Local Plan Partial Review
Draft Policies Regulation 18 Consultation
October 2016

Tracked changes version showing changes from the existing Local Plan
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Executive Summary [to be deleted]

A guide to the structure of the plan

The plan is divided into three sections:

- The Spatial Strategy
- The Delivery Strategy
- Supporting Information

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)

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.

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 Some policies in the UDP remain relevant, but the vast majority have been replaced by this document.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.

**CV1 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.
Key Diagram
A summary of the Council’s policy

**CO1 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.

**CO2 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.

**CO3 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.

**CO4 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.

**CO5 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.

**CO6 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.

**CO7 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.

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.

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 Barby 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.
- 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.
- 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.
Section 1 Spatial Strategy

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 2004 requires that “where in making any determination under the planning acts, if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination shall be made in accordance with the plan unless material considerations indicate 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 was prepared by the Kensington and Chelsea Partnership. The Community Strategy sets out the strategic vision for the borough to 2018 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 Council has also published documents called ‘The Royal Borough 2028’, which sets out a vision to 2028, and ‘Ambitious for Tomorrow’ which sets out a vision for the borough from 2014 to 2018. The Local Plan takes this into account these documents 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 Council policy, 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, and Written Ministerial Statements. 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 for the presumption in favour of sustainable development, as well as that set out in National Planning Practice Guidance (NPPG).

1.2.2 In exercising our function of the preparation of development plan documents preparing the Local Plan, we have three a number of statutory duties, including: 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 Local Plans (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. Local Plans must also have regard to local transport authority policies, Articles 5 and 12 of the EU Directive 2012/18/EU on the prevention of major accidents and hazardous establishments and the national waste management plan.

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 Consolidated with Alterations since 2011

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1 Regulation 10 of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)
2 Transport for London is considered a ‘local transport authority’ for the purposes of these regulations and the Transport Act 2000 as it is an ‘Integrated Transport Authority’. Whilst TfL does not produce a Local Transport Plan, the Mayor has published the Mayor’s Transport Strategy, which is largely considered in Chapter 32 – Better Travel Choices.
3 Mostly relevant to Section 2A Allocations and Designations
4 Mostly considered under the Waste section of Chapter 36 Respecting Environmental Limits
1.2.6 The London Plan establishes the strategic planning framework for the Royal Borough and sets a housing target of 5,850-7,330 new homes by 2021 from 2015 to 2025 (585-733 net additional dwellings per annum). It also sets a target for affordable housing that 50 per cent of housing provision should be affordable of 17,000 units per year for the whole of London which, when taken as a proportion of the overall London Plan housing target of 42,000 units per year, represents a target of 40%. It also designates the hierarchy of the borough’s town centres which includes international, district and local designations, and the Central Activities Zone (CAZ) which aims to strengthen the economic links between the borough and the West End. The London Plan highlights, amongst other specific strategic priorities, the need for a range of work spaces of different types, sizes and costs, and with regard to the built environment, the promotion of world class architecture and design.

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

**Borough policies and strategies**

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

1.2.129 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 Local Plan has continued to develop, and that, therefore, the relationship between the two documents will be updated in future versions.

1.2.130 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.

1.2.151 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

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


7 The Royal Borough 2028, A report for the Royal Borough of Kensington and Chelsea.
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 plan period 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.

1.2.12 Ambitious for Tomorrow 2014-2018 is a document which sets out the Council’s vision to: maintain our excellent services; protect our most vulnerable residents; rethink housing; create new opportunities; and make our borough yet more beautiful.

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.

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8 www.rbkc.gov.uk/newsroom/all-council-statements/ambitious-tomorrow
• 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. In 2014 the Borough’s population was estimated at 156,190, the smallest of any London Borough.9

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9 Office for National Statistics (ONS) mid-year estimates via NOMIS in Strategic Housing Market Assessment (SHMA) December 2015
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. In comparison to the national average, the Borough has high proportions of people aged 25-44 but fewer children and young people aged 15-24. The proportion aged 45-54 is similar to the national average but there are smaller proportions of people in the Borough in all the older age groups than the national average\(^{10}\).


2.2.3 However, the picture varies spatially. According to the Census 2011, 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\%\(^{48}\) per cent) of the population is born in the UK. The rest are made up of about 20\%\(^{17}\) 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 and 35 per cent from elsewhere. But, as with other statistics, this varies spatially.

\(^{10}\) Office for National Statistics (ONS) mid-year estimates via NOMIS in Strategic Housing Market Assessment (SHMA) December 2015
Country of birth. Source: Integrated Impact Assessment (IIA)

Broad ethnicity classifications. Source: Census 2011 RBKC Summary
FIGURE 6.1
ONS and GLA population estimates and projections for Kensington and Chelsea 2001 - 2031

Figures rounded to the nearest hundred
GLA 2007 PLP High and Low Projections, www.london.gov.uk
Updated: ONS Mid Year Estimates and GLA PLP Projections - annually. ONS Sub-national Population Projections - every two years

FIGURE 6.2
ONS and GLA population estimates by age (five year age bandings) for Kensington and Chelsea 2007

Figures rounded up or down
GLA 2007 PLP Low Projections, www.london.gov.uk
Updated: Annually
FIGURE 6.3
GLA population projections by age (five year age bandings)
for Kensington and Chelsea 2012 and 2017

MAP 6.1: PERCENTAGE OF PEOPLE AGED UNDER
16 YEARS BY LOWER SUPER OUTPUT AREAS IN
KENSGINGTON AND CHELSEA 2001

Updated: Every 10 years.
Economic activity, qualifications and income

2.2.5 Kensington and Chelsea has the highest proportion nationally of working age residents in the ‘managers, directors and senior officials’ category. The proportion of residents employed in ‘professional occupations’ has increased from 17.7 per cent to 23.4 per cent in 2011. Kensington and Chelsea is ranked 28th in England and Wales for this group. Roughly a quarter of working residents are employed in ‘associate professional and technical occupations’ (24.9 per cent), this is the highest proportion in England and Wales.

