Local Plan Partial Review
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February 2017

Tracked changes version showing changes from the existing Local Plan
Red: Draft Policies Regulation 18 consultation (October 2016)
Blue: Publication Policies Regulation 19 consultation (February 2017)
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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 Some policies in the UDP remain relevant, but the vast majority have been replaced by this document.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.

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**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.
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 Barlby Road junction.
- Athlone Gardens, Little Wormwood Scrubs and other public parks will have been improved and achieve Green Flag status.
The stretch of the Portobello Road north of the Westway will become an attractive and vibrant area to link the Portobello Road market with the Golborne market.

- Wayfinding to Portobello from Notting Hill Gate, Ladbroke Grove and Westbourne Park Underground stations will have been improved.
- Improvements will have been made to the bridge over the Paddington main line to lift the appearance of the Golborne and Trellick area.
- Latimer Road station will become more of a focal point as part of the reconnection of local streets.

We will have renewed the legacy:
- Grade II* listed Trellick Tower will have been restored.
- Colville, Oxford Gardens and Kensal Green Cemetery conservation areas will have been improved and enhanced both through careful control of development and public investment.
- New development at Kensal as part of estate renewal will be to a very high standard, and will be considered for designation as a new conservation area.

We will have diversified housing:
- More than 2,500 new homes will have been built in the north of the borough.
- Existing social rented housing stock will have been rebuilt as part of the estate renewal programme, specifically at Wornington Green and Latimer.

We will have respected environmental limits:
- District heat and power networks will have been established at Wornington Green, Kensal and Latimer.
- The Grand Union Canal will be used to enhance biodiversity and transport.

What will we do to enhance the reputation of our national and international destinations?

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

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

Earl’s Court will offer an attractive ‘urban village’ environment with stronger links to the Earl’s Court Exhibition Centre which will remain an important cultural destination, with 500 new homes and several thousand new jobs in the borough, and many more in neighbouring Hammersmith and Fulham. Over 1,000 more homes will be built at Warwick Road. Streetscape and pedestrian improvements to the Cromwell Road will transform the environment. The one-way system will also be returned to twoway 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, and ‘made’ Neighbourhood Plans also form part of the development plan.

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

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

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

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

1.2 Policy framework

National legislation and guidance

1.2.1 The Local Plan is prepared within a hierarchical framework of planning policy for England. At the top of the hierarchy are the various Planning Acts, the National Planning Policy Framework (NPPF) issued by the Government in March 2012 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

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 to 7,330 new homes by 2021 from 2015 to 2025 (585 to 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 LDF 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

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5 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.
of the work included a Vision for 2028, built on a substantial evidence base, as well as a set of scenarios. The time horizons for the Local Plan and The Royal Borough 2028 have been aligned so that the Local Plan can be sensitive to the changes that will occur over the next 20 years 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.

**Neighbourhood Plans**

1.2.13 Amongst other changes, the Localism Act 2011 introduced new rights and powers to allow local communities to shape new development by coming together to prepare Neighbourhood Plans.

1.2.14 A Neighbourhood Plan sets out policies in relation to development and use of land in a particular Neighbourhood area. Neighbourhood Plans are not developed by the Council but they do have to be in general conformity with Council’s Local Plan and the London Plan.

1.2.15 Once a Neighbourhood Plan has been successful at examination and approved by a local referendum it will been made (adopted) by the Council. Once made a Neighbourhood Plan stands alongside the Local Plan and the London Plan in being part of the statutory development plan for the borough.

1.2.16 There are currently two Neighbourhood areas with associated Neighbourhood Plans within the borough, the Norland Neighbourhood Plan and the St Quintin and Woodlands Neighbourhood Plan. Where relevant these Neighbourhood Plans have been directly referenced within the Local Plan.

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.

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8 [www.rbkc.gov.uk/newsroom/all-council-statements/ambitious-tomorrow](http://www.rbkc.gov.uk/newsroom/all-council-statements/ambitious-tomorrow)
Spatial Strategy

1.3.5 This section sets out:

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

Delivery Strategy

1.3.6 This section sets out:

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

Supporting Information

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

Reading the Local Plan

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

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

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

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

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

2.1 Introduction

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

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

2.1.3 Second, the fine grained mix of uses gives the borough its character and vitality, which also means, because of the high density of population, that the vast majority of residents have local shops and services within a five minute walk of home, often interspersed within the residential neighbourhoods. But the borough also supports world class town centres, museums and hospitals that give the borough its international and national reputation. These attract large numbers of visitors from well beyond the borough boundary, reflecting the location close to, but not in, central London. The borough is anything but a ‘residential suburb’. This mixture of uses adds so much to the quality of residents’ lives.

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

2.2 Analysis

Demographics

2.2.1 The population of the borough is about 180,000. This is expected to grow to over 200,000 over the next 20 years. In 2014 the Borough’s population was estimated at 156,190, the smallest of any London Borough\(^9\). This represents a modest reduction since the 2001 census.

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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.

![Population age structure 2014](image)


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.

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

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

Source: GLA 2012 PLP Low Projections, www.london.gov.uk
Updated: Annually
Economic activity, qualifications and income

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 desirable 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. 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% and 2.1% per cent, which although being slightly higher than is broadly comparable with the national average (6.4%, 4.2% per cent), is and 0.9 per cent under the Inner London average of 6.8%, 5.2% and 2.8% per cent. This does, however, hide spatial variations, with wards such as Golborne, Notting Barns or St Charles having much higher levels of unemployment\(^\mathrm{12}\). 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. Source: Census 2011 RBKC Summary](image)

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](image)

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\(^{11}\) London Datastore (2016)

\(^{12}\) The data form the London Datastore (2015) includes "claimant count" for Golborne, Notting Barns and St Charles to be 5.9%, 4.3% and 4% respectively.
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.

The borough has 11 (out of 103) LSOAs 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. 21% of all children within the borough live in poverty, with this increasing significantly in the more deprived wards.

This is a "relative poverty" measure, or children living in a household with an income of less than 60% of the current median. RBKC, Child Poverty Update July 2015.
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).
Health

2.2.13 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. 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. The Council recognises that life expectancy is just a single measure of health, with higher levels of morbidity experienced by older residents.

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. There is a state primary school within a ten minute walk of 93 per

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13 2001 Census
14 Ambitious for Tomorrow, 2014
15 Local Government Association, 2014
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\textsuperscript{17}.

\textsuperscript{17} School Organisation and Investment Strategy, 2016
2.2.157 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).18

Shopping

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

2.2.179 In addition to the Neighbourhood Centres, there are ten larger centres in the borough: Knightsbridge is an International Centre (and is also located in the GLA’s Central Activities Zone), Kensington High Street and King’s Road East are Major Centres, South Kensington, Notting Hill Gate, Brompton Cross, Fulham Road, 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.

18 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\textsuperscript{19}.

\begin{figure}[h]
  \centering
  \includegraphics[width=\textwidth]{mix_of_units.png}
  \caption{Mix of units: Comparison with National Average. Source: Goad Plans in Retail and Leisure Needs Study, April 2016.}
\end{figure}

2.2.21 Retail is the number one reason why people visit the borough, topping the South Kensington museums for visitor numbers\textsuperscript{20}.

\textsuperscript{19} Retail and Leisure Needs Study, April 2016
\textsuperscript{20} 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.

2.2.4 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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21 Frost Meadowcroft Office Market Review, 2014
22 Census 2011 RBKC Summary
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\(^2\).
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 northsouth 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. This competition is likely to increase still further as the Opportunity Areas surrounding the borough are developed over time.

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.

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27 Local Implementation Plan (LIP), January 2014
28 ibid.
29 ibid.
30 ibid.
31 ibid.
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

2.2.3.04 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.

2.2.3.15 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.

% Social rented homes 2011
Source: Strategic Housing Market Assessment (SHMA), December 2015

% Owner-occupation 2011
Source: Strategic Housing Market Assessment (SHMA), December 2015
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{32}

There are 86,116\textsuperscript{85,550} residential dwellings in the borough (2009\textsubscript{14}) which represents a net increase of around 1,000 homes since 2009 of which over 80 per cent are in the form of flats.\textsuperscript{33} 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{34}

\textsuperscript{32} Strategic Housing Market Assessment (SHMA), December 2015
\textsuperscript{33} 2001 Census Based on DCLG Live Tables in Strategic Housing Market Assessment (SHMA), December 2015
\textsuperscript{34} Strategic Housing Market Assessment (SHMA), prepared by Fordhams for RBKC, 2009-2015
2.2.348 The current house building target, set by the London Plan, is 3,500 7,330 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.

2.2.359 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 golden era of public architecture. A few of

35 Strategic Housing Land Availability Assessment, 2009
36 Strategic Housing Market Assessment (SHMA), December 2015
them are coming to the end of their lives\textsuperscript{37}. Ninety nine per cent of the Council’s stock met Decent Homes Standards in 2009\textsuperscript{38}.

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{39}. 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{40}.

2.2.41 In common with other central London Boroughs, there are high numbers of second home owners and empty homes in the borough. Only 37% who bought a home in the borough in 2014 described their purchase as being for “as a main residence”\textsuperscript{41}. In addition the 2011 census indicated that some 9,000 residents in England and Wales owned a second homes in the borough\textsuperscript{42}, and 18% of the borough’s residents have a second home elsewhere\textsuperscript{43}. Compared to regional and national average.

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{figure5.png}
\caption{Average residential property prices in Kensington and Chelsea, London and England and Wales 2000 - 2008*}
\end{figure}

\begin{itemize}
\item \textsuperscript{37} Ambitious for Tomorrow, 2014
\item \textsuperscript{38} Housing Strategy 2013-17, April 2013
\item \textsuperscript{39} Strategic Housing Market Assessment (SHMA), December 2015
\item \textsuperscript{40} Ambitious for Tomorrow, 2014
\item \textsuperscript{41} The World in London, Dynamics of a Global City, Savills (2014)
\item \textsuperscript{42} ONS (2011)
\item \textsuperscript{43} ibid
\end{itemize}
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 703 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 relatively isolated from the rest of the borough with residents often being deficient of local facilities.
Conservation Areas in the Borough

2.2.4067 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 parks44.


44 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
2.2.41 The whole borough is designated as an Air Quality Management Area. The primary sources of air pollution are vehicular traffic and diesel trains. The main railway line out of Paddington is a principal source of air pollution in the north of the borough, but a number of the borough’s roads also produce significant air pollution, such as the Cromwell Road and the Earl’s Court one-way system. 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.

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

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

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

2.44 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 35.4 per cent.

2.3 Spatial patterns and common issues

2.3.1 The most obvious conclusion that can be drawn from examining the characteristics that have been outlined is that the borough has the potential to be 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. This is not, however, the entire story. Much of the borough suffers from poor air quality, from traffic congestion and has property

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45 Ambitious for Tomorrow, 2014
46 Strategic Flood Risk Assessment, March 2008
47 See also map 17 of the Strategic Flood Risk Assessment
48 Department for Food and Rural Affairs, Environmental Statistics / AEA September 2007/8 Air Quality and Climate Change Action Plan 2016-21
49 Local and Regional CO\textsubscript{2} Estimates for 2005-13, DECC, 2015
50 DEFRA (2007/2008.)
prices out of reach of many of those who might have expected to live within it. There are also some areas where residents suffer from real deprivation. 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, to ensure that the entire borough thrives.

2.3.2 It should also be noted that the borough is predominantly residential. It has important town centres, but none of the ‘core’ commercial activities associated with mainline stations or the centre of London. Behind the roads with heavy traffic travelling in and out of central London, much of the borough is tranquil, with high levels of residential amenity 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**

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

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

**Strategic issues**

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

2.3.6 This is important at two levels. There is the local level of day to day living – shops, GPs, schools and other social and community facilities. Without these day to day facilities at a local level, the borough would become a residential dormitory without a sense of community. Keeping Central London ‘at bay’ and allowing ‘normal’ residential community activities to flourish, was a key issue identified in the consultation in the preparation of the Local Plan. It is also clear that a new academy for the communities of North Kensington is needed.

