 31, Corporate and Partnership Action No.3
14 See Policy CF2, Retail Development within Town Centres, in the Fostering Vitality Chapter 31.
15 See Policy CF2, Retail Development within Town Centres, in the Fostering Vitality Chapter 31.
16 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality Chapter 31.
17 See Policy CL2: Design Quality in the Renewing the Legacy Chapter 34.
19 See Policy CT1, Improving alternatives to car use, in the Better Travel Choices Chapter 32.
20 See Better Travel Choices Chapter 32, Corporate and Partnership Action No.5.
21 See Diversity of Housing Chapter 35, Corporate and Partnership Option Action No. 3.
22 See Policy CH1, Housing Targets, in the Diversity of Housing Chapter 35.
23 See infrastructure schedule in Section 2C.

Chapter 8
1 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.
2 See Policy CR1, Street Network; Policy CR3, Street and Outdoor Life; and Policy CR4, Streetscape, in the An Engaging Public Realm, Chapter 33.
3 See Policy CL1, Context and Character, in the Renewing the Legacy, Chapter 34; Policy CR1, Street Network; Policy CR2, Three-Dimensional Street Form; Policy CR3, Street and Outdoor Life; and Policy CR4, Streetscape, in the An Engaging Public Realm, Chapter 33.
4 See Policy CT1, Improving Alternatives to Car Use, in the Better Travel Choices, Chapter 32.
5 See Policy CF5, Location of Business Uses; Policy CF6, Creative and Cultural Businesses; and Policy CF7, Arts and Culture Uses, in the Fostering Vitality, Chapter 31.
6 See Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities, in the Keeping Life Local, Chapter 30.
7 See Policy CK1, Social and Community Uses; and Policy CK2, Local Shopping Facilities, in the Keeping Life Local, Chapter 30.
8 See Policy CE1, Climate Change; Policy CE5, Air Quality; and Policy CE6, Noise and Vibration, in the Respecting Environmental Limits, Chapter 36.
9 See Policy CH2, Housing Diversity, in the Diversity of Housing, Chapter 35.

Chapter 9
1 See Policy CR1, Street Network, in the An Engaging Public Realm, Chapter 33. See also An Engaging Public Realm, Corporate and Partnership Action 1.
2 See Policy CR1, Street Network, and CR2.1 Three-Dimensional Street Form, in the An Engaging Public Realm, Chapter 33.
3 See Policy CR5, Parks, Gardens, Open Spaces and Waterways in the An Engaging Public Realm, Chapter 33.
4 This will take the form of either an Area Action Plan or a Supplementary Planning Document.
5 The new housing for the existing tenants will be of a type which would meet their housing needs. See Policy CH2, Housing Diversity, in the Diversity of Housing, Chapter 35. See also Diversity of Housing, Corporate and Partnership Action 2.
6 See Policy CF1, Location of New Shop Uses, in the Fostering Vitality, Chapter 31. See also Fostering Vitality, Corporate and Partnership Action 3.
7 See Policy CK1, Social and Community Uses, in the Keeping Life Local Chapter 30, and Policy CR5, Parks, Gardens, Open Spaces and Waterways, in the An Engaging Public Realm, Chapter 33.
8 See Keeping Life Local, Corporate and Partnership Actions 4, 8 and 9.
9 See the Kensington Leisure Centre Strategic Site Allocation.
10 See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30. See also An Engaging Public Realm, Corporate and Partnership Action 8.
11 See Policy CF5, Location of Business Uses, in the Fostering Vitality, Chapter 31.
12 See Policy CF5, Location of Business Uses, in the Foster-
Chapter 10