Employment. Source: Census 2011 RBKC Summary
2.2.56 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 Over 50 per cent of borough residents possess a university degree (Level 4 qualifications and above). This ranks the Borough fourth nationally and 25 per cent higher than the national average. 10.1% of the population has no qualifications, which is a decrease by three per cent from 2001 to 2011.

![Qualifications Chart]

Qualifications. Source: Census 2011 RBKC Summary

2.2.67 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 4.3 per cent, which although being slightly higher than is broadly comparable with the national average (54.4 per cent), is and 0.9 per cent under the London average of 6.8 5.2 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.

![Economic activity Chart]

Economic activity. Source: Census 2011 RBKC Summary

2.2.8 As of 2014, average gross weekly earnings were £786, equating to £40,900 per annum.
Weekly gross earnings over time. Source: Annual Survey of Hours and Earnings in Strategic Housing Market Assessment (SHMA) December 2015

Deprivation
2.2.79 The Index of Multiple Deprivation (IMD) 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. The IMD 2015 is the official measure of relative deprivation for small ‘Lower Super Output Areas’ (LSOAs) in England.

2.2.810 The Borough has 11 (out of 103) LOAs in the bottom 10 per cent decile in the latest 2015 data compared to only 9 in 2010. This includes parts of the Golborne area of North Kensington falls within the top five per cent of one of the most deprived.

2.2.911 The deprivation in the north is long standing, dating back to the time the original Victorian development took place. Fifty six LSOAs in the Borough remained in the same decile and 47 have changed. Of those that have changes, 22 have decreased and 25 have increased.

2.2.102 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. The Borough overall was ranked 101st in 2007, 103rd in 2010 and 104th in 2015 (one being most deprived) according to its score. This means the Borough is less deprived relative to Hammersmith and Fulham (92nd) and Westminster (57th).
Life expectancy in Kensington and Chelsea is amongst 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.\(^\text{11}\)

\(^{11}\) 2001 Census
But this statistic masks a significant difference across the borough. People living in the healthiest wards have an average greater life expectancy of over ten years more than those in the least healthy wards. Holland ward is highest for women at 94.6 years. Queen’s Gate is highest for men at 87 years. St Charles is the lowest for both men and women at 75.4 years and 80.5 years respectively. 

2.2.124 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. Compared to England and London as a whole, the Borough has the highest ratio of GP surgeries, with there being 2.5 GP surgeries per 10,000 people and the average in London being 1.7. 

2.2.135 The borough also has some high quality hospitals, including the Royal Marsden, and Chelsea and Westminster. These have a national role as well as serving local residents. Both are located in Chelsea. The north of the borough is served by St Charles Hospital, a local facility.

**Education**

2.2.146 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. but there is a slight deficiency in primary places in the south of the Borough, which will be eliminated by 2018. There are however, insufficient state secondary schools to meet the demand. 23 per cent of our pupils are ‘exported’ to schools in other boroughs. In the secondary sector there is a sufficiency of places for Year 7 to Year 11 which takes into account the added pressure of increased number of primary pupils feeding through the system.

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12 Ambitious for Tomorrow, 2014  
13 Local Government Association, 2014  
14 School Organisation and Investment Strategy, 2016
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. The total notifiable offences in the Borough has changed from 17,973 in 2013/14 to 18,837 in 2014/15 to 19,635 in 2015/16 (annual crime count).

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.

In addition to the Neighbourhood Centres, there are ten eleven 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, Earl’s Court 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.

http://maps.met.police.uk/
2.2.20 The proportion of comparison goods retail units is higher than the national average in all centres except for Earl’s Court Road, which has a high proportion of non-retail services. All centres have a high proportion of Class A3 restaurants/café, reflecting the strong evening economy and tourist attractions in the Borough. Vacancy rates are generally lower than the national average\(^\text{16}\).

![Bar chart: Mix of units: Comparison with National Average. Source: Goad Plans in Retail and Leisure Needs Study, April 2016.](image)

2.2.21 Retail is the number one reason why people visit the borough, topping the South Kensington museums for visitor numbers\(^\text{17}\).

\(^\text{16}\) Retail and Leisure Needs Study, April 2016
\(^\text{17}\) Study of the Visitor Economy, 2009
Employment

2.2.1922 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.

2.2.203 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. Kensington and Chelsea has a higher ratio of residential properties to commercial compared to many other central London Boroughs. The main commercial occupiers are retail and offices with few occupiers of light industrial and warehouse premises. The profile
of the office market varies across the Borough and can be identified with specific features of demand, tenant profile and values. As with all markets, the Borough provides a mix of stock from small mews style office buildings scattered across the Borough, to larger purpose built office developments or converted warehouses in the core commercial clusters. Kensington and Chelsea has a full cross section of business types, and in the same way as the City of London is known for its financial services, so Kensington is known for its music, fashion and creative businesses.