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

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

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

2.3.10 While the price and number of houses is an important characteristic, the principal issue that the strategy can take steps to address is to ensure that as much social rented 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

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51 Intermediate housing includes tenures such as shared ownership, where the occupier buys part of the property and rents the remainder, and intermediate rent
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

2.3.198 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.

2.3.2019 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. The Council will also seek to assist in the provision of additional premises to try to meet objectively assessed need.
- 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 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 to 2028 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 across the borough and 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 Elizabeth Line 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 across the borough as a range of new businesses have been allowed to grow and to thrive. 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 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 the early 2030s.
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 and the Institute of Cancer Research 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 the creation of the 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.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
3.32 Strategic objectives

3.32.1 To deliver this vision, strategic objectives are needed to guide decisions of spatial planning. These objectives could be set around the ‘end state’ of the vision, which could be summarised as: “we will build on success, by stimulating regeneration in North Kensington; enhancing the reputation of our national and international destinations; and upholding residential quality of life so that the borough remains the best place to live in London”. This contains three clear, linked, components: continued success built on regeneration, reputation and residential quality of life. These are the desired outcomes of the plan.
3.3.2 However, these do not necessarily translate into useful strategic objectives to deliver the vision. In setting strategic objectives, it is important that they are focused, directional, and articulate 'how' matters facing a decision maker can be resolved.

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

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

3.3.5 By contrast, the underpinning issues can more readily be shaped into directional statements of intent, which can directly guide decision making. The Table 3.1 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 3.1 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>
<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>Providing for new residential development in a way which diversifies tenure patterns and house sizes.</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></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... | ...a 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.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/.

**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 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.
Do you consider this policy: satisfies the **tests of soundness** (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at **https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/**

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

**Our local case**

3.3.112.6 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.

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

**Our local case**

3.3.122.7 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.

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

**Our local case**

3.3.132.8 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 will seek to establish Conservation Areas of the future ensure that any regeneration projects are undertaken to design standards that could allow them to be designated as Conservation Areas in 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.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

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

Our local case

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.

**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 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.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

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

Our local case

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52 Affordable Housing is defined in Chapter 45 Glossary
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.

**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.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)
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).

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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 borough53, 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

53 GLA (2013), London Strategic Housing Capacity StudyLand Availability Assessment (SHLAA), GLA
‘objectively assessed need’ for housing set out in the Council’s Strategic Housing Market Assessment (SHMA). The London Plan target of 733 units per year exceeds, by about 27%, the local objectively assessed need identified in the SHMA of 575 dwellings per annum.

4.32.3 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.

4.32.4 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. 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.

4.32.5 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.

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54 RBKC and Cobweb Consulting (2015) Strategic Housing Market Assessment (SHMA)
55 The need for affordable housing is set out in Fordham Research (2009) Strategic Housing Market Assessment, and SHMA, update 2012 by HDH Planning
In broad spatial terms, half of this housing will be located in the north of the borough, and half in the Earl’s Court Exhibition Centre site area, on the western borough boundary. The housing in the north is expected to be spread evenly over the plan period. The redevelopment of Wornington Green will take place up to about 2020, with the first phase completed in 2015. Planning consent for this redevelopment was granted in March 2010. At Kensal, phase one is expected to commence in 2018. In the Earl’s Court Exhibition Centre site area, the vast majority is expected in the first half of the plan period. All the Warwick Road sites have planning permission, and it is expected that these sites will be built out in the next ten years. The Council resolved, subject to s106 agreement, to grant planning permission for the redevelopment of the Earl’s Court Exhibition Centre site in November 2012. The whole development will take many years, but it is expected that the part of the site within the borough will be towards the beginning of the phasing programme, in 2014.
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 office floorspace currently in the development pipeline this translates to an undersupply of 86,600-93,100 sq m. Whilst the Council has identified some 52,000 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 88,000-84,600 sqm, or some 6,3500 sq m pa from 2016-4 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.

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.

Turning to infrastructure, the Council is planning for an Elizabeth Line-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. The Elizabeth Line-Crossrail is timetabled to open in 2017, but the proposed Kensal station would not open until later. Crossrail 2 is also proposed by Transport for

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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 catchment (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 2016 and 2021 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 35% of residential floorspace on qualifying sites will be affordable;
2. seek to provide 9360,000 86,600 sq.m of office floorspace to 2028;
3. seek to provide 26,150,700 sq.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 20,000 sq.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;
dc. set out current infrastructure requirements, to be updated as part of the regular infrastructure delivery plan review process.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult/
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 teneliven ‘pPlace’ 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, show 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 of the 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.

4.53.23 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.

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

4.3.4 A further element of place shaping is neighbourhood plans which are part of the borough’s Development Plan. They set out specific non-strategic policies that are used in determining planning applications in their neighbourhood areas. In places where there is a neighbourhood plan it should be used as well as the Local Plan so that the full suite of relevant policies and actions are considered. The borough currently has two neighbourhood forums that have produced neighbourhood plans: Norland and St Quintin and Woodlands.

4.5.4 [Moved to 4.3.1]

4.53.54 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.

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**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.

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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>
</tr>
</thead>
<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>
</tr>
</tbody>
</table>
| 6       | Golborne/Trellick | North Kensington Regeneration | Area of Change | Wornington Green (Chapter 21)  
Land adjacent to Trellick Tower (Chapter 22) |
| 7       | Portobello | North Kensington Regeneration | Town Centre | No-strategic-sites |
| 8       | Westway | North Kensington Regeneration | Neither—the exception to the rule | No-strategic-sites |
| 9       | Latimer | North Kensington Regeneration | Area of Change | Kensington Leisure Centre (Chapter 23) |
| 10      | Kensington High Street | Place with National or International Reputation | Town Centre | Commonwealth Institute (Chapter 24) |
| 11      | Earl’s Court | Place with National or International Reputation | Both an Area of Change and a Town Centre | Warwick Road (Chapter 25)  
Earl’s Court Exhibition Centre (Chapter 26) |
| 12      | Knightsbridge | Place with National or International Reputation | Town Centre | No-strategic-sites |
| 13      | Brompton Cross | Place with National or International Reputation | Town Centre | No-strategic-sites |
| 14      | South Kensington | Place with National or International Reputation | Town Centre | No-strategic-sites |
| 15      | King’s Road/Sloane Square | Place with National or International Reputation | Town Centre | No-strategic-sites |
| 16      | Notting Hill Gate | Other | Town Centre | No-strategic-sites |
| 17      | Fulham Road | Other | Town Centre | No-strategic-sites |
| 18      | Lots Road/World’s End | Other | Area of Change | No-strategic-sites |
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
PLACES
Showing chapter numbers and places in the context of the Borough

- Areas of change
- Places with a particular national or international reputation
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 transformation 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 most of the sites in Warwick Road. Many of these sites are close to where wider transformation is taking place across the borough border in the London Borough of Hammersmith and Fulham with the regeneration of South Fulham Riverside, Earl’s Court and White City. There is also significant regeneration envisaged in Old Oak and Park Royal managed by the Old Oak and Park Royal Development Corporation (OPDC) to create a new community in west London.

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 regeneration opportunities. Many of the specific areas needing attention in North Kensington are often the social housing estates built in of the post-war period, which themselves often replaced Victorian terraced housing that was no longer regarded as offering quality housing believed to be fit for purpose. These estates were typical of their period. They used new and experimental materials, building techniques or built forms (e.g. deck access) forms of housing as social experiments such as deck access and linked walkways – some of which have since been shown to have failed not lived up to expectations or, in the case of linking walkways, have occasionally been discredited.

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

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62 The Regeneration Areas in the London Plan are based on indices of deprivation, and identify the 20% most deprived wards in London.
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 regeneration is that it must learn from the past. Replacement housing and public space should be developed to a high standard of design that can be appreciated today, but which ages gracefully and in time is widely recognised for its quality, or perhaps even celebrated.

4.4.4 Where appropriate 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 or a traditional urban form introduced to improve safety and legibility. Public spaces will be designed to be attractive, functional places accessible for all, and so they can be used for a variety of different public purposes, and not just simply left-over space around buildings. Housing densities will be appropriate for this part of London and local public transport provision. Generally densities Housing numbers will often increase, in order to providing more homes on site, but this need would not normally mean more tower blocks, as our traditional townscape shows flatted terraced housing and medium blocks can often meet the demand in a more appealing way, which are typical of much of the borough can provide a similar density. High quality materials reflecting the local context and well-designed detailing will enrich the appearance and add character and charm. Our regenerated housing estates will become places to live that will be as valued as their Georgian and Victorian predecessors conservation areas that currently cover over 70 per cent of the Royal Borough, and their architectural and urban design qualities perhaps becoming equally as cherished as our could merit designation as “Conservation Areas in the Future”.

4.4.45 The Council will expect similar standards to be applied to Kensal Canalside and large sites redeveloped by private landowners and housing associations so that when developed it too would be capable of designation as a conservation area in the future.

4.4.1056 Estate renewal regeneration 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, the Warwick Road Estate and the Silchester Estates is being investigated.

4.4.67 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 regeneration 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). The Council owns other housing estates across the borough, which have not been allocated in this plan, where options for renewal may be investigated in future. [Moved from original paragraph 4.4.13].

4.4.78 The allocation of a 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.

4.4.89 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 regeneration 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.

4.4.13 Housing estate renewal is, however, a complex and difficult thing to achieve without destroying the very communities it is intending to assist. North Kensington has a very strong sense of community, both as a whole, and within individual areas. Maintaining that sense of community and making sure people are able to influence plans as more concrete proposals emerge, is essential in making any regeneration of North Kensington a success. That is not to say that estate renewal is a phenomenon that will only take place in the north of the borough. The Council owns other housing estates across the borough where options for renewal may be investigated in future [moved to new paragraph 4.4.7], 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.$^58$ 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 V&A, Natural History Museum and Science Museums at Exhibition Road in the South Kensington Strategic Cultural Area museums at South Kensington and Portobello Road and Golborne Road street markets.

$^58$ 10 year Primary Care Strategy July 2009 – July 2018 Chapter 5
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.

4.5.5 The borough’s rich and varied cultural attractions contribute significantly to the well-being of residents and to the capital’s role as a world city. The Council will work with institutions and businesses to deliver a range of cultural place-making initiatives to ensure that residents and visitors are aware of the full range of cultural facilities that are available, particularly in: King’s Road, Kensington High Street and Portobello Road and the South Kensington Strategic Cultural Quarter.

**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.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

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 of the Local Plan. Seven Nine of these are allocated in this Local Plan. One Three further sites has been included where planning permission has already been granted which is included for information. The eight Strategic Sites are listed below, with their location shown on the following page.