1 See Corporate or Partnership Action 4, in the Better Travel Choices, Chapter 32.
2 See Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities, in the Keeping Life Local Chapter 30. See also Corporate and Partnership Actions 1 and 2, in the Better Travel Choices, Chapter 32.
3 See Policy CT1, Improving alternatives for car use, and Policy CT2: New and Enhanced Rail Infrastructure, in the Better Travel Choices, Chapter 32.
4 See Policy CL1, Context and Character, and Policy CL4, Heritage Assets, in the Renewing the Legacy Chapter, 34.
5 See Policy CL1, Context and Character and Policy CL4, Heritage Assets in Renewing the Legacy, Chapter 34, and Policy CR1, Street Network, and Policy CR2, Three-Dimensional Street Form, in the An Engaging Public Realm, Chapter 33.
6 See Policy: CF7: Arts and Cultural Uses, in the Fostering Vitality Chapter 31 and Policy CK1, Social and Community Uses, in the Keeping Life Local Chapter 30. See also the Earl’s Court Exhibition Centre Strategic Site Allocation, Chapter 26.
7 See Policy CF8, Hotels, in the Fostering Vitality, Chapter 31.
8 See Corporate or Partnership Action 1, in the Keeping Life Local, Chapter 30.
9 See Policy CK1, Social and Community uses, and Corporate and Partnership Action 6, in the Keeping Life Local, Chapter 30. See also Policy CF2, Retail Development within Town Centres, Policy CF3, Diversity of uses within Town Centres, and Policy CF8, Hotels in the Fostering Vitality, Chapter 31.
10 See Policy CF1, Location of New Shops, in the Fostering Vitality, Chapter 31.
11 See Policy CH1, Housing Targets, Policy CH2, Housing Diversity, and Policy CH3, Protection of Residential Uses, in the Diversity of Housing, Chapter 35.
12 See Policy C1, Infrastructure Delivery, and Planning Obligations in the Policies and Actions Chapter 29, and Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30. See also Policy CR1, Street Network, in the An Engaging Public Realm, Chapter 33.
13 See Corporate and Partnership Action 3, in the Better Travel Choices Chapter 32, and Corporate or Partnership Action 1 in the An Engaging Public Realm, Chapter 33.
14 See Policy C1, Infrastructure Delivery and Planning Obligations in the Policies and Actions Chapter 29, Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34, and Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30.
15 See Policy CE1, Climate Change, and the Corporate and Partnership Actions 1 and 4 in the Respecting Environmental Limits, Chapter 36.
16 The Council’s infrastructure requirements are set out in the Infrastructure Schedule Chapter 37 of this Local Plan.

Chapter 11

1 See Corporate and Partner Action 1, in the Fostering Vitality, Chapter 31.
2 See Policy CF 5, Location of Business Uses in the Fostering Vitality, Chapter 31.
3 See Policy CF2, Retail Development within Town Centres and Policy CF3, Diversity of Uses within Town Centres, in the Fostering Vitality Chapter 31.
4 See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30, the former Commonwealth Institute Strategic Site Allocation within Section 2A Allocations and Designations and the Tent in the Park Adopted SPD.
5 See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30.
6 See Policy CK1, Social and Community Uses and Policy CK2, Local Shopping Facilities, in the Keeping Life Local, Chapter 30.
7 See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30, the former Commonwealth Institute Strategic Site Allocation within Section 2A Allocations, and Designations and The Tent in the Park Adopted SPD.
8 This paragraph will be updated in line with events.
9 See Policy CL3, Heritage Assets and Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34.
10 See Policy CL1, Context and Character and Policy CL2: Design Quality in the Renewing the Legacy, Chapter 34, Policy CF2, Retail Development within Town Centres, Policy CF3, Diversity of uses within Town Centres, and Policy CF8, Hotels in the Fostering Vitality, Chapter 31.
11 See Policy CT1, Improving Alternatives to Car Use and Corporate and Partner Actions 1, in the Better Travel Choices, Chapter 32.
12 See Policy CR4, Streetscape and Corporate and Partner Actions 1, in the An Engaging Public Realm, Chapter 33.
13 See Policy CK1, Social and Community Uses in the Keeping Life Local, Chapter 30, the former Commonwealth Institute Strategic Site Allocation within Section 2A Allocations and Designations and the Tent in the Park Adopted SPD.
14 See Policy CT1, Improving Alternatives to Car Use and Corporate and Partner Action 1, in the Better Travel Choices, Chapter 32.
15 See Corporate and Partner Action 1, in the Fostering Vitality, Chapter 31.
16 See Policy CH1, Housing Targets, Policy CH2, Housing Diversity, in the Diversity of Housing, Chapter 35 and Policy CF3, Diversity of Uses within Town Centres, in the Fostering Vitality, Chapter 31.
17 See Policy CE5, Air Quality, in the Respecting Environmental Limits, Chapter 36.
18 See Infrastructure Schedule in Section 2C.
19 See Corporate and Partner Action 1, in the Fostering Vitality, Chapter 31.

Chapter 12

1 See Corporate and Partnership Action 13, in the An Engaging Public Realm, Chapter 33.
• References


3 See Policy CF9, South Kensington Strategic Cultural Area, in the Fostering Vitality, Chapter 31 and Corporate and Partner Action 10, in the An Engaging Public Realm, Chapter 33.

4 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31.

5 See Policy CF3, Diversity of uses within Town Centres and Corporate and Partnership Action 4, in the Fostering Vitality, Chapter 31.