2.2.2 More than one-fifth (21.5 per cent or 17,494 residents) work in ‘financial and insurance activities’. This is the largest group overall and ranks the borough 2nd in England and Wales, after City of London (22.5 per cent). Westminster is ranked third with 17 per cent. The London average is 7.7 per cent.

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18 Frost Meadowcroft Office Market Review, 2014
19 Census 2011 RBKC Summary
Industry of employment. Source: Census 2011 RBKC Summary

**Transport**

2.2.215 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\(^2\), reflecting not only the lower car ownership, but also the availability of pleasant high quality quiet ‘side roads’ for many journeys. Well over half of all households in Kensington and Chelsea (56 per cent) do not have access to a car or van. This is the ninth highest percentage nationally and has increased by 5.6 per cent since 2001. The national average is 25.6 per cent and in London 41.6 per cent of households have access to no car\(^2\). The proportion of journeys made on foot by London residents originating in the Royal Borough is 40.2 per cent - the joint highest of all London Boroughs\(^2\).

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\(^2\) Travel in London: key trends and developments 2009
\(^2\) Census 2011 RBKC Summary
\(^2\) Local Implementation Plan (LIP), January 2014
Because of the shortage of on and offstreet residential parking in the borough, the Council has encouraged car clubs.

The vast majority of the main roads run eastwest 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. There are 207 km (127.6 miles) of roads in the borough. 28 km (17 miles) (13.5 per cent) are A roads, ten km (six miles) (4.8 percent) are B roads and the remaining 169 km (105 miles) (81.6 per cent) are C roads or unclassified. Six per cent (12.5 km (7.8 miles)) of the roads in the borough are designated as part of the Transport for London Road Network (TLRN). Access from the south is restricted to the Albert, Battersea and Chelsea bridges across the River Thames. North-south through routes are restricted because of the presence of the Westway, the Hammersmith and City Underground line, the Grand Union Canal, Holland Park and Kensington Gardens. East-west routes are less restricted but the West London Railway Line is a significant barrier to access into and out of the borough to the west. The restrictions mean that those routes that are available are heavily trafficked. These routes are also often major retail areas with heavy pedestrian flows, resulting in competition for road space\textsuperscript{23}.

\textsuperscript{23} Local Implementation Plan (LIP), January 2014
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.

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. Station overcrowding is a particular problem at Earl's Court, especially on the District Line platforms and at High Street Kensington.

North-south movement is facilitated by the West London line, running down the western boundary of the borough. There are existing stations at Shepherd's Bush, 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.

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.

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.

2.2.2933 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.
Public Transport Accessibility Levels
Source: Local Implementation Plan (LIP), January 2014
Housing

2.2.3.4 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.

2.2.3.5 Map 5.1 shows the distribution of social rented homes. There is a clear concentration of social rented homes 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.
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. According to the 2011 Census the private rented sector had just overtaken owner-occupation as the largest single tenure in the Borough, with both housing 36% of households. The social rented sector tenure amounted to nearly 25%, with shared ownership only representing less than 1%. Within the owner-occupier sector, 23% of
dwellings were owned outright, with 13% having a mortgage or loan. This proportion of outright ownership is higher than neighbouring authorities and the inner London average\textsuperscript{29}.

2.2.3 There are 86,116 \textit{85,550 residential dwellings} in the borough (2009\textsuperscript{14}) which represents a net increase of around 1,000 homes since \textit{2009} of which over 80 per cent are in the form of flats\textsuperscript{30}. 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. When comparing the current make-up of stock in the Borough with neighbouring authorities, the most striking differences are the low proportion of houses, and the preponderance of purpose built flats. With the exception of Westminster, where approaching 90\% of dwellings are flats, the Borough has a lower proportion of houses (17\%), and a higher proportion of both purpose-built and converted flats (79\%) than the Inner London and London-wide averages\textsuperscript{31}.

\textsuperscript{29} Strategic Housing Market Assessment (SHMA), December 2015
\textsuperscript{30} \textit{2001 Census} Based on DCLG Live Tables in Strategic Housing Market Assessment (SHMA), December 2015
\textsuperscript{31} Strategic Housing Market Assessment (SHMA), prepared by Fordhams for RBKC, 2009-2015
2.2.3 The current house building target, set by the London Plan, is 3,500,730 houses from 2015 to 2016/17. Annualised to 350,733 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.

2.2.3 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. A stock condition survey of local authority dwellings undertaken in 2012 identified a requirement of an additional £108 million needed to fund condition-related works to the stock between 2013-2017. The latest Local Authority Housing Statistics (LAHS) dataset (2013-2014) indicates that within the local authority stock managed by the Tenant Management Organisation (TMO), there were 1,159 ‘non-decent’ homes, 1,343 homes not in a reasonable state of repair, and 68 homes with Category 1 (severe) hazards under the Housing Health and Safety Rating System. Some of our estates date from the 1960s and 70s and exhibit all the faults of that far from

32 Strategic Housing Land Availability Assessment, 2009
33 Strategic Housing Market Assessment (SHMA), December 2015
golden era of public architecture. A few of them are coming to the end of their lives\textsuperscript{34}. Ninety nine per cent of the Council’s stock met Decent Homes Standards in 2009\textsuperscript{35}.