19.1.2 Each of the Strategic Sites is located within one of the 14 Places. Not all the Places contain Strategic Sites and some Places contain more than one Strategic Site and are identified by a red line on a the proposals map (see table below).
<table>
<thead>
<tr>
<th>Chapter</th>
<th>Place</th>
<th>Strategic Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Kensal</td>
<td>Kensal Gasworks (also referred to as Kensal Canalside in the London Plan Annex 1 – list of opportunity areas)</td>
</tr>
<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>
</tr>
<tr>
<td>8</td>
<td>Westway</td>
<td>No strategic sites</td>
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<tr>
<td>9</td>
<td>Latimer</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>
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<td></td>
<td></td>
<td>Earl’s Court Exhibition Centre</td>
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<tr>
<td>12</td>
<td>Knightsbridge</td>
<td>No strategic sites</td>
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<tr>
<td>13</td>
<td>Brompton Cross</td>
<td>No strategic sites</td>
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<tr>
<td>14</td>
<td>South Kensington</td>
<td>No strategic sites</td>
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<tr>
<td>15</td>
<td>King’s Road / Sloane Square</td>
<td>No strategic sites</td>
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<tr>
<td>16</td>
<td>Notting Hill Gate</td>
<td>No strategic sites</td>
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<tr>
<td>17</td>
<td>Fulham Road</td>
<td>No strategic sites</td>
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<tr>
<td>18</td>
<td>Lots Road/World’s End</td>
<td>No strategic sites</td>
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<thead>
<tr>
<th>Theme</th>
<th>Place/Centre</th>
<th>Site Allocations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Areas of Change</td>
<td>Kensal</td>
<td>• Kensal Canalside Opportunity Area</td>
</tr>
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<td></td>
<td></td>
<td>• Barlby - Treverton</td>
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<td></td>
<td>Golborne</td>
<td>• Worlington Green (permission granted)</td>
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<td></td>
<td>• Land adjacent to Trellick Tower</td>
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<td></td>
<td>Latimer</td>
<td>• Silchester Estates</td>
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<td></td>
<td>Earl’s Court</td>
<td>• Earl’s Court Exhibition Centre (permission granted)</td>
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<td></td>
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<td>• Warwick Road Sites</td>
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<td>• Warwick Road Estate</td>
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<td>Lots Road / World’s End</td>
<td>• Lots Road Power Station (permission granted)</td>
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<td>• Site at Lots Road</td>
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<tr>
<td>Strengthening existing national and</td>
<td>Kensington High Street</td>
<td>• No strategic sites allocations</td>
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<td>international destinations</td>
<td>Portobello Road /</td>
<td>• No strategic sites allocations</td>
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<td>Notting Hill Gate</td>
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<td></td>
<td>Notting Hill Gate</td>
<td>• No site allocations</td>
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<tr>
<td></td>
<td>Knightsbridge</td>
<td>• No strategic sites allocations</td>
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<tr>
<td></td>
<td>South Kensington</td>
<td>• 39-49 Harrington Road</td>
</tr>
</tbody>
</table>
19.1.34.6.2 **For Each Strategic Site** Allocation the policy sets out the allocation in terms of land use, and development principles and planning contributions. The land use allocation (land use and quantum of development) is the strategic part of the policy in relation to neighbourhood plans. The development principles guide how it will be achieved and the infrastructure and planning obligations form part of the delivery mechanism. Site and delivery information is set out in a separate table. The delivery agencies involved and the possible timescales for development are also identified.
### SITE ALLOCATIONS

1. Kensol Canalside Opportunity Area
2. Barlby-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
Chapter 5  Kensal

5.1 Introduction

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

5.1.2 By comparison to the rest of the borough, the area has relatively poor public transport accessibility. There are regular bus services along Ladbroke Grove and Ladbroke Grove Underground station is within ten minutes walk of the majority of the Kensal area.

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

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

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

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

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

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

5.1.9 However, if a Crossrail station cannot be delivered, the area still has considerable redevelopment potential and significant improvements to transport accessibility could be made by developing routes out of the site to the north and south.

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

Key issues and potential opportunities

5.2 Vision

CV5 Vision for Kensal in 2028
The gas works sites will have realised their potential and developed into a thriving and valued community in North Kensington. Along with residential development, there will be job creation and regeneration benefits which will be enhanced by a Crossrail station. Kensal will connect North Kensington with Central London and beyond. Well connected, high density, mixed-use and environmentally responsive developments will have populated the sites. Better use will have been made of the canal and its towpath and over new 2,500 dwellings, with offices and a range of community facilities will have been delivered. The area will also have been knitted into the surrounding urban fabric and the development, taken as a whole, will have provided a successful precedent for the remainder of the borough. Development in the employment zone will support its function as a vital and valued asset for small and medium industries and the cultural and creative sector in particular.
5.3 Priorities for actions

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

Respecting Environmental Limits

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

Better Travel Choices

5.3.3 It is the Council’s clear aspiration to establish a Crossrail station in Kensal. The Council is working with the landowners, the GLA and Crossrail Ltd to ensure that this is realised. Maximising pedestrian and cycle access will require bridges over the railway and canal. Minimising the need for private car usage to the site will be essential and encouraging an integrated public transport network is central to this. Gaining vehicular access to the west onto Mitre Way near Scrubs Lane in the London Borough of Hammersmith and Fulham may be an option. If used by buses, this could significantly improve public transport accessibility in the area.

5.3.4 A Crossrail station has the potential to unlock the regeneration of this part of London and bring the cultural, entertainment and employment opportunities of our capital city within easy reach of both the new and existing communities in North Kensington. The Department for Transport has published a White Paper on the High Speed 2 railway system which would link London to the North. A hub at Old Oak Common in neighbouring Hammersmith and Fulham is included as part of this.

Diversity of Housing

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60 As referred to in the Strategic Sites Allocations Chapter 19.
61 See Respecting Environmental Limits, Chapter 36, Corporate and Partnership Actions 4 and 5.
63 See An Engaging Public Realm, Chapter 33, Corporate and Partnership Action 12 and Respecting Environmental Limits, Chapter 36, Corporate and Partnership Action 12.
64 Subject to feasibility testing.
65 See Policy CE4: Biodiversity, in the Respecting Environmental Limits Chapter 36.
66 See Policy CT2: New and Enhanced Rail Infrastructure and Corporate and Partnership Actions 1, 2 and 8, in the Better Travel Choices Chapter 32.
67 See Better Travel Choices Chapter 32, Corporate and Partnership Actions 3, 5 and 7.
68 See Policy CT1: Improving alternatives to Car Use, in the Better Travel Choices Chapter 32.
69 See Better Travel Choices Chapter 32, Corporate and Partnership Actions 3, 5 and 9.
5.3.5 Housing will form a significant component of any redevelopment of the gas works site. Development in this location has the potential to be significant and will be expected to act as a catalyst to major regeneration in North Kensington.

5.3.6 A mix of sizes and tenures will be expected to create a balanced and mixed community. Included within this mix, might be the potential to cater for some of the borough’s student population.

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

Keeping Life Local

5.3.8 The Council will address local retail and social and community needs in Kensal, especially around Ladbroke Grove. Kensal is one of two places in the borough that has been identified as having a deficiency in local shopping provision. A neighbourhood shopping centre may be needed depending on the scale of any future development on the gas works sites. A new primary school as well as police and health facilities will also be desirable to ensure that the needs of the community are delivered locally.

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

An Engaging Public Realm

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

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

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

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71 See Policy CH2: Housing Diversity, in the Diversity of Housing Chapter 35.
72 See Policy CK1: Social and Community Uses, in the Keeping Life Local Chapter 30.
73 See Policy CK2: Local Shopping Facilities in the Keeping Life Local Chapter 30 and Policy CF1: Location of New Shop Uses, in the Fostering Vitality Chapter 31.
74 See Keeping Life Local, Corporate or Partnership Actions 3, 5, 6, 8, 9 and 14. See also Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities, in the Keeping Life Local Chapter 30.
75 See Policy CR1: Street Network, in the An Engaging Public Realm Chapter 33.
76 See Chapter 33 An Engaging Public Realm, Corporate and Partnership Actions 3, 4, 5, and 8.
5.3.13 The gas works site offers a rare opportunity within the borough to establish a mixed-use community with its own distinct identity, while being integrated into the surrounding townscape. A scheme achieving a high density development, of high quality is desirable.

Renewing the Legacy

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

Fostering Vitality

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

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

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

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

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

5.3.20 The Council considers that there is an opportunity to connect Notting Hill Gate with Kensal along the Portobello Road, stimulating footfall in the north of Portobello Road and

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24 See Policy CR2: Three-Dimensional Street Form, in the An Engaging Public Realm Chapter 33 and Policy CL2: Design Quality in the Renewing the Legacy Chapter 34.
26 See Policy CF1: Location of New Shop Uses, in the Fostering Vitality Chapter 31.
27 See Fostering Vitality Chapter 31, Corporate or Partnership Action 3.
29 See Policy CF5: Location of Business Uses, in the Fostering Vitality Chapter 31.
Golborne Road in particular. This could be driven by a potential new Crossrail station at Kensal and by the reconnection of the Portobello Road with Ladbroke Grove as part of the renewal of the Wornington Green estate.

5.4 Delivery

Development management

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

Policy CP5 Kensal
The Council will ensure the long term regeneration of Kensal by requiring development to positively contribute to the regeneration and environmental sustainability of the area, and resisting development which prejudices long term regeneration opportunities and which undermines the role of the employment zone.

Quantum of development

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

Infrastructure needs

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

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

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

Future plans and documents

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

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

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

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

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

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

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

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

Kensal Green Cemetery and Gasworks
CV5 Vision for Kensal in 2028

Kensal Canalside Opportunity Area will have been transformed from a former gasworks and railway depot into a thriving, well-connected community. A new Crossrail Elizabeth Line station will minimise the need for private vehicle use, improve employment prospects in the north of the borough and make travelling to work easier. Drawing on its industrial heritage, new housing will complement the historic setting of the Kensal Green Cemetery and Residential-led development will have made the most of its canalside location, with dockside development and will improved access to the waterway, and of the green historic setting provided by Kensal Green Cemetery. New connections will integrate knit the new neighbourhood into the existing city fabric provide a link across the railway and link westwards to Scrubs Lane and Old Oak Park Royal.

The Treverton Estate will have been regenerated to provide Two new schools will have been built at Barlby Road, and new housing will have been delivered as part of the Council's investment in the Treverton estate and will be an even more appealing place to live.

Kensal Employment Zone will provide flexible workspace, and supporting uses that bring vitality, to allow small and medium sized businesses to flourish, building on the area’s existing strengths in the creative sector.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and potential opportunities
5.1 **Introduction**

5.1.1 Kensal lies to the very north of the borough, bordering the London Boroughs of Hammersmith and Fulham, Brent and the City of Westminster, and is adjacent to the Old Oak and Park Royal regeneration area.

5.2 **Context**

- The Great Western Main Line and the Grand Union Canal run east-west through the area. Together with the West London Line to the west, this has resulted in poor connectivity to the wider area. Ladbroke Grove is the primary north-south route through North Kensington and Kensal and carries a lot of traffic.
- The former Kensal Gasworks and the North Pole railway depot are designated as Kensal Canalside Opportunity Area in the London Plan. This 15.4 hectare site is the last remaining large brownfield site in the borough.
- The area has relatively poor public transport accessibility compared to the rest of the borough. The Crossrail 1 Elizabeth Line will run above ground in the existing rail corridor through Kensal Canalside. A Crossrail station here will improve accessibility, enhance employment prospects for local people and stimulate regeneration and growth in this part of the borough.
- The Old Oak Park Royal regeneration area lies beyond the borough boundary to the west, where over 24,000 new homes and 55,000 jobs are planned, alongside the proposed transport hub connecting High Speed 2 and the Elizabeth Line.
- To the east of Ladbroke Grove the area is mostly dominated by a mixture of employment land and postwar housing estates. It includes areas that are amongst the 10 percent most deprived in the country.
- The Kensal Employment Zone to the western end of Kensal Road is the largest of the three employment zones in the borough. It comprises mostly small offices and light industrial uses. Businesses located here are typically engaged in recording media, advertising, design, printing, publishing and communications. The employment zone is on the western fringe of the central London office market, and, like Paddington, benefits from a canalside location.
- Kensal Green Cemetery is a valued heritage asset and a Grade I Registered Park and Garden of Historic Interest. It is both an operational cemetery and a tranquil open space and contains several Grade I and II* listed buildings and c.130 Grade II listed structures. Kensal House, built in the 1930s as an exemplar ‘urban village’ for the employees of the gasworks, is one of the few Modern Movement buildings in the borough to be Grade II* listed.
- The later phases of redevelopment of Womington Green estate will reconnect the northern end of Portobello Road to Ladbroke Grove. New office and retail will be provided at this junction enhancing the vitality of the area.