6 See Policy CT1, Improving Alternatives to Car Use and Corporate and Partner Action 1, in the Better Travel Choices, Chapter 32.

7 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31.

8 See Corporate and Partnership Action 10, in the An Engaging Public Realm, Chapter 33.


10 See Policy CL5, Amenity, in the Renewing the Legacy, Chapter 34.

11 See Policy CH1, Housing Targets, Policy CH2, Housing Diversity in the Diversity of Housing, Chapter 35 and Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31.

12 See Policy CE5, Air Quality, in the Respecting Environmental Limits, Chapter 36.

13 See Infrastructure Schedule in Section 2C, Chapter 37

Chapter 13

1 See Policy CF1, Location of New Shop Uses, Policy CF2, Retail Development within Town Centres, Policy CF3, Diversity of uses within Town Centre, Policy CF5, Location of Business Uses, CF9, South Kensington Strategic Cultural Area, in the Fostering Vitality, Chapter 31.

2 See Policy CF5, Location of Business Uses, in the Fostering Vitality, Chapter 31.

3 See Corporate and Partnership Action 3, in the Renewing the Legacy, Chapter 34. See also Policy CL1, Context and Character, Policy CL2: Design Quality, Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34.

4 See Corporate and Partnership Action 1, in the Engaging Public Realm, Chapter 33. See also Policy CR2, Three-dimensional Street Form, Policy CR4, Streetscape, in the Engaging Public Realm, Chapter 33.

5 See Corporate and Partnership Action 1, in the Better Travel Choices, Chapter 32.

6 See Policy CT1, Improving alternatives to car use, in the Better Travel Choices, Chapter 32.

7 See Policy CK1, Social and Community Uses, Policy CK2, Local Shopping Facilities, Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities in the Keeping Life Local, Chapter 30.

8 See Policy CH2, Housing Diversity in Diversity of Housing, Chapter 35.

9 See Corporate and Partnership Action 16, in the Respect-

10 See Policy CE1, Climate Change, Policy CE5, Air Quality, in the Respecting Environmental Limits, Chapter 36.

11 The Council’s infrastructure requirements are set out in the Infrastructure Schedule in Chapter 37 of this Local Plan.

Chapter 14

1 See Policy CF3, Diversity of Uses within Town Centres, in the Fostering Vitality, Chapter 31.

2 See Corporate or Partner Actions 1, in the Fostering Vitality, Chapter 31.

3 See Policy CF8, Hotels, and Corporate or Partner Actions 1, in the Fostering Vitality, Chapter 31.

4 See Policy Policy CF8, Hotels, in the Fostering Vitality, Chapter 31.

5 See Policy CK2, Local Shopping Facilities, in the Keeping Life Local, Chapter 30.

6 See Policy CK2, Local Shopping Facilities, in the Keeping Life Local, Chapter 30 and Policy CH3, Protection of Residential uses, in the Diversity of Housing, Chapter 35.

7 See Policy CR4, Streetscape and Corporate or Partner Action 1, in the An Engaging Public Realm, Chapter 33.

8 See Policy CR4, Streetscape and Corporate or Partner Action 1, in the An Engaging Public Realm, Chapter 33.

9 See Policy CR3, Street and Outdoor Life, in the An Engaging Public Realm, Chapter 33.

10 See Policy CR3, Street and Outdoor Life and Corporate and Partner Actions 15, in the An Engaging Public Realm, Chapter 33.

11 See Policy CL2: Design Quality and Policy CL3: Heritage Assets, in the Renewing the Legacy, Chapter 34.

12 See Policy CL2: Design Quality and Policy CL3: Heritage Assets in the Renewing the Legacy, Chapter 34 and CH3, Protection of Residential uses, in the Diversity of Housing, Chapter 35.

13 See Policy CT1, Improving Alternatives to Car Use and Corporate and Partnership Action 3, in the Better Travel Choices, Chapter 32.

14 See Policy CH1, Housing Targets and Policy CH2, Housing Diversity, in the Diversity of Housing, Chapter 35 and Policy CF3, Diversity of uses within Town Centres in the Fostering Vitality, Chapter 31.