2.2.40 The Borough has consistently had the highest median house prices amongst its neighbouring and inner London Boroughs (and the highest in both London and England), by a considerable margin. The median sale price in 2014 was £1,198,500\textsuperscript{36}. The Borough’s housing stock only caters for those with either very high or very low incomes – there are ever fewer opportunities for those on ordinary incomes to live in the Borough\textsuperscript{37}.

\textsuperscript{34} Ambitious for Tomorrow, 2014
\textsuperscript{35} Housing Strategy 2013-17, April 2013
\textsuperscript{36} Strategic Housing Market Assessment (SHMA), December 2015
\textsuperscript{37} Ambitious for Tomorrow, 2014
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 preeminent 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.

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.

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.

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.
However, away from the borough’s traditional central belt, there are many examples of twentieth century estate developments. These have a varying degree of success. Erno Goldfinger’s Trellick Tower for example, is a much loved icon. However, certain estates (such as Lancaster West and Silchester in the Latimer area, and the World’s End Estate in the south west) have become isolated from the rest of the borough with residents often being deficient of local facilities.
The Georgian legacy in the borough has left us with a tremendous number of garden squares. These are communal spaces enjoyed by the surrounding properties, but their
construction has also resulted in a lack of public open 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. The Council is responsible for some 28 parks, two cemeteries and a further 60 green spaces. The Council and its stakeholders share a common endeavour to maintain and, where possible, improve the condition of the parks. 


38 Parks Strategy 2016-25, July 2016
Natural environment

Modelled Annual Mean NO$_2$ Concentrations, 2010. Source: London Atmospheric Emissions Inventory Datasets and Meteorology

Modelled Annual Mean PM$_{10}$ Concentrations, 2010
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. According to Public Health England figures, the London average for deaths related to air quality in those aged over 25 is 7.2 per cent. Kensington and Chelsea and Westminster are the worst boroughs in London, with 8.3 per cent of deaths attributable to air quality, which equates to 68 deaths out of a total of 824 deceased over-25s in the borough. London Atmospheric Emission Inventory estimates for 2012 showed that 906 tonnes of NO\textsubscript{x} and 76 tonnes of PM\textsubscript{10} are emitted annually from sources within the Borough.

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.

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 CO\textsubscript{2}. 60% of the Borough’s CO\textsubscript{2} came from commercial buildings, 29% from residents’ homes and 11% from road transport. Total CO\textsubscript{2} emissions in the Borough were approximately 1,236,000 tonnes in 2013, equivalent to 7.9 tonnes per annum per capita.

Biodiversity in the Borough is remarkably rich given its urban setting. There are 24 Sites of Nature Conservation Importance (SNCIs). Ninety two per cent of these SNCIs are classed as being in ‘positive management’. The remaining 8% are rail-side land, over which the Council has little formal control.

Nearly all of the borough’s waste is transported by barge from Wandsworth by the Western Riverside Waste Authority. In 2015-16 22.9 per cent of our household waste was recycled, which is below the London national average of 35.44.9 per cent.

Spatial patterns and common issues

Key characteristics

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 and building on success.

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39 Ambitious for Tomorrow, 2014
40 Strategic Flood Risk Assessment, March 2008
41 See also map 17 of the Strategic Flood Risk Assessment
42 Department for Food and Rural Affairs, Environmental Statistics / AEA September 2007/8 Air Quality and Climate Change Action Plan 2016-21
43 Local and Regional CO\textsubscript{2} Estimates for 2005-13, DECC, 2015
44 DEFRA (2007/2008.)
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 and quality of life. Many people would say that Kensington and Chelsea are the best places in which to live in London.

**Broad spatial patterns**

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. North Kensington has a unique set of issues that require an integrated approach to its regeneration to have a positive influence on deprivation and both physical and mental health.

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 and should continue to be enhanced.

**Strategic issues**

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.

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.

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.

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.

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45 Intermediate housing includes tenures such as shared ownership, where the occupier buys part of the property and rents the remainder, and intermediate rent.
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 affordable 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 and a key consideration within the environmental dimension of sustainable development. 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

2.3.1 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.

2.3.2 In addition, five strategic issues have been identified which need to be addressed as part of the vision and strategic objectives 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 reflecting the needs of existing and future residents.
- 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.
3.21 Vision

3.21.1 The vision for the Royal Borough is set out on the following page below.

CV1 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 areas of change North Kensington through the provision of better transport, better housing and better facilities, aiding better health.

By 2028 regeneration in North Kensington of areas of change 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. A significant quantum of 2-3000 new homes will have been built, both private market and affordable, addressing the serious shortfall in local 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. New development should establish the ‘Conservation Areas of the future’, reflecting and matching the high quality urban design that already exists in the borough.

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 ensuring sufficient primary and 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 enhanced with new and improved employment floorspace and some supporting residential development providing a mix of uses and be thriving centres for small businesses and the cultural and creative industries sector.

The north of the borough will be at the heart of environmental sustainability through, for example, including a the 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. The unique character of Golborne and Portobello Roads will have flourished, including the antiques and street market, adding to the vitality of the area.