5.3 **Principles (Overarching Aims)**

- Deliver new housing in the Kensal Canalside Opportunity Area
- Develop Kensal Canalside as a new community integrated within the wider area.
- Improve public transport accessibility and minimise the need for private car usage in the area.
- Deliver new residential-led development across the Kensal area.
- Investigate the improvement of existing Council tenants’ homes.
• Provide a network of high quality public spaces.
• Support the needs of the boating community
• Enhance the canalside environment as a destination for leisure and recreation uses, and as an attractive pedestrian and cycling route particularly to Old Oak Common and Scrubs Lane.
• Preserve the special character of Kensal Green Cemetery.
• Support Kensal to continue to operate as a vibrant employment area, and create opportunities for innovative small and medium sized businesses.
• Protect ecological habitats and biodiversity.
• Improve the junctions on Ladbroke Grove
• Improve local air quality

5.4 Priorities (Objectives and actions to deliver the aims)

• Deliver new housing in the Kensal Canalside Opportunity Area
• Support the delivery of a new Crossrail-Elizabeth Line station.
• Provide an integrated public transport network.
• Support the delivery of a new road bridge across the railway line.
• Relocate and upgrade the Sainsbury’s supermarket within the Kensal Canalside Opportunity Area.
• Deliver a new road linking onto Mitre Way near Scrubs Lane in the London Borough of Hammersmith and Fulham.
• Establish a new neighbourhood centre in Kensal Canalside to meet the day-to-day needs of those living in the immediate area.
• Facilitate the release of the North Pole Depot from railway use.
• Provide new social and community facilities to support the new neighbourhood.
• Encourage new development to respond sensitively to the historic canal and the setting of Kensal Green Cemetery.
• Deliver new, and enhance existing, green and civic spaces that help to improve the important green infrastructure corridor along the canal.
• Improve the towpath area to allow it to be safely used and enjoyed by boaters, pedestrians and cyclists.
• Provide a range of new flexible workspaces.
• Support the function of the employment zone as a vital and valued asset for small and medium sized a diverse mix of businesses uses and for the cultural and creative sector.
• Use the canal to transfer demolition and development materials, domestic waste and deliveries.
• Investigate opportunities to redevelop the Treverton Estate to provide high quality new homes.
• Provide a new enlarged primary school at Barlby Road and a new Special Educational Needs school.
• Seek ways to minimise building and road traffic air pollution emissions from new development.

5.5 Delivery

• The Council will work with landowners in the Kensal Canalside Opportunity Area to ensure comprehensive development of the site.
A Supplementary Planning Document for the Kensal Canalside Opportunity Area will be published in 2017.

Road and rail infrastructure necessary for the site to be developed will be funded through development of the site.

The Council is progressing a Development Service Agreement with Network Rail to establish how the station and associated track can be constructed.

The Council will work closely with the Old Oak Park Royal Development Corporation to deliver a coordinated approach to the regeneration of Old Oak and Kensal Canalside, ensure that both developments are integrated and Kensal Canalside can act as the first phase of wider regeneration of this part of west London.

The Council will work with Transport for London to deliver public transport improvements.

The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

5.6 References

5.6.1 The Council and other bodies have produced the following documents that are relevant to development in and around Kensal:

- Royal Borough of Kensington and Chelsea (RBKC), Issues and Options for Kensal Gasworks Strategic Site, 2012
- Peter Brett Associates, Kensal Canalside Transport Study, 2016
- Peter Brett Associates, Kensal Canalside Development Infrastructure and Funding Study, 2016
- Kensal Portobello proposed track diagram see Kensal Portobello web page www.rbkc.gov.uk/kensalportobellocrossrailstation
- Regeneris, Crossrail Regeneration Benefits Kensal Addendum, 2012
- Regeneris, Economic Impact of a Crossrail Station in North Kensington, 2012
- DTZ, North Pole Depot and Kensal Gasworks Valuation Study, 2014
- Cushman and Wakefield, Kensal Canalside Development Uplift Study, 2015
- RBKC, Kensal Green Cemetery Conservation Area Proposal Statement (to be revised as Kensal Green Cemetery Conservation Area Appraisal, 2017)
- RBKC, Local Biodiversity Action Plan, 2010
- OPDC, Old Oak and Park Royal Development Corporation Draft Local Plan, 2016
- RBKC, Considerations for Estate Regeneration Proposals, Treverton Estate, 2016
- RBKC, Strategic considerations for Estate Regeneration proposals, 2016
- RBKC, Air Quality and Climate Change Action Plan 2016
- OPDC, Old Oak and Park Royal Development Corporation Scrubs Lane Direction of Travel Document, 2017.

5.6.2 Evidence and further background information supporting a Kensal Portobello Crossrail Station can be found on the Council’s website: https://www.rbkc.gov.uk/parking-transport-and-streets/getting-around/kensal-portobello-crossrail-station

5.6.3 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
5.7 Site Context

5.7.1 Kensal Canalside is the last remaining large brownfield site in the borough. It adjoins the Old Oak and Park Royal Opportunity Area to the west and has the potential to and act as a catalyst for the regeneration of the whole of this part of northwest central London as it will be developed before Old Oak and Park Royal.

5.7.2 The opportunity area consists of the former Kensal Gasworks north of the railway line and the North Pole railway depot to the south. Part of the northern site is now occupied by a Sainsbury's supermarket and petrol station. The site is bound by the Grand Union Canal and Kensal Green Cemetery to the north.

5.7.3 There is only one road access to the site north of the railway line and the junction with Ladbroke Grove is now at capacity. This severely constrains the development that can be accommodated on the site without significant transport improvements. Optimal development of the site can only be achieved with a new road bridge over the railway line, improving access, and a new Kensal-Portobello Crossrail Elizabeth Line station, reducing the need for private car ownership. Building the new road bridge requires release of at least part of the North Pole railway depot to the south, which is currently designated for railway use.
Policy CA1
Kensal Canalside Opportunity Area

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

**Land use allocation:**

- a minimum of:
  - 2,500-3,500 new residential units;
  - 10,000sq.m of new offices;
  - 2,000sq.m of new non-residential floorspace, including social and community and local shopping facilities in addition to the supermarket;
- a Crossrail station on the Elizabeth Line subject to approval by Crossrail Limited;
- the relocation and re-provision of the existing Sainsbury's supermarket in a location which provides a better relationship with Ladbroke Grove;
- a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size on-site renewable energy sources to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
- the provision of on-site waste management facilities to deal with the development’s waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);

**Principles**

- comprehensive development of the site in accordance with an urban design framework that will be set out in the Kensal Canalside Opportunity Area SPD;
- a high-density development with a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car dependency and ownership;
- improved infrastructure including a new road bridge over the railway, a new pedestrian and cycle bridge over the canal, new pedestrian and cycling links remodelling of the Ladbroke Grove junctions, and new roads streets which that connect the site into its surrounding context and other public transport links, including improved connections over both the railway lines and the canal;
- attractive, usable and flexible public realm providing an appropriate setting for mixed-use canalside development which features leisure, education and business uses as well as housing;
- the improvement and relocation of facilities currently provided by Canalside House and the Boathouse Centre on-site if relocation is required to achieve comprehensive redevelopment along the canalside and Ladbroke Grove;
- the retention of the area west of the gas holders for the provision of electricity infrastructure. Part of this site may also be required for a gas pressure reduction station, replacing the gas holders. Any buildings must be of a high architectural standard and in keeping with the overall redevelopment of the site;
- the ongoing access to, and respect for, the memorial site of the victims of the Paddington Ladbroke Grove rail disaster through a redevelopment which will maintain its dignity;
- a suitable setting for the designated heritage assets;

**Infrastructure and Planning Obligations Contributions**

Kensal Opportunity Area is zero rated for Borough CIL so the required infrastructure will be funded through s106 agreements, subject to pooling restrictions.

- a Crossrail an Elizabeth Line station (subject to agreement in principle with Crossrail Limited meeting Network Rail’s design requirements);
- social and community facilities (including health, education and police) depending on the population change;
affordable housing;

construction and maintenance of bridges over the canal and railway; a new road bridge across the railway line to provide a second emergency access to the site and accommodate additional traffic generated by development of the site and a pedestrian and cycle bridge over the canal;

public realm and public spaces and improvements to Little Wormwood Scrubs and Kensal Green Cemetery (subject to access through the cemetery and a linking bridge over the canal);

improved transport infrastructure including better bus links and new roads and improvements to the junctions with Ladbrooke Grove;

landscaping and amenity improvements to the Grand Union Canal;

a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size on-site renewable energy sources to serve the new development and form part of a wider development in the future;

on-site waste management and on-site waste water treatment facilities, which could include recycling facilities and anaerobic digestion;

other contributions as set out in the Planning obligations SPD and the site specific SPD relevant SPDs.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
**Delivery agencies**
The Royal Borough of Kensington and Chelsea, Greater London Authority (GLA) National Grid, Ballymore, Sainsbury’s, National Grid, Department for Transport, Transport for London, NHS Clinical Commissioning Group, British Waterways and other site owners.

**Delivery milestones**

<table>
<thead>
<tr>
<th>Site development</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 2017 Publish Supplementary Planning Document</td>
</tr>
<tr>
<td>• 2022–2031 construction</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Station</th>
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</thead>
<tbody>
<tr>
<td>• 2017 Network Rail GRIP 2 stage addressing detailed track planning for the station</td>
</tr>
<tr>
<td>• 2022–23 construction of bridge and station</td>
</tr>
</tbody>
</table>

**Funding arrangements**
Private investment

**Planning guidance**
Kensal Canalside Opportunity Area SPD (2017)

**Site Constraints**
- The site is a former gasworks and therefore contaminated, partial decontamination of the central site has been undertaken.
- The development capacity of the site is constrained by the road junction onto Ladbroke Grove which provides the only access to the site.
- There is a Hazardous Substances Consent (HSC) covering a large area of the former Kensal Green Gasworks relating to the disused gas holders. While they remain in situ the gas holders have a Health and Safety consultation zone around them within which residential development is restricted.
- Kensal Green Cemetery is a Grade I Registered Park and Garden of Historic Interest and contains several Grade I and II* listed buildings. Kensal House is listed Grade II*. Views from the cemetery to the development will be particularly sensitive.
- The memorial to the victims of the Ladbroke Grove rail disaster is located on the site. The memorial must be respected and visitor access maintained.
- Borough Grade I and II Sites of Nature Conservation Importance and identified green corridors exist on site, notably along the railway and canal. There is also a Site of Nature Conservation of local importance.
- A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.

**Risks**
- Network Rail Development Services Agreement identifies that the station and/or additional track cannot be accommodated.
- Decommissioning of the gas holders is not brought forward in line with the proposed development phasing, delaying development on the site.
- The North Pole Depot (eastern end) is not released for development by the Department for Transport.
- The station and bridge need to be built at the same time as the High Speed 2 line and Crossrail Elizabeth Line station at Old Oak Common in order to take advantage of the line closures that will be required for this. If this window of opportunity is not taken costs will be prohibitive.
- There is no guarantee access to the Cemetery can be provided.
5.8 Site Context

5.8.1 The site is situated within the Dalgarno Ward in the northern part of the Royal Borough of Kensington and Chelsea. The site is approximately 2.28 ha in area.

5.8.2 The site is bound to the north by Barlby Road, to the east by Ladbroke Grove and to the west by Exmoor Street. The southern boundary is defined by Bruce Close and properties on the northern side of Hewer Street. An internal road, Treverton Street, runs into the site from Ladbroke Grove, providing vehicular access. Treverton Street becomes pedestrianised at its exit on Exmoor Street and there is no vehicular route through the site.

5.8.3 Barlby Road Primary School occupies the northern portion of the site, with a frontage on Barlby Road. A small row of shops runs along Ladbroke Grove from its junction with Barlby Road.