15 See Policy CE5, Air Quality, in the Respecting Environmental Limits, Chapter 36.

16 See Infrastructure Schedule, Chapter 37.

17 See Corporate or Partner Action 1, in the Fostering Vitality, Chapter 31.

Chapter 15

1 See Corporate and Partnership Action 1, in the Fostering Vitality, Chapter 31.

2 See Corporate and Partnership Action 2, in the Fostering Vitality, Chapter 31.

3 The 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.

4 See Policy CF2, Retail Development within Town Centres,
Chapter 18
1 See Policy CT1, Improving alternatives to car use, in the Better Travel Choices, Chapter 32.
2 See Corporate and Partnership Action 3, in the Renewing the Legacy, Chapter 34.
3 See Policy CL1, Context and Character, in the Renewing the Legacy, Chapter 34.
4 See Policy C1, Infrastructure Delivery and Planning Obligations, in Policies and Actions Chapter 29, and Policy CR1, Street Network, in the An Engaging Public Realm, Chapter 33.
5 See Corporate or Partnership Action 9 in the An Engaging Public Realm, Chapter 33.
6 See Policy CR5, Parks, Gardens, Open Spaces and Waterways, in the An Engaging Public Realm, Chapter 33.
7 See Corporate or Partnership Actions 1 and 6, in Keeping Life Local, Chapter 30.
8 See Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities, in the Keeping Life Local, Chapter 30.
9 See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30.
10 See Policy CH1, Housing Targets, and Policy CH3, Protection of Residential Uses, in Diversity of Housing, Chapter 35.
11 See Policy CT1, Improving alternatives to car use, in the Better Travel Choices, Chapter 32.
12 See Policy CT2, New and enhanced rail infrastructure, and Corporate or Partnership Action 2, in Better Travel Choices, Chapter 32.
13 See Corporate and Partnership Action 3, in the Better Travel Choices, Chapter 32.
14 See Corporate and Partnership Action 10, in the An Engaging Public Realm, Chapter 33.
15 See Policy CT1, Improving alternatives to car use, in the Better Travel Choices, Chapter 32.
16 See Policy CR5, Parks, Gardens, Open Spaces and Waterways, in the An Engaging Public Realm, Chapter 33.
17 See Policy CE2, Flooding, and Corporate and Partnership Action 6 in the Respecting Environmental Limits, Chapter 36.
19 See Policy CF5, Location of Business Uses, in the Fostering Vitality, Chapter 31.
20 The Council’s infrastructure requirements are set out in the Infrastructure Schedule Chapter 37 of this Local Plan.

Chapter 20
1 The revised London Plan was published for consultation on 12th October 2009
2 Kensal Canalside Pre-feasibility Study, 2009
3 London Plan Map 2A.3
4 Planning Policy Guidance 17: Planning for open space, sport and recreation
5 Kevin Murray Associates, 2009
6 See chapter 39, where contingencies are set out
7 See 20.3.4 for milestones

Chapter 21
1 See chapter 39, where contingencies are set out

Chapter 22
1 See chapter 39, where contingencies are set out.

Chapter 23
1 See chapter 39, where contingencies are set out.

Chapter 24
1 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”
2 See chapter 39, where contingencies are set out
3 This section will be kept under review, and updated accordingly

Chapter 25
1 See chapter 39, where contingencies are set out.

Chapter 26
1 See chapter 39, where contingencies are set out.

Chapter 29
1 The boundaries of the CAZ are shown on the Proposals Map

Chapter 30
1 As defined by Class C2 of the Town and Country Planning (Use Classes) Order 1987.
2 See Corporate and Partner Action No 2 at the end of this chapter
4 The Town and Country Planning (Use Classes) Order 1987 (as amended).
6 Kensington and Chelsea PCT 10 Year Primary Care Strategy (2008)