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. Construction will have started on a Crossrail 2 station at King’s Road, scheduled to open in 2032.
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. Opportunities to promote Kensington High Street as a cultural hub will have been taken following the opening of the new Design Museum.

The Royal Marsden and Royal 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 and Conservation Areas of the future.

A significant quantum of new homes will have further diversified housing tenure, and provide high standards of environmental performance to further the aim of sustainable development, including through the use of Council assets.

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.

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/
3.3.2 Strategic objectives

3.3.2.1 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 outcompete 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. The table below 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

3.3.7 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’.

3.3.8 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 the table below.

3.3.9 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.
### 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>
</tbody>
</table>
The issue... | Expanded and translated into... | Strategic Objective... | addressing these topics
---|---|---|---
Reducing the environmental impacts of everyday activities in the Borough to better fit within environmental limits. | Issues relating to our use of natural resources and the impact upon the planet’s systems. | To respect environmental limits. | climate change, waste, flooding, biodiversity, air quality and noise.

Strategic Objective One: Keeping Life Local
Social and community uses, local shopping facilities, ‘walkable neighbourhoods’

Our local case

3.3.92.4 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.

CO1 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.

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

Our local case

3.3.102.5 We have a finely grained mix of uses such as shops, businesses, arts and cultural facilities, some of which are world class and important institutions in their own right. These uses have benefited from the borough’s high residential density and from visitors to the borough. These uses are have been under pressure from higher value residential development, and there is a risk that, without appropriate support and protection, they could decline to such an extent that it will be detrimental to the collective quality of life of the borough.

CO2 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.

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

Our local case
3.112.6 We have one of the lowest rates of car ownership nationally, but many of our streets are still dominated by parking and vehicular traffic. By making it easier to live without a car, we can improve residents’ quality of life and opportunities for physical fitness through walking and cycling, as well as improving the local built environment and reducing our environmental impact.

**CO3 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.

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**Strategic Objective Four: An Engaging Public Realm**

**Sense of place, attractive streets, parks and outdoor spaces**

**Our local case**

3.122.7 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.

**CO4 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.

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**Strategic Objective Five: Renewing the Legacy**

**Quality design, conservation and enhancement**

**Our local case**

3.132.8 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. The Council seeks to establish Conservation Areas of the future.

**CO5 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.
**Consultation:** Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)

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

**Our local case**

3.3.142.9 House prices in the Royal Borough are equivalent to twelve times median earnings and are among the highest in the country. Affordability is therefore a significant issue and the delivery of a substantial number of new homes at a price that our residents and people working locally can afford remains a key housing issue in the Borough, especially with part ownership schemes. Demand for all types of housing is insatiable, further exacerbating issues of affordability. However many houses we build, we cannot begin to satisfy demand, either for private sale or ‘affordable’ homes. 

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**CO6 Strategic objective for Diversity of Housing**

Our strategic objective is to boost the supply of housing to further the aim of sustainable development including 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.

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**Consultation:** Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)

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

**Our local case**

3.3.152.10 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.

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**CO7 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.

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**Consultation:** Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)

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46 Affordable Housing is defined in Chapter 45 Glossary
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 is concerned with the ‘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 London Strategic Housing Capacity Land Availability Assessment (SHLAA) evidence for in the borough, which forms the basis of the London Plan target. Most of the identified capacity is from the designated strategic site allocations. The London Plan housing target is supported by local evidence of ‘objectively assessed

47 GLA (2004), London Strategic Housing Capacity Study, Land Availability Assessment (SHLAA), GLA
need for housing set out in the Council’s Strategic Housing Market Assessment (SHMA)\(^48\). The London Plan target of 733 units per year exceeds, by about 27%, the locally objectively assessed need identified in the SHMA of 575 dwellings per annum.

4.3.2.3 A revised London Plan SHLAA is currently being prepared (2016+) 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.

4.3.2.4 The agreed affordable housing target in the adopted London Plan is 217,000 units per year for the whole of London borough (200 units per year), to be provided over a ten year period, which, when taken as a proportion of the overall London Plan housing target of 42,000 units per year, represents a target of 40%. 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\(^49\). 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.

4.3.2.5 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 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 for the site allocations exist (Chapter 39) so that, in the event that monitoring identifies possible risks to delivery, the Council has a strategy to address the risk.

\(^{48}\) RBKC and Cobweb Consulting (2015) Strategic Housing Market Assessment (SHMA)

\(^{49}\) The need for affordable housing is set out in Fordham Research (2009) Strategic Housing Market Assessment, and SHMA, update 2012 by HDH Planning
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

<table>
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<td><strong>Broad Locations</strong></td>
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<td>- Broad locations of main existing and proposed employment uses</td>
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<td>- Broad locations of significant new housing</td>
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<td>- Location of town centres with scope for possible expansion</td>
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<td>- Town Centres (excluding neighbourhood centres)</td>
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<td>- Counters Creek storm relief sewer route proposed by Thames Water</td>
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<td>- Possible larger centre</td>
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<td>- Strategic site allocations</td>
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part of the site within the borough will be towards the beginning of the phasing programme, in 2014.

4.3.72.6 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.