5.8.4 The Council has decided to redevelop and enlarge Barlby School and provide a new school for special educational needs and is considering what opportunities there may be for improving existing homes and/or providing new ones.
Site Allocation

Policy CA2
Barlby-Treverton

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

Land use
a. up to 500 new residential units (a net addition of up to 350 residential units), depending on the outcome of the options appraisals;
b. an enlarged replacement primary school;
c. a new school for special educational needs;
d. circa 700 sq m of commercial floor space along parts of Ladbroke Grove;

Principles
e. at least the same amount of social rented floor space will be provided as currently exists;
f. design principles will be established during the options study;
g. two new schools located in the north-west part of the site that can come forward independently of the residential units;

Infrastructure and Planning obligations Contributions
h. re-provision of all social rented floorspace: the provision of a quantum of social rented floor space that is at least equal to that currently on site, and to be re-provided on site;
i. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council’s Regulation 123 List and other relevant Local Plan policies and SPDs;
j. depending on the number of additional residents and workers generated by the development site specific mitigation requirements may also be sought.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
<table>
<thead>
<tr>
<th><strong>Site Information</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Address</strong></td>
<td>319-339 Ladbroke Grove, Raymede and Treverton Towers, 5 Exmoor Street, 1-18 Burleigh House</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
<td>Dalgarno</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>2.28 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>RBKC and various private interests</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Residential, education, commercial</td>
</tr>
<tr>
<td><strong>Existing Permissions</strong></td>
<td>The Treverton Estate was originally granted permission in 1953. Since then planning permission PP/08/01319, was granted in 2008 for creation of a natural play area for under-fives north-east of Raymede Tower, on the Balfour of Burleigh &amp; Treverton housing estate.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th><strong>Delivery</strong></th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Delivery agencies</strong></td>
<td>RBKC and private sector partner(s)</td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
<td>In the event that full or partial redevelopment is selected as the preferred option, delivery of residential units would not commence before 2022. The schools and residential units are likely to be delivered to different timescales.</td>
</tr>
</tbody>
</table>

| **Funding arrangements** | The Council’s emerging preferred strategy to deliver and fund major estate regeneration schemes is via a joint venture arrangement with suitable private sector partner(s). |

<table>
<thead>
<tr>
<th><strong>Site Constraints</strong></th>
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<tbody>
<tr>
<td>• The site is bordered by Oxford Gardens Conservation Area to the west and south. Located within this conservation area and opposite the site is the St Charles Hospital. The main hospital building, nurses’ home and hospital lodge, gate, piers and railing are all Grade II listed.</td>
<td></td>
</tr>
<tr>
<td>• The Victorian terrace on the northern part of Ladbroke Grove is in private ownerships. Therefore the Council’s CPO powers may be required to obtain ownership of these properties to secure deliverability of the regeneration objectives.</td>
<td></td>
</tr>
<tr>
<td>• A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.</td>
<td></td>
</tr>
</tbody>
</table>

| **Risks** | The case for regeneration is deemed unacceptable |
Chapter 6 Golborne/Trellick

6.1 Introduction

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

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

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

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

6.1.5 There are two strategic site allocations in Golborne/Trellick. One is Wornington Green (Chapter 21), where the Kensington Housing Trust have been exploring ways to renew the estate, and planning permission, in outline for the whole estate, and in detail for phase one, nearest the Golborne road, was granted in March 2010. The need for renewal is driven by a number of factors. Amongst these are the Government’s Decent Homes agenda which means that the 538 homes on the Wornington Green Estate will need to be brought up to ‘decent homes’ standards by 2014.

6.1.6 The other strategic site allocation is the Edenham site – the land adjacent to Trellick Tower (Chapter 22) – also provides opportunities for regeneration including new housing and extra care facilities.

6.2 Vision

CV6 Vision for Golborne/Trellick in 2028
Golborne and Trellick will have maintained a strong mixed community and Trellick Tower will remain the icon of the area. The Golborne Road Market and retailers will be thriving, serving both local people and other Londoners. The Portobello Road and Golborne Road Markets will have gained strength from each other, but will remain distinct in nature. New housing will be a mix of sizes and tenures. The Grand Union Canal will be seen as a destination rather than a barrier.

6.3 Priorities for action

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

Renewing the Legacy

6.3.2 Trellick Tower is an exemplar of high-rise housing development. It stands 35 storeys high and is the tallest building in the borough. It contains 217 flats, of which 34 flats have been purchased under the Right to Buy initiative, but most remain as social rented accommodation. It was designed by Erno Goldfinger, is listed Grade II*, and has become the icon of the area. It is owned by the Council. Its maintenance costs are very high, and careful planning is required by the Council to fulfil the duty to preserve the special architectural character and historic interest of the building.

6.3.3 The Cheltenham estate, to the east of the tower, was also designed by Goldfinger and built by the London County Council at the same time. After making a careful assessment, the Council has concluded it should not be designated a conservation area. English Heritage listed the Cheltenham estate with Grade II status in 2012.

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

Keeping Life Local

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

6.3.6 There is also a range of local schools, and Kensington and Chelsea College is also located here. The Council owns 35 shops on the southeast side of Golborne Road. These are managed under the neighbourhood shopping policy to support independent retailers that provide for the local population. The Council will support uses that allow local people to access local services that cater for their needs now and in the future, particularly for health provision.

Fostering Vitality

6.3.7 The market breathes life into this area and has a unique character, which differs from the Portobello Road Market. It is currently separated from the Portobello Road Market by a 300m (328 yard) section of Portobello Road that is flanked by blank walls which significantly reduce the number of pedestrians that walk up to Golborne Road. Different ways to enliven this stretch of road, which ‘close the gap’ are being explored. These initiatives will include the provision of electricity points in this part of Portobello Road for use by market traders and their customers. A well designed scheme of street lighting could also prove useful in the creation of a visual linkage between the two centres, a linkage which could further encourage visitors to continue north. Other possible initiatives to inject more life into the area could include the development of a speciality market in this area or the use of the blank wall opposite the Spanish School as an ever-changing ‘art wall’ or outdoor exhibition space for artists. Collaboration with the Spanish School will be encouraged.

6.3.8 The Council will support initiatives which will help unify the Portobello Road and Golborne Road markets and which will draw visitors north up the Portobello Road, past the Spanish School, to Golborne Road.

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

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

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84 See Policy CL1, Context and Character; Policy CL2: Design Quality; and Policy CL4: Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archeology in the Renewing the Legacy Chapter 34.
85 See Policy CK1, Social and Community Uses; Policy CK2, Local Shopping Facilities; and Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities in the Keeping Life Local Chapter 30.
86 See Policy CF1, Location of New Shop Uses; Policy CF2, Retail Development within Town Centres; Policy CF4, Street Markets; Policy CF5, Location of Business Uses; Policy CF6, Creative and Cultural Businesses; Policy CF7, Arts and Culture Uses in the Fostering Vitality Chapter 31.
87 See Policy CF4, Street Markets in the Fostering Vitality Chapter 31.
6.3.11—The Kensal Employment Zone lies to the west of Trellick Tower, and provides small flexible workspaces. This employment use will be protected and consolidated as part of the Local Plan.

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

Diversity of Housing

6.3.13—The method by which the Government funds social housing and the ongoing need for capital investment means that the Council is carrying out a review of various housing stock options. One way of raising funds to provide good quality homes for existing tenants is through the provision of additional private housing on existing Council owned housing estates. Before making any long-term investment decisions, the Council is examining what this might mean in practice with smaller re-development proposals, one of which includes the Edenham site at the base of Trellick Tower. The Council will prepare a brief for this site in 2010.

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

An Engaging Public Realm

6.3.15—There are two parks in the area: Athlone Gardens and Meanwhile Gardens, which are considered to be valued amenities to local residents. Athlone Gardens may be relocated as part of the redevelopment of the Wornington Green estate, but the replacement will be on the same scale and of better quality than the existing park. The Council will support the maintenance and enhancement of Meanwhile Gardens and the canalside environment.

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

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

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

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

Better Travel Choices

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88 See Policy CH2, Housing Diversity in the Diversity of Housing Chapter 35.
89 See Policy CR1, Street Network; Policy CR2, Three-Dimensional Street Form; Policy CR3, Street and Outdoor Life; and policy CR4, Streetscape in the An Engaging Public Realm Chapter 33.
90 See Policy CR1, Street Network; and Policy CR3, Street and Outdoor Life in the An Engaging Public Realm Chapter 33.
6.3.20 Better access could be created to the Grand Union Canal to open and integrate it into the network of local pedestrian routes. This will involve improving community safety along the tow path by increasing its use, and permeability of the area.

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

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

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

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

**Respecting Environment Limits**

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

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

**6.4 Delivery**

**Development management**

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

**Policy CP6 Golborne/Trellick**

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

**Quantum of development**

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91 See Policy CT1, Improving Alternatives to car use in the Better Travel Choices Chapter 32.
92 See Policy CE1, Climate Change; Policy CE5, Air Quality; and Policy CE6, Noise and Vibration in the Respecting Environmental limits Chapter 36.
6.4.2 Sixty residential units to be brought forward through private or RSL development within the land adjacent to Trellick Tower (Chapter 22). Additional leisure facilities could be accommodated within the area to meet local need, with B1 floorspace provided as new studio workspace (up to 100sq.m units, 1076sq.ft). Additional social and community uses, in particular facilities for general practitioners and the Primary Care Trust, will form part of the redevelopment, providing a level of floorspace required by the end user.

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

Infrastructure needs

6.4.4 The following infrastructure is specifically required to deliver the vision for Golborne and Trellick:

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

Future plans and documents

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

Monitoring

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

1. Has Trellick Tower been preserved and enhanced through refurbishment?
2. Have the homes in Wornington Green estate been brought up to the ‘decent homes’ standard by 2014?
3. Has the ‘gap’ between Golborne Road Market and Portobello Market, been closed, through initiatives, enlivenment or location of a destination use?
4. Has the Kensal Employment Zone been protected and consolidated?
5. Has Athlone Gardens been replaced as part of redevelopment, and Meanwhile Gardens been maintained?

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93 The Council’s infrastructure requirements are set out in the Infrastructure Schedule in Chapter 37 of this Local Plan.
6. Has the Golborne Road bridge over the Paddington main line been cosmetically improved?
7. Has a new footbridge linking to Harrow Road been created?
8. Has pedestrian access to the rear of Westbourne Park station been improved?
9. Has the district heat and energy source been delivered, and is there additional heat and energy being provided by the redevelopment?

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

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

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

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

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

CV6 Vision for Golborne in 2028

By 2028, the vitality of this part of North Kensington will have been enhanced through sensitive interventions and investment in the area. The regeneration of the Wornington Green estate will be complete providing the existing community with more homes, new shops, offices, social and community facilities and a new public square. The area’s historic street pattern will be reinstated and a Kensal Portobello Elizabeth Line station will have improved public transport links, better access will have been provided to Westbourne Park Station and Portobello Road will be reconnected to Ladbroke Grove. The Golborne Road and Portobello Road street markets will have gained strength from each other, but will remain distinct in nature.

The completed redevelopment of the site in front of Trellick Tower will complement its historic significance and provide valuable reflect its status as the icon of the area. New housing will be of a mix of sizes and tenures and all redeveloped areas will be capable of designation as conservation areas in the future. Public realm improvements that will create a stronger sense of place will have been implemented in Golborne Road, Kensal Newtown and Meanwhile Gardens and the canal towpath will provide a much improved cycle and pedestrian route as part of a coherent stretch of waterside from Paddington Basin to East Acton.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and potential opportunities
6.1 Introduction

6.1.1 Golborne is located in the north east of the borough, extending north from the Westway to the Grand Union Canal, which forms the borough boundary. The Paddington main line also runs through Golborne. These large infrastructure corridors mean the area is relatively isolated from its surroundings due to these physical and perceived barriers.

6.2 Context

- Golborne Road provides the neighbourhood centre for the area. There is a strong sense of community amongst the retailers in Golborne Road, and Golborne Road Market is seen as an integral part of the Portobello Road Market offer to the south. The Golborne Road Market provides for the local community, and attracts people from across London.
- As growing numbers of international tourists visit Portobello Road, Golborne Road market has become a destination in its own right. As a result Golborne Road has attracted high end independent fashion, vintage furniture, designer goods shops, and niche restaurants.
- Beyond Golborne Road itself, the area is largely residential, with a high proportion of social rented housing. The Wornington Green Estate is being redeveloped to meet modern housing standards and providing new private housing alongside replacement of the existing social rented housing. Phase 1 is complete and phases 2 and 3 are due for completion by 2021. This development will restore the northern connection between Portobello Road and Ladbroke Grove.
- Trellick Tower, designed by Erno Goldfinger, is an architectural icon and landmark of the area. It is listed Grade II* and at 35 storeys is the tallest building in the borough. The neighbouring Cheltenham Estate is Grade II listed.
- The Grand Union Canal runs through Golborne, with Meanwhile Gardens providing open space alongside its southern bank. The regeneration of the Old Oak area, with major investment in the canalside including new basins and recreational facilities, will improve the attraction of the Paddington Basin to East Acton stretch of the canal.