Chapter 31
1 RBKC, Retail and Leisure Needs Study, Nathaniel Lichfield and Partners, July 2008
2 ibid
4 A Balance of Trade: Everyone can help, Report of the Commission on Retail Conservation to RBKC, May 2007
6 ibid
9 ibid
10 RBKC, Employment Land Study, Roger Tym and Partners, January 2007
11 ibid
12 RBKC, Employment Land Review Update, Roger Tyms and Partners, Draft September 2009
13 RBKC, Employment Land Study, Roger Tym and Partners, January 2007
Chapter 34
1 Provisional scores for the National Indicators via the Place Survey 2009
2 ‘street’ means the space between buildings, in some instances this could be a public square or place
4 RBKC Streetscape Guide 2006
5 Register of Parks and Gardens of Special Historic Interest in England compiled by English Heritage
6 PPG17: Planning for Open Space, Sport and Recreation 2002
7 such as a private garden square
8 Sport England Strategy 2008-2011
9 Royal Borough of Kensington and Chelsea Residential Areas Act) 1990.
10 Affordable Housing is defined in the Glossary.
11 Policy 3.5 of the London Plan, GLA, July 2011
12 Para 1.2.18, 1.2.22 and 1.2.25 Housing Supplementary Planning Guidance (SPG), GLA, November 2012
14 Urban blocks are generally bound by roads on all sides and can contain a mix of uses.
16 Works to trees should be carried out in accordance with BS 5837 2012 and the Council’s Trees and Development SPD.
17 The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting (as defined in the NPPF).
18 A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest (as defined in the NPPF). These include listed buildings, scheduled ancient monuments, conservation areas, sites of archaeological interest and non-designated heritage assets (explained in footnote 22).
20 Royal Borough of Kensington and Chelsea Residential Basement Study Report, Alan Baxter and Associates, March 2013 (9.2.6)
22 In addition to the national and statutory designations, a local planning authority may formally identify heritage assets that are important to the area. Such a designation will be material when assessing an application. A non-designated heritage asset may also be of value, and make an important positive contribution to the environment. Guidance is available in English Heritage’s practice guide to PP55.
23 There are a number of relevant acts and regulations including Control of Pollution Act (COPA) 1974, Environmental Protection Act 1990 and Noise Emission in the Environment by Equipment for use Outdoors Regulations 2001. The guidance includes British Standard 5228 – 1 2: 2009: Code of practice for noise and vibration control on construction and open sites.
24 Sewers often surcharge to just below manhole cover level and so connecting a basement via a gravity connection provides a new low point for the surcharging sewer to discharge to. To reduce the risk of flooding, waste water from basements should be pumped.
25 Shopfronts refer to ground floor entrances of class A uses and other commercial and non-commercial uses typically found within town centres and shopping parades.
26 An Article 4 Direction is made by the Council and confirmed by the Government. It serves to restrict Permits development rights. 2004/5 to 2008/9

Chapter 35
1 Affordable Housing is defined in the Glossary.
2 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.
3 Mayor of London (2008), The London Plan
4 GLA (2004), Housing Capacity Study, GLA
5 The 600 units figure may be tested further at the Examination
References

6 The need for affordable housing is set out in Fordham Research (2009) Strategic Housing Market Assessment.
7 Land Registry (2008)
10 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment.
11 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment.
12 Housing Department Information, August 2009
13 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment
14 source: Census 2001
15 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment.
16 Source: Council Development Monitoring System
17 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment.
18 Ibid.
19 Fordham Research (2009) RBKC Affordable Housing Viability Study
20 Ibid.
21 The Council will not seek affordable housing from proposals for care homes or extra care housing schemes. The Council regards extra care housing as falling within Use Class C2: Residential Institutions.
23 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment.
24 For further information on wheelchair accessible housing standards to be met GLA (September 2007) ‘Wheelchair Accessible Housing: Best Practice Guidance: Designing Homes That Can Be Easily Adapted for Residents Who are Wheelchair Users
25 For further information on the standards to be met see GLA (April 2004) SPG Accessible London: achieving an inclusive environment, Appendix 4 Lifetime Homes Criteria.
26 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment
27 Information from Imperial College, August 2009
31 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

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3 Planning Act 2008.
4 Department of Energy and Climate Change. Local and Regional Carbon Dioxide Emissions Estimates for 2005-2010 for the UK.
6 Department for the Environment and Rural Affairs (Defra) / AEA Technology Plc Environmental Statistics 2005/06.
7 Analysis to support climate change indicators for local authorities, April 2008. Prepared by AEA Technology PLC for the Department for Environment, Food and Rural Affairs
13 Environment Agency: RBKC Environmental summary factsheet, quoting REAP (Resources and Energy Analysis Programme) 2004
14 http://ukcp09.defra.gov.uk/content/view/16/6/index.html.
16 RBKC Strategic Flood Risk Assessment. Flood Zones refer to the probability of river and sea flooding, ignoring the presence of defences.
17 http://www.rbkc.gov.uk/pdf/70 per cent20RBKC per cent20Sequential per cent20Test per cent2009.pdf.
19 The Government needs to comply with the 1991EU Urban Waste Water Treatment Directive.
20 Local Plan Policy 4A.18.
22 Local Plan Policy 4A.25.
23 London Plan Policy 4A.23.
24 Local Plan Policy 5.17
26 Revision of Sites of Nature Conservation Importance, June 2009.
28 Calculated using national figures from the London Atmospheric Emissions Inventory 2006 GLA (released April 2009)
29 NPPF definition: a person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.