46,240 sq m of additional office floorspace between 2011 and the end of the plan period in 2028. When including the B1(a) floorspace which has been lost since 2011 and the net loss of B1 floorspace currently in the development pipeline this translates to an undersupply of 93,100 sq m. Whilst the Council has identified some 5,000 sq m of additional B1 office space as being likely to come forward outside of the recognised pipeline, this still leaves an under supply of approximately 88,000 sqm, or some 6,300 sq m pa from 2014 to the end of the plan period. The Council recognises that some further B class floorspace is likely to be forthcoming through the intensification of business uses on existing sites. However, given the differential in value between office and residential land such windfalls are likely to be relatively modest. Those windfalls which do come forward are likely to be located within the borough’s three Employment Zones.

4.3.82.7 The Council has published an update to its Retail and Leisure Needs Assessment (RLNA). This predicts retail identifies a need to 2028, the end of the plan period. It concludes that, at just 700 sq m, there will not be a significant need for additional comparison floorspace to 2023. This figure may rise to 21,000 sq m (net) by 2028, but remains significantly less than the 145,000 sq m of comparison need to 2028, identified in 2009. The need for additional convenience floorspace has held up a little better, with a predicted need of 9,000 sq m (net) by 2023. The RLNA also considers the ability to accommodate this need within existing centres by 2028. It concludes that the re-occupation of currently vacant units, (reducing the overall vacancy rate to 5%) could accommodate some 11,300 sq m (gross) of commercial space, or a little over a third of all retail floorspace needed. 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.

4.3.92.8 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 at the Kensal Canalside Opportunity Area—gas works sites. Crossrail is timetabled to open in 2018. Crossrail 2 is also proposed by Transport for London Office Floorspace Projections, Peter Brett Associates, July 2014.
London to go through the borough with a station at King’s Road. A new academy to serve the communities of North Kensington will be has been built in the north of the borough to and opened 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 help resolve current flooding issues, although this is subject to planning permission and, if granted, is not anticipated to will not start construction until 2015/16, 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 has been fitting ‘flip valves’ to vulnerable properties. In addition, work is planned to the Thames Tideway Tunnel to address London-wide infrastructure needs, with construction taking place between 2013 and 2020 at Chelsea Embankment and between 2017 and 2020 at Cremorne Wharf, 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 timescales to which this can be achieved. A great deal of smaller infrastructure is required, and is set out elsewhere in Chapter 37.

Policy CP1 Core Policy: Quanta of Development
The Council will provide:
1. seek to meet and exceed the London Plan target for new homes in the borough, which is currently a minimum of 585,733 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 40% of residential floorspace on qualifying sites will be affordable;
2. seek to provide 9360,000sq.m of office floorspace to 2028;
3. seek to provide 26,159,700sq.m of comparison retail floorspace to 2015 across in the south of the borough;
4. seek to provide infrastructure as set out in the infrastructure delivery plan, including through developer planning contributions.

To help deliver this the Council has, in this document:
a. allocated strategic site allocations with the a minimum net capacity for a minimum of 5300 dwellings 8,100 residential units;
b. allocated in the strategic sites of Kensal Canalside 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 delivery plan review process.

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/

4.4 [Moved to new section 4.4 later in this Chapter] A particular focus on North Kensington
OS Plan from 1874 and 1882
OS Plan dated 1896
OS Plan dated 1920
Policy CP2 North Kensington

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

4.53 Places shaping

4.53.1 [Moved from 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.

4.3.2 The ten ‘Place’ profiles chapters in this plan (see Places map overleaf) 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 (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 areas of change North Kensington; and enhancing the reputation of those places in the borough with a national or international reputation – by and large our town centres. This does not mean that the third theme, upholding our residential quality of life, is less important or not considered in place-based spatial strategy. But it is an overarching theme that relates to the whole borough.

4.5.3 The place chapters set out the Council’s direction of travel in relation to each location. They do not contain place specific policies but they provide a framework to guide future development management decisions relating to the place. This guidance has weight in relation to the application of policies in the plan and place policy CP2 below is an umbrella policy for all of the place chapters. 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.

4.5.4 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 [Moved to 4.3.1]

4.53.4 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 sets a broad overarching vision to guide the future evolution of the places. Below the broad framework laid out in the vision the context section provides an introduction to the history of the area, presents the challenges it faces, and gives a broad description of the way the area functions. The principles section sets out the Council’s overarching aims for the place and the priorities section sets out the objectives and actions that will deliver these aims. The delivery section sets out specific pieces of work the planning department and other organisations will undertake to deliver the priorities and overall vision. A final references section highlights any documents, produced by the Council or other bodies that are particularly relevant to the place.
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 CP3 Places [Replaced later on in this Chapter]**
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.