6.3 Principles (Overarching Aims)

- Provide high quality new housing.
- Provide good public open space and appropriate support better community facilities in as part of any new development.
- Improve public transport links, supporting a new station at Kensal Portobello.
- Improve cycle and pedestrian links.
- Preserve the setting of Trellick Tower and other designated heritage assets.
- Enhance safety and permeability of the area.
- Enhance the canalside environment.
- Encourage activity in Golborne Road to extend northwards over the railway line.
- Improve local air quality

6.4 Priorities (Objectives and actions to deliver the aims)

- Complete the redevelopment of Wornington Green.
- Reproduce Athlone Gardens and the Venture Centre a replacement community facility.
- Deliver new housing on the land adjacent to Trellick Tower.
- Improve the Golborne Road/Elkstone Road junction.
- Improve the public realm around Golborne Square and the neighbourhood centre around Trellick Tower.
• **Improve visibility to and access from Golborne Road to the Grand Union Canal towpath and integrate it into the network of local pedestrian and cycle routes.**
• **Maintain and Support enhancements to Meanwhile Gardens.**
• Provide a new entrance to the rear of Westbourne Park Station.
• Reinstate the Victorian street pattern including the reconnection of Portobello Road to Wornington Road and Ladbroke Grove.
• Improve the streetscape in Golborne Road to solve drainage problems.
• Encourage more market stalls in Golborne Road, particularly those dealing in vintage and second hand furniture, handmade crafts and collectables.
• Provide improved library facilities.
• **Investigate the possibility of a Healthy Walking Route to local primary schools.**
• **Seek ways to minimise building and road traffic air pollution emissions from new development.**

6.5 Delivery

• **Planning and design guidance has been prepared for the Wornington Green Estate and the land adjacent to Trellick Tower.**
• Catalyst Housing Ltd are delivering regeneration of the Wornington Green Estate.
• The Council will work with Meanwhile Gardens Community Association to maintain and enhance the gardens.
• The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

6.6 References

6.6.1 The following documents are relevant to development in Golborne:

• **Royal Borough of Kensington and Chelsea (RBKC), Wornington Green Planning Brief Supplementary Planning Document (SPD), 2009**
• RBKC, Trellick-Edenham Planning Brief SPD, 2015
• RBKC, Air Quality and Climate Change Action Plan 2016

6.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
Wornington Green is a postwar housing estate constructed between 1964 and 1985 in predominantly large deck blocks, typical of public housing of the period. It was identified for regeneration because it failed to meet Decent Housing standards and is the first estate regeneration scheme in the borough. Planning permission for redevelopment of the Wornington Green Estate was granted in 2010, and Phase one of the development is due to be completed shortly. Phase 2 received detailed consent in 2014 and is due to commence in early 2017.

Site Allocation

Policy CA3
Wornington Green

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

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

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

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

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)
<table>
<thead>
<tr>
<th><strong>Site Information</strong></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Address</strong></td>
<td>Wornington Green Estate, Wornington Road</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
<td>Golborne</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>5.3 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>Catalyst Housing Limited, Royal Borough of Kensington and Chelsea</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Residential use with associated open space and community uses</td>
</tr>
<tr>
<td><strong>Existing Permissions</strong></td>
<td>Outline planning permission for Phase 1 (all details submitted) and Phases 2-3 (all matters reserved) subject to conditions and the prior completion of a s106 Planning Obligation. Outline planning permission, with full details in respect of Phase 1, was granted in 2010. Phase 2 received detailed consent in 2014 and is due to commence in 2017. Pre-application discussions for a detailed application for Phase 3 are anticipated to be submitted in 2017. (PP/09/02786).</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th><strong>Delivery</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery agencies</strong></td>
<td>Catalyst Housing Limited</td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
<td>Planning permission was granted in 2010. Phase 1 of the development Portobello Square consisting of 324 new homes, a mix of 174 for affordable rent and 150 homes for private sale is complete. Phase 2 will commence construction in 2017 and comprises 168 affordable rent units, 11 shared ownership units and 142 homes for private sale. Delivery will be complete by early 2021. Phase 3 is due for completion by 2023, this will include reinstatement of Athlone Gardens and the Venture Centre, an improved community facility.</td>
</tr>
</tbody>
</table>

| **Funding arrangements** | Catalyst Housing Limited, Homes and Communities Agency |

| **Site constraints** | A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |

| **Planning guidance** | Wornington Green Planning Brief SPD (adopted 2009) |
Site Allocation CA4: Land adjacent to Trellick Tower

6.8 Site Context

6.8.1 The site encompasses the former Edenham Care Home and land adjoining Trellick Tower. Surrounding the site is the neighbouring Cheltenham estate, a mixed use block that fronts on to the northern end of Golborne Road, and the Golborne Road (North) neighbourhood shopping centre. The Edenham Care Home, previously on the site, was demolished in 2008, and it is currently being used as a temporary coach park.

6.8.2 Residential-led development is regarded as the most suitable use for the site. At around 80 residential units per hectare, the site allocation takes account of London Plan ‘designs on London’ policies, and Table 4B1. This estimation may well be found to be conservative. However, with the iconic Trellick Tower adjacent, it is important that the final capacity of the site is established through a careful design process, which could constrain development. While additional residential units may well be able to be accommodated, it would not be prudent to allocate the site for additional units without detailed designs to confirm the acceptability and an understanding and appreciation of the local social, historical and physical context, and impact on the adjoining site of importance for local nature conservation. The grade II* listed status of Trellick Tower could prove a constraint on development in the area.

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

Policy CA34
Land Adjacent to Trellick Tower

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

Land use allocation:
- a. a minimum of 60 residential units; to fund regeneration;
- b. improvements to social and community facilities and housing;

Principles:
- c. the restoration of a suitable setting for the designated heritage assets including the Grade II* listed Trellick Tower;

Infrastructure and Planning Obligations Contributions:
- d. additional social and community uses, including health provision to be included as part of any redevelopment;
- e. other contributions may be required, as identified in the Planning Obligations and the site specific supplementary planning documents;
- d. improvements to the public realm and open spaces around the site;
- e. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council’s Regulation 123 List and other relevant Local Plan policies and SPDs.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
<table>
<thead>
<tr>
<th>Site Information</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Address</strong></td>
<td>Land to the rear of 7-19 Golborne Road and land to the rear of 1-13 Edenham Way</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
<td>Golborne</td>
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<tr>
<td><strong>Site Area</strong></td>
<td>0.77 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>Royal Borough of Kensington and Chelsea (RBKC)</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Site of former Care Home (class C2) - currently being used as a temporary coach park. Garages/parking area and multi use games area; social and community uses.</td>
</tr>
<tr>
<td><strong>Planning History</strong></td>
<td>No previous permissions</td>
</tr>
<tr>
<td><strong>Delivery</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Delivery agencies</strong></td>
<td>RBKC and potentially a private developer and/or registered social landlord (RSL)</td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
<td>Delivered by the end of 2021</td>
</tr>
<tr>
<td><strong>Funding arrangements</strong></td>
<td>RBKC, private investment</td>
</tr>
<tr>
<td><strong>Planning guidance</strong></td>
<td>Trellick-Edenham Planning Brief SPD (adopted 2015)</td>
</tr>
</tbody>
</table>
| **Site Constraints**     | • Trellick Tower is Grade II* listed, Cheltenham Estate is Grade II listed  
                          | • Meanwhile Gardens adjoining the site is a site for local nature conservation  
                          | • The part of the site immediately in front of Trellick Tower is sunken below ground level  
                          | • A Flood Risk Assessment is not required to support any future planning application. However, the site should assess the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |
| **Risks**                | No risks have been identified for this site                    |
Chapter 8—Westway [to be deleted]

8.1 Introduction

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

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

8.1.3 At Portobello Road the presence of the Westway flyover provides a false signal to visitors to the area that the Portobello Road ‘ends’ at this point. The proposed installation of electricity points for the market pitches in the stretch of the Portobello Road north of the Westway could help to overcome this. The underside of the Westway has recently been painted white at Portobello Road, to help to improve the feel of the area. But more could be done here to enhance the quality of the environment and better integrate the area into its surroundings through the introduction of new uses and investment in the public realm, public art and lighting, which would help to turn the Westway from a ‘liability’ into an ‘asset’.

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

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

8.1.6 In 1971 the Westway Development Trust was established, charged with delivering community based facilities within the area underneath the flyover (some 9ha or 23 acres), and stretching across the borough from the West London line in the west to Westbourne Park Underground Station in the east.

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

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

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

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

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

8.1.12 The Council supports the charitable and community activities under the Westway and the Trust’s ambition of using its property portfolio to subsidise these, while ensuring that this is not to the detriment of the wider interests of the area.

Key issues and potential opportunities

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>DESCRIPTION</th>
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<tr>
<td>←</td>
<td>Create new link</td>
</tr>
<tr>
<td>⚓</td>
<td>Improve linkages/relationship</td>
</tr>
<tr>
<td>⚔</td>
<td>Improve pedestrian access</td>
</tr>
<tr>
<td>⬅</td>
<td>Employment Uses</td>
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<td>Designated Shopping Centre</td>
</tr>
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<td>⬅</td>
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<td>⬅</td>
<td>Main line railway</td>
</tr>
<tr>
<td>⬅</td>
<td>Other Railway</td>
</tr>
<tr>
<td>⬅</td>
<td>Public Realm Improvements</td>
</tr>
<tr>
<td>⬅</td>
<td>Public Open Space</td>
</tr>
</tbody>
</table>
8.1.13 There are no strategic site allocations within Westway place contained in the Local Plan.

8.2 Vision

**CV8 Vision for Westway in 2028**
The Westway flyover will no longer be an oppressive negative influence, but one which celebrates public art and creativity, using this and the land assets beneath the flyover. Problems of community safety have been overcome, and improved pedestrian linkages have made the area under the flyover into something wonderful.

8.3 Priorities for action

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

**Renewing the Legacy and An Engaging Public Realm**

8.3.2 The legacy of the Westway is a hostile one to its ‘host’ neighbourhood. Ideally it would be removed, but it is recognised this is not a realistic proposition. Change therefore needs to be made in other ways. Through local development opportunities putting the right use in the right place (see Fostering Vitality below), securing appropriate contributions and planning obligations, and creating a fund for community safety and public art improvements, this legacy can be mitigated, if not fully overcome.

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

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

8.3.5 High level advertisements have been erected by the Westway Trust at the Westway roundabout. The Council refused advertisement consent, which was granted on appeal.

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

95 See Policy CR1, Street Network; Policy CR3, Street and Outdoor Life; and Policy CR4, Streetscape, in the An Engaging Public Realm, Chapter 33.
The erection of the advertisements has had a negative impact on the wider area. The Council will continue to oppose advertisements which have a negative impact on the area and take all opportunities to have the existing hoardings removed.

8.3.6 Improved wayfinding is needed, to and from the stations and Portobello Road market.⁹⁶

**Better Travel Choices**

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

8.3.8 There are stations at Ladbroke Grove and Westbourne Park and opening up the back entrance at Westbourne Grove would be beneficial. Both stations are expected to be made step-free by 2015. Extending cycle and pedestrian links to these stations will also be promoted.⁹⁷

**Fostering Vitality**

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

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

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

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

8.3.13 The Council will support initiatives to help unify the Portobello Road and Golborne Road markets and which will draw visitors north up the Portobello Road to Golborne Road. The

⁹⁶ See Policy CL1, Context and Character, in the Renewing the Legacy, Chapter 34; Policy CR1, Street Network; Policy CR2, Three-Dimensional Street Form; Policy CR3, Street and Outdoor Life; and Policy CR4, Streetscape, in the An Engaging Public Realm, Chapter 33.

⁹⁷ See Policy CT1, Improving Alternatives to Car Use, in the Better Travel Choices, Chapter 32.
Council is undertaking a feasibility study to assess what actions should be taken to assist in this ambition. These actions may include the provision of electricity points in this part of Portobello Road to make life easier for market traders and their customers. It may also include injecting more life into the area with the use of the blank wall as an ever changing outdoor exhibition space for young artists, although at present it is not clear how this might be delivered\[98].

**Keeping Life Local**

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

8.3.15 The Trust has gained planning permission for a school where the Maxilla Nursery is, and other community uses would also be appropriate for this site\[99].

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

8.3.17 A new secondary school will be provided in the north of the borough. Providing good safe pedestrian and cycle access under the Westway for school pupils further raises the importance of overcoming the community safety issues of the Westway\[100].