No changes are proposed to the existing Local Plan sections and policies on ‘Quality’ (Policy CP4).
<table>
<thead>
<tr>
<th>Chapter</th>
<th>Place</th>
<th>Spatial themes within the Borough Vision</th>
<th>Area of change or Town Centre?</th>
<th>Strategic Sites</th>
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<tbody>
<tr>
<td>5</td>
<td>Kensal</td>
<td>North Kensington Regeneration</td>
<td>Area of Change</td>
<td>Kensal-Gasworks (Chapter 20) (also referred to as Kensal Canalside in the London Plan Annex 1—list of opportunity areas)</td>
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<td>6</td>
<td>Golborne/Trellick</td>
<td>North Kensington Regeneration</td>
<td>Area of Change</td>
<td>Womington Green (Chapter 21) Land adjacent to Trellick Tower (Chapter 22)</td>
</tr>
<tr>
<td>7</td>
<td>Portobello</td>
<td>North Kensington Regeneration</td>
<td>Town Centre</td>
<td>No-strategic-sites</td>
</tr>
<tr>
<td>8</td>
<td>Westway</td>
<td>North Kensington Regeneration</td>
<td>Neither—the exception to the rule</td>
<td>No-strategic-sites</td>
</tr>
<tr>
<td>9</td>
<td>Latimer</td>
<td>North Kensington Regeneration</td>
<td>Area of Change</td>
<td>Kensington Leisure Centre (Chapter 23)</td>
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<td>Town Centre</td>
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<td>11</td>
<td>Earl’s Court</td>
<td>Place with National or International Reputation</td>
<td>Both an Area of Change and a Town Centre</td>
<td>Warwick Road (Chapter-25) Earl’s Court Exhibition Centre (Chapter-26)</td>
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<td>13</td>
<td>Brompton Cross</td>
<td>Place with National or International Reputation</td>
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<td>14</td>
<td>South Kensington</td>
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<td>Town Centre</td>
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<td>King’s Road / Sloane Square</td>
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<td>Town Centre</td>
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<td>16</td>
<td>Notting Hill Gate</td>
<td>Other</td>
<td>Town Centre</td>
<td>No-strategic-sites</td>
</tr>
<tr>
<td>17</td>
<td>Fulham Road</td>
<td>Other</td>
<td>Town Centre</td>
<td>No-strategic-sites</td>
</tr>
<tr>
<td>18</td>
<td>Lots Road/World’s End</td>
<td>Other</td>
<td>Area of Change</td>
<td>No-strategic-sites</td>
</tr>
</tbody>
</table>
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
4.4 [Moved from original section 4.4] A particular focus on North Kensington Areas of Change

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.
The key diagram in Chapter 3.1 shows the areas 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, where there are unique combinations of opportunities which provide real potential for change. These areas of change are: redevelopment of Lots Road power station; stimulating creation of a new community in Earl’s Court and redevelopment of sites in Warwick Road; development of Kensal Canalside Opportunity Area; and regeneration of housing estates and employment zones in North Kensington. Many of these are part of a wider transformation that has been initiated through regeneration of South Fulham Riverside, Earl’s Court and White City, or is envisaged for Park Royal and Old Oak Common, beyond the borough boundary. Work has already commenced on redevelopment of the Earl’s Court Exhibition Centre site and many of the sites in Warwick Road.

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.

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.

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.

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.

The estate renewal opportunities - 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 not lived up to expectations.

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. To justify the upheaval estate renewal will inevitably cause for whole communities the mistakes of the past must not be repeated. The Council’s vision for renewal of its housing estates is that they will be developed to quality and design standards that will enable them to become the ‘Conservation Areas of the Future’. Where possible traditional street patterns will be reinstated to improve safety and legibility. Public spaces will be designed to be accessible for all, and so they can be used for a variety of different purposes, not just left over space around buildings. Housing densities will be appropriate for this part of London and local public transport provision. Generally densities will increase, in order to provide more

61 The Regeneration Areas in the London Plan are based on indices of deprivation, and identify the 20% most deprived wards in London
homes, but this need not mean more tower blocks. Mansion blocks which are typical of much of the borough can provide a similar density. Regenerated estates will become places that will be as valued as the Georgian and Victorian conservation areas that currently cover over 70 per cent of the Royal Borough, and their architectural quality would merit designation as conservation areas in the future.

4.4.4 The Council will expect similar standards to be applied to Kensal Canalside so that when developed it too would be capable of designation as a conservation area in the future.

4.4.105 Estate renewal is already 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 and proposals for the land adjacent to Trellick Tower are being developed. The case for regenerating Barlby School and the Treverton Estate and the Silchester Estates is being investigated.

4.4.6 The Council as landowner has at this stage not yet determined what level of development (if any) is appropriate on any of the potential estate renewal sites. But, in land-use planning terms, it is appropriate for the development plan system to identify land which is developable to meet the borough’s housing need consistent with the principles of the NPPF (paragraph 47).

4.4.7 The allocation of the site within the Development Plan would assist in identifying and securing a flexible range of developable options. But any allocation will not determine the regeneration route to be chosen by the Council and landowner.

4.4.8 In the event that land assembly is required to allow estate renewal to proceed, the Council will make every effort to make acquisitions through negotiation. Compulsory purchase may however be necessary to secure the land use planning benefits associated with any particular estate renewal scheme.

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

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

4.4.139 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 other housing estates across the borough, where options for renewal may be investigated in future, which may or may not be subject to renewal in due course. However, in North Kensington, estate renewal is seen as part of a wider package of regeneration measures to impact upon the area as a whole.

4.4.14 The Council has an ambitious secondary school building programme. The first two, Chelsea Academy and Holland Park are now open. The third is planned for the north of the borough, The Kensington 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.
4.4.15 Existing secondary education in North Kensington serves the Catholic community. This new academy will mean that those pupils who currently have to travel out of the borough to school will be able to go to school locally. This has a significant impact on educational achievement. Pupils who travel out of borough have a noticeably lower GCSE score.