**Respecting Environmental Limits**

8.3.18 Poor air quality from the pollution from vehicular traffic on the Westway is an issue. This is more serious for the houses a little way from the Westway, rather than the land adjacent to the units under the Westway, as the structure acts as a protective barrier. However, the entire borough is an Air Quality Management Area, and therefore all development proposals must have regard to the Council’s Air Quality Management Plan.

8.3.19 The Council will also campaign for the use of barriers and low noise road surfacing along the Westway to help mitigate noise from vehicles and reduce splashing rainwater onto pedestrians passing beneath the Flyover\[101].

**Diversity of Housing**

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

8.3.21 The Westway Travellers’ site is accessed from under the Westway roundabout, near the Westway Sports Centre. This site has been used as a gypsy and travellers site for many years. Improving access to the site is a current ambition of the Council. The Council is also committed to exploring options to provide additional gypsy and travellers pitches in this area\[102].

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\[100] See Policy CK1, Social and Community Uses; and Policy CK2, Local Shopping Facilities, in the Keeping Life Local, Chapter 30.
\[101] See Policy CE1, Climate Change; Policy CE5, Air Quality; and Policy CE6, Noise and Vibration, in the Respecting Environmental Limits, Chapter 36.
\[102] See Policy CH2, Housing Diversity, in the Diversity of Housing, Chapter 35.
8.4 Delivery

Development management

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

Policy CP8 Westway

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

Quantum of development

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

Infrastructure needs

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

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

Future plans and documents

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

Monitoring

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

1. Has the ‘gap’ in activity in Portobello Road beyond the Westway been closed, through initiatives such as public art, wayfinding and environmental improvements?
2. Have improvements at Bramley Road and St Mark’s Road been made through public art?
3. Has an improved cycle and pedestrian path running the length of the Westway been created?
4. Have community safety problems been overcome?
5. Have Maxilla Gardens and Portobello Green been maintained and improved?
6. Have access to Ladbroke Grove and Westbourne Park stations been improved?
7. Has necessary enforcement action been taken against advertisement hoardings, which have a negative impact on the area, on the Westway?

8. Have cultural industries taken advantage of small business workshop space provided to the eastern end of the Westway?

9. Has access to the Westway Travellers’ site been improved, and options to provide additional gypsy and travellers pitches been explored?

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

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

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

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

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

Westway Stables Riding School
Chapter 9.7 Latimer [previously Chapter 9]

9.1 Introduction

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

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

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

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

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

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

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

9.2 Vision

**CV9 Vision for Latimer in 2028**

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

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

Renewing the Legacy and an Engaging Public Realm

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

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

- improved connectivity within the area to Ladbroke Grove, under the Westway to the north and into White City\(^{103}\);
- reconfiguration of the area to establish good street connectivity by reinstating a traditional street pattern\(^{104}\);
- visual improvements to the rail and road viaducts to make them more attractive.

9.3.4 The Council will also use this opportunity to improve the provision of accessible public open space in the area\(^{105}\).

9.3.5 The Council has undertaken some initial feasibility work to test the implications of a long term redevelopment of the area. This has shown that a long term plan can deliver significant benefits in terms of the way the area works over a 20 year period, but is challenging financially especially in the early years. The Council will therefore continue to explore the potential for the area via a planning framework and masterplan\(^{106}\). This would be prepared with the active involvement of local people.

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

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

Diversity of Housing

9.3.8 There are more than 1,800 homes within the area, many of which are in Council ownership. The Council’s freehold ownership extends to approximately 1,700 residential units (of which approximately 340 are leasehold), leisure facilities, operational and commercial properties.

\(^{103}\) See Policy CR1, Street Network, in the An Engaging Public Realm, Chapter 33. See also An Engaging Public Realm, Corporate and Partnership Action 1.

\(^{104}\) See Policy CR1, Street Network, and CR2, Three-Dimensional Street Form, in the An Engaging Public Realm, Chapter 33.

\(^{105}\) See Policy CR5, Parks, Gardens, Open Spaces and Waterways in the An Engaging Public Realm, Chapter 33.

\(^{106}\) This will take the form of either an Area Action Plan or as a Supplementary Planning Document.
9.3.9—The way the Government funds social housing and the ongoing need for capital investment means that the Council is carrying out a review of various housing options. One way of raising funds to provide good-quality homes for existing tenants is through the provision of additional private housing on existing Council owned housing estates.\(^{107}\)

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

**Keeping Life Local**

9.3.11—There are few local shops in the area. A new neighbourhood centre is needed to allow residents to have the shops and services they need within a short walk.\(^ {108}\) Good open space and community facilities will also be expected in any new development.\(^ {109}\)

9.3.12—There is only one secondary school in the north of the borough and it largely serves the Catholic community. The majority of secondary age pupils are obliged to leave the area either travelling south to the heavily over-subscribed Holland Park School or to other schools in Westminster or Hammersmith and Fulham. The Council believes a new academy of the highest academic standards needs to be provided in North Kensington.\(^ {110}\) The Council has identified the site in the heart of the Latimer area, between Grenfell Tower and Lancaster Road, next to the Hammersmith and City line and the sports centre, as the site for the academy.\(^ {111}\) Preliminary feasibility work has been undertaken, and a bid is being prepared to the Government for funding.

9.3.13—The area also has one of the Council’s two sports centres, as well as the Westway Sports Centre. As part of the proposed redevelopment of the Kensington Sports Centre there is an option to expand the existing Westway Sports Centre by bringing both leisure facilities together. This option would retain the sport and recreation offer in the area. The Council is committed to ensuring that the existing sports facilities in the area are not degraded. This commitment includes the continued provision of a swimming pool, whether this be retained in situ or re-provided elsewhere in the vicinity.\(^ {112}\)

**Key Issues and Potential Opportunities**

\(^{107}\) The new housing for the existing tenants will be of a type which would meet their housing needs. See Policy CH2, Housing Diversity, in the Diversity of Housing, Chapter 35. See also Diversity of Housing, Corporate and Partnership Action 2.

\(^{108}\) See Policy CF1, Location of New Shop Uses, in the Fostering Vitality, Chapter 31. See also Fostering Vitality, Corporate and Partnership Action 3.

\(^{109}\) See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30, and Policy CR5, Parks, Gardens, Open Spaces and Waterways, in the An Engaging Public Realm, Chapter 33.

\(^{110}\) See Keeping Life Local, Corporate and Partnership Actions 4, 8 and 9.

\(^{111}\) See the Kensington Leisure Centre Strategic Site Allocation.

\(^{112}\) See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30. See also An Engaging Public Realm, Corporate and Partnership Action 8.
Fostering Vitality

9.3.14 Some of the estates in this area have proved that underutilised areas can be reused positively. Baseline business studios have a number of units located in former garages of the Lancaster West estate. The Council supports mixed uses of this nature, but will ensure that such uses do not impact adversely on the residential amenity and character of the estate\textsuperscript{113}.

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

9.3.16 The Freston Road/Latimer Employment Zone has retained much of its original industrial character with a small number of motor trade and storage uses located alongside a range of media related uses. As much of the borough is residential, the employment zone offers low-cost, flexible space for small businesses and light industrial uses for residents. The Council will continue to protect the Freston Road/Latimer Road Employment Zone for these low-cost uses\textsuperscript{114}.

Better Travel Choices

9.3.17 This part of the borough is poorly served by public transport compared to other parts of the borough. The Hammersmith and City line has lower frequencies than most other lines, but this is about to be upgraded. The Council will work with Transport for London to mitigate the impacts of these additional trains on nearby dwellings\textsuperscript{115}.

9.3.18 Improvements to pedestrian links over the West Cross Route and West London line\textsuperscript{116} could greatly improve access to the public transport network by opening up the underground and bus services to the west. Estate renewal would result in a legible, accessible and attractive environment for pedestrians by reintroducing a street pattern more typical of the borough\textsuperscript{117}.

\textsuperscript{113} See Policy CF5, Location of Business Uses, in the Fostering Vitality, Chapter 31.
\textsuperscript{114} See Policy CF5, Location of Business Uses, in the Fostering Vitality, Chapter 31.
\textsuperscript{115} See Better Travel Choices, Corporate and Partnership Actions 1 and 2.
\textsuperscript{116} See Better Travel Choices, Corporate and Partnership Action 3.
\textsuperscript{117} See Policy CR2, Three-Dimensional Street Form, in the An Engaging Public Realm, Chapter 33.
Respecting Environmental Limits

9.3.19 Air quality, dust and noise are significant issues in this part of the borough because of the Westway flyover and the West Cross route. There will be opportunities to establish district energy sources and other technology which significantly reduces demand on finite resources. Further to this, the Council supports initiatives set out in the Air Quality Action Plan and encourages proposals and design solutions which will improve air quality through low emission strategies.

9.4 Delivery

Development management

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

Policy CP9 Latimer
The Council will ensure the long term regeneration of Latimer by requiring development to positively contribute to the regeneration of the area, and resisting development which prejudices long term regeneration opportunities and which undermines the role of the employment zone.

Quantum of development

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

Infrastructure needs

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

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

Future plans and documents

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118 See Respecting Environmental Limits, Corporate and Partnership Action 4.
119 See infrastructure schedule in Section 2C, Chapter 37.
9.4.4 The Council will prepare a masterplan to form part of the LDF to explore the potential for the area.

Monitoring

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

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

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

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

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

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

9.4.10 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
CV7 Vision for Latimer in 2028

Latimer will have been regenerated to become an even more appealing place to live and work with new homes and public spaces.

By 2028, Latimer will have seen significant investment. Building on the area’s unique character that is defined by large infrastructure corridors, it will continue to support an interesting mix of housing, employment and social and community uses. It will be a place that focuses on the provision of high-quality services. Excellent architecture and urban design will have provided new and improved homes for existing and new residents, and provide accessible, and adaptable spaces that are valued and used by the local community.

The area underneath the Westway flyover will have been revitalised through the creation of safe, well-used spaces, with a continued focus on sports and recreation at the western end. Better connected pedestrian and cycle routes and a new link across the West London Line will have allowed the business and residential community to benefit from improved access to White City. More businesses, particularly in research, creative and media will have chosen to locate here, spurred by opening of the Imperial White City Campus.

More shops, cafes and other facilities will have opened to serve the day-to-day needs of residents and new shops and businesses occupying the railway arches will make Latimer a more lively place to live and work.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key Issues and Potential Opportunities
7.1 Introduction

7.1.1 Latimer is located to the north west of the borough adjacent to the London Borough of Hammersmith and Fulham. The West London railway line forms the borough boundary which reduces connections between the two boroughs.

7.2 Context

- The area is made up of large housing estates, characterised by built forms that largely ignored the long-standing patterns of finely-grained buildings, streets and spaces that remain in the surrounding area. Post-war development was dominated by the construction of the Westway flyover and West Cross Route in the 1960s. Together with the West London Line, this has led to poor connectivity and a sense of isolation in the area. The Westway also creates significant noise and air pollution.
- The retail area close to Latimer Road Tube Station is designated a neighbourhood shopping area reflecting the role these shops have in meeting the day-to-day needs of local people.
- The area is well served by a wide range of sports facilities including the Kensington Sports Centre and Westway Sports Centre. Kensington Academy and the redeveloped Leisure Centre opened in 2015.
- The Silchester East and West estates have been identified by the Council as a potential regeneration opportunity and the Council has consulted residents on a series of concept masterplans. Further testing of options is being undertaken and those options will be consulted upon. Peabody has redeveloped their landholding in Silchester as More West.
- The southern part of the Latimer Road/Freston Road Employment Zone has changed significantly in recent years with the development of several large new office blocks providing headquarters for businesses such as Monsoon and Talk Talk. The northern part has retained much of its original character with a small number of motor trade and storage uses located alongside a range of creative and media related businesses.
- Imperial West, Imperial College’s new White City campus, is being constructed immediately to the west of Latimer in the London Borough of Hammersmith and Fulham. When fully developed in 2030, 12,000 people will work on the campus and 36,000 on the wider sites, which will create demand for new local facilities such as shops and cafes.
- Currently Imperial College is housing 7000sq.m of business space in on the campus site. These buildings are scheduled for demolition by 2025 as the new Campus is developed, which is likely to create further demand for open workspace in the Latimer Road/Freston Road Employment Zone.
- The St Quintin and Woodlands Neighbourhood Plan sets out a framework of policies for the designated neighbourhood area and promotes Westway Circus as potential location for a new station on the West London Line.