4.4.16 The Primary Care Trust is in the process of renewing St Charles Hospital to provide improved health facilities, including improving the dental service. 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 Enhancing places in the borough with a national or international reputation

4.5.1 The Borough’s national and international destinations are located in and around the main town centres: Knightsbridge, King’s Road, and Kensington High Street. They include the Exhibition Road museums at South Kensington and Portobello Road and Golborne Road street markets.

4.5.2 Retail centres are undergoing significant change as more purchases are made via the internet. Chain stores are reducing the number of shops they have as a result. The Royal Borough is less severely affected by this trend because its town centres are more than just shopping centres - they offer cafes, bars and restaurants, and cultural facilities like museums, galleries and theatres that attract visitors and local people. Nevertheless we cannot take the success of our national and international destinations for granted, they face high quality competition across London and internationally.

4.5.3 Our national and international centres attract visitors who spend an estimated £4.4 billion a year in the borough. This expenditure means that our residents benefit not only from the attractions that draw in these visitors but the range and quality of shops and leisure services that are also supported.

4.5.4 The Council supports the borough’s main town centres through business forums for King’s Road, Kensington High Street and Knightsbridge, and through management of the Portobello and Golborne Road street markets.

Policy CP32 Places [Moved from earlier on in this Chapter]
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. The Council will ensure that new development contributes to the visions, principles and priorities identified within the place chapters of the Local Plan.

52 10 year Primary Care Strategy July 2009 – July 2018 Chapter 5
53 Visitor Economy Update and Impact Study of Crossrail 2
Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/

4.6 [Moved from Chapter 19] **Strategic Sites Allocations**

19.1 Introduction

19.14.6.1 Within the place chapters (chapters 5-14) the Council has identified eight twelve Strategic Sites allocations, which are sites where great significant change is envisaged. Their development or redevelopment is considered central to the achievement of the Strategic Objectives and the Local Plan overall vision. Seven Nine of these are allocated in this Local Plan. One Three further sites has been included where planning permission has already been granted have been 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 a the proposals map (see table below).

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<thead>
<tr>
<th>Chapter</th>
<th>Place</th>
<th>Strategic Site</th>
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<tbody>
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<td>Kensal</td>
<td>Kensal Gasworks (also referred to as Kensal Canalside in the London Plan Annex 1 — list of opportunity areas)</td>
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<tr>
<td>6</td>
<td>Golborne/Trellick</td>
<td>Worlington Green</td>
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<td></td>
<td></td>
<td>Land adjacent to Trellick Tower</td>
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<tr>
<td>7</td>
<td>Portobello</td>
<td>No-strategic sites</td>
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<td>8</td>
<td>Westway</td>
<td>No-strategic sites</td>
</tr>
<tr>
<td>9</td>
<td>Latmer</td>
<td>Kensington Sports Centre</td>
</tr>
<tr>
<td>10</td>
<td>Kensington High Street</td>
<td>Commonwealth Institute</td>
</tr>
<tr>
<td>11</td>
<td>Earl’s Court</td>
<td>Warwick Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Earl’s Court Exhibition Centre</td>
</tr>
<tr>
<td>12</td>
<td>Knightsbridge</td>
<td>No-strategic sites</td>
</tr>
<tr>
<td>13</td>
<td>Brompton Cross</td>
<td>No-strategic sites</td>
</tr>
<tr>
<td>14</td>
<td>South Kensington</td>
<td>No-strategic sites</td>
</tr>
<tr>
<td>15</td>
<td>King’s Road / Sloane Square</td>
<td>No-strategic sites</td>
</tr>
<tr>
<td>16</td>
<td>Notting Hill Gate</td>
<td>No-strategic sites</td>
</tr>
<tr>
<td>17</td>
<td>Fulham Road</td>
<td>No-strategic sites</td>
</tr>
<tr>
<td>18</td>
<td>Lots Road/World’s End</td>
<td>No-strategic sites</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Theme</th>
<th>Place/Centre</th>
<th>Site Allocations</th>
</tr>
</thead>
</table>
| Areas of Change | Kensal | • Kensal Canalside  
|              |       | • Barlby -Treverton |
|              | Golborne | • Worlington Green (permission granted)  
<p>|              |       | • Land adjacent to Trellick Tower |
|              | Latimer | • Silchester Estates |</p>
<table>
<thead>
<tr>
<th>Area</th>
<th>Strategic Sites</th>
</tr>
</thead>
</table>
| Earl’s Court                              | • Earl’s Court Exhibition Centre (permission granted)  
|                                           | • Warwick Road Sites                                
|                                           | • Warwick Road Estate                               |
| Lots Road / World’s End                   | • Lots Road Power Station (permission granted)     
|                                           | • Site at Lots Road                                 |
| Strengthening existing national and international destinations |                                    |
| Kensington High Street                    | • No strategic sites                               |
| Portobello Road / Notting Hill Gate       | • No strategic sites                               |
| Knightsbridge                             | • No strategic sites                               |
| South Kensington                          | • 39-49 Harrington Road                            |
| Sloane Square / King’s Road               | • Chelsea Farmers’ Market, Sydney Street           |

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

1. Kensal Canalside Opportunity Area
2. Barbly-Treverton
3. Wornington Green
4. Land adjacent to Trellick Tower
5. Silchester Estates
6. Earl’s Court Exhibition Centre
7. Warwick Road sites
8. Warwick Road Estate
9. Lots Road Power Station (permission granted)
10. Site at Lots Road
11. Harrington Road
12. Chelsea Farmers’ Market