7.3 Principles (Overarching Aims)

- Seek opportunities to provide new housing, including affordable housing, to meet the Borough’s housing needs.
- Provide good quality, safe and useable open space and establish good street connectivity as part of any redevelopment.
- Support uses such as shops and cafes that will provide for the needs of workers and residents.
- Retain the focus on sport at the western end of the Westway.
- Improve pedestrian and cycle links across the area and address community safety issues.
7.4 Priorities (Objectives and actions to deliver the aims)

- Improve the townscape and open spaces in order to make this part of Kensington more attractive.
- Improve local air quality.
- Support improvements to public transport.
- Support a new station on the West London Line at Westway Circus.

7.5 Delivery

- The Council is investigating the case for regeneration of the Silchester East and West Estates.
- If redevelopment is the preferred option the Council will seek to work with residents, landowners and other stakeholders to develop a comprehensive masterplan to explore the potential of the area.
- St Quintin and Woodlands Neighbourhood Plan allocates a site within the neighbourhood area for residential development and sets out how residential development above Units 1-14 Latimer Road could come forward while preserving employment use on the ground and any mezzanine floors.
- The new pedestrian and cycle underpass under the West London Line is being delivered as part of the s106 agreement for Imperial West. It is due to start construction by 2019.
- The Council and Westway Trust will seek GLA Regeneration Funds for public realm improvements underneath the Westway and the provision of free wireless internet access.
- The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

7.6 References

7.6.1 The Council and other bodies have produced the following documents that are relevant to
the Latimer area:

- Royal Borough of Kensington and Chelsea (RBKC), *Land underneath and close to the Westway Planning Brief (SPD)*, 2012
- RBKC, *Oxford Gardens St Quintin Conservation Area Proposals Statement*, to be revised 2017
- *St Quintin and Woodlands Neighbourhood Plan* has passed referendum and will be made (adopted) by the Council in due course

7.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.

Site Allocation CA5: Silchester Estates

7.7 Site Context

7.7.1 The Silchester Estates site allocation includes Silchester East, Silchester West, Bramley House and Kingsdown Close. The area has clearly defined physical boundaries: the Westway to the north, the railway running diagonally from the northeast to the southern site boundary, which is formed by the More West development. The Westway Sports Centre wraps around the site to the west and north.

7.7.2 The site has relatively poor connectivity. Though served by Latimer Road Tube Station,
the area is of PTAL level 3, lower than much of the rest of the borough, largely because of these physical infrastructural constraints. Bramley Road provides access to the north and south, while Silchester Road links the site to the east. There is no access to the west. More locally, within and around the site, legibility and permeability is challenged by the irregular street pattern and contemporary built forms.

7.7.3 The site has good access to sports, schools and community facilities, but lacks a clearly defined neighbourhood centre, including primary healthcare facilities and a post office.

7.7.4 The Council is conducting a study on land and properties in Council ownership and the wider area. This is to understand the potential to improve the area as a whole and establish if other nearby landlords, social and private, are interested in partnering with the Council to build new homes. The study will also at look at opportunities for creating employment through new retail and office space, for new social and community spaces, and ways to improve the townscape and open spaces in order to make this part of the Borough more attractive. The study is due for completion in mid 2017. The Council currently does not have any development proposals.

Site Allocation

Policy CA5
Silchester Estates

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

**Land use**
a. up to 1,400 residential units (a net addition of up to 850 additional residential units), depending on the outcome of investigation of the options appraisal;

**Principles**
b. if the decision is made to proceed with redevelopment, rather than infill / refurbishment or continued maintenance, then the Council will seek to work with other landowners, existing residents and other stakeholders in the area to develop a comprehensive masterplan for the whole area;
c. at least the same amount of social rented floor space will be provided as currently exists;
d. design principles will be established during the options study, which will include reinstating a more traditional street pattern and improvements to the legibility of the local environment;

**Infrastructure and Planning Obligations Contributions**
e. re-provision of all social rented floorspace; the provision of a quantum of social rented floorspace that is at least equal to that currently on site, and to be re-provided on site;
f. open space;
g. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council’s Regulation 123 List and other relevant Local Plan policies and SPDs;
h. supporting the re-provision and improvement of existing community facilities.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
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| **Site Address**<br>**RBKC land-holdings**<br>- 1-45 Bramley House, 2-9,10-15,16-21 and 22-27 Darfield Way<br>- 1-80 Frinstead House<br>- 1-20 Kingsnorth House<br>- 1-80 Markland House<br>- 2-42, 14-24, 26-36, 38-48 evens and 29-41 odds Shalfleet Drive<br>- 13-21A Silchester Road 13-17 and 21 Silchester Road<br>- 1-11, 12-17, 43-49, 50-56,57-63 and 64-76 Wayneflete Square<br>- 1-80 Whitsable House and office adjoining, yard south each end of Silchester Road.<br>- Bugsies supermarket and the Pig and Whistle Pub<br><br>**Non-RBKC land-holdings**<br>- The Latymer Community Church<br>- 19 and 21A Silchester Road<br>- 1-12 Arthur Court, Bridge Close<br>- 1-11 Charlotte Mews, 1-14 Colvin House<br>- 1-24 Goodrich Court, 63,67,69,71,73,75,77 and 79 Bramley Road<br>- 80-90 Wayneflete Square<br>- Yard north-east end of Silchester Road<br>- 54 Blechynden Street |<br><br| **Ward** | Notting Dale<br><br| **Site Area** | 6.35.9 hectares<br><br| **Site Owners** | Royal Borough of Kensington and Chelsea - Silchester Estates<br>Catalyst Housing Limited – Bridge Close<br>Octavia Housing Association – Colvin House<br>Notting Hill Housing Trust - Charlotte Mews, Bramley Road, Wayneflete Square, Windsor Court<br>L&Q Housing Association - Goodrich Court<br>Private ownership – Jack’s Garage, Latymer Christian Care Centre in Bramley Road, Charlotte Mews<br><br| **Current Uses** | Residential<br><br| **Existing Permissions** | TP/92/0243 for redevelopment of Arthur Court, 40 Silchester Road to build 12 residential units and one 3-storey and one 4-storey building was approved 12/02/1992.<br>PP/05/02747<br><br| **Delivery** |<br><br| **Delivery agencies** | Royal Borough of Kensington and Chelsea, and possibly development partner<br><br| **Delivery milestones** | The Council’s Options Appraisal is due for completion in Sept 2017. In the event that full or partial redevelopment is selected as the preferred option delivery would not commence before 2022.<br><br| **Funding arrangements** | The Council’s emerging preferred strategy to deliver and fund major estate regeneration schemes is via a joint venture arrangement with suitable private sector partner(s).
| Site Constraints | The St Anne’s Nursery School and Children’s Centre, formerly known as Latimer Road School, the Harrow Club and 189 Freston Road are Grade II listed.  
|                  | The site is within the North Kensington Critical Drainage Area. An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |
| Risks            | The case for regeneration is deemed unacceptable. |
10.1 Introduction

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

10.1.2 Earl’s Court Neighbourhood Centre, on Earl’s Court Road by the eastern entrance to the underground station, provides a range of shops, restaurants, cafés and pubs, primarily meeting the needs of people that live in the area. Its important local role is recognised in the Local Plan as a neighbourhood shopping centre. The quality of the town centre is severely disrupted by the one way south-bound traffic, which forms part of the Earl’s Court one-way system, stretching from Shepherd’s Bush in the north to Chelsea Embankment in the south. The one-way system travels north up Warwick Road, and degrades the residential environment of that street. The Cromwell Road also acts as a significant barrier to pedestrians.

10.1.3 There are five sites along the west of Warwick Road and north of Cromwell Road where significant change is planned. This is likely to be in the form of a mixed use development, with increased provision of open space and a new school that will also be used as a community facility. The sites are allocated as the Warwick Road considered in Chapter 25.

10.1.4 Earl’s Court is well served by public transport. It is one of the main Underground interchanges in the borough. West Brompton Station provides an interchange with the West London line. The area is also well served by buses, although using buses can be confusing because of the one-way system. The one-way system also creates a poor pedestrian environment.

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

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

10.1.7 Earl’s Court Exhibition Centre plays a very important role locally and on a London-wide basis. The Exhibition Centre will be hosting the 2012 Olympic volleyball tournament and, apart from some sensitive improvements to access and servicing, no major redevelopment is planned before this date. After 2012, however, the landowners plan to redevelop the site. It is allocated as a strategic site in this Local Plan, see chapter 26. The Earl’s Court Exhibition Centre site extends into the neighbouring London Borough of Hammersmith and Fulham where it forms part of the Earl’s Court and West Kensington Opportunity Area, designated in the draft London Plan 2009. The two boroughs, Mayor of London and the landowners have been in discussions regarding a comprehensive regeneration and improvement scheme. The landowners will work with the planning authorities of both boroughs, Mayor of London, key local stakeholders and the local community to establish how this can be achieved.
10.1.8 Earl’s Court lacks public open space, although the Brompton Cemetery is just to the south. This is one of the largest green spaces in the borough at 16.5 hectares (40.8 acres). Investigations have been made regarding the possible transfer of Brompton Cemetery to the Council.

10.2 Vision

CV10 Vision for Earl’s Court in 2028
The western edge of the borough will be reintegrated with the Earl’s Court Neighbourhood Centre so that the centre is able to blossom, offering an attractive ‘urban village’ environment which local residents can enjoy. Crucial to this is reducing the impact of the one-way system on residential amenity, the pedestrian environment and public transport users, preferably by returning the one-way system to two-way working or other significant environmental improvements. The function of the centre will be reinforced by improved links to the Exhibition Centre, which should be developed for mixed uses with a significant convention, exhibition or cultural use. Earl’s Court site will therefore retain its important London-wide role as a distinctive cultural brand, but also transformed into a new vibrant urban quarter. New residential-led mixed use development along Warwick Road will further reinforce this urban quarter, which will include new open space and a new school. The area will continue to offer a wide range of residential accommodation and will include community infrastructure to support local life. Streetscape and pedestrian improvements to Cromwell Road, Warwick Road and Earl’s Court Road will transform the environment, making it more pleasant for pedestrians and residents, marking the arrival of the A4 in Central London.

Key Issues and Potential Opportunities
10.3 Priorities for actions

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

Better Travel Choices

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

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[120] See Corporate or Partnership Action 4, in the Better Travel Choices, Chapter 32.
10.3.3 Pedestrian movement across West Cromwell Road will be improved, particularly at the junction with Warwick Road, as well as improvements to the pedestrian environment on Warwick Road north of West Cromwell Road.

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

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

Renewing the Legacy and Fostering Vitality

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

10.3.7 The redevelopment of the Earl’s Court and West Kensington Opportunity Area provides an opportunity to create a legacy for the future. It also offers the potential for regeneration of both North End Road, located within the London Borough of Hammersmith and Fulham, and Earl’s Court Neighbourhood Centre in the Royal Borough.

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

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

Keeping Life Local

10.3.10 Earl’s Court Neighbourhood Centre provides local shops and community services to residents, such as health care and a post office. The Council recognises the importance

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121 See Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities, in the Keeping Life Local Chapter 30. See also Corporate and Partnership Actions 1 and 2, in the Better Travel Choices, Chapter 32.

122 See Policy CT1, Improving alternatives for car use, and Policy CT2: New and Enhanced Rail Infrastructure, in the Better Travel Choices, Chapter 32.

123 See Policy CL1, Context and Character, and Policy CL4, Heritage Assets, in the Renewing the Legacy Chapter, 34.

124 See Policy CL1, Context and Character and Policy CL4, Heritage Assets in Renewing the Legacy, Chapter 34, and Policy CR1, Street Network, and Policy CR2, Three Dimensional Street Form, in the An Engaging Public Realm, Chapter 33.

125 See Policy: CF7: Arts and Cultural Uses, in the Fostering Vitality, Chapter 31 and Policy CK1, Social and Community uses, in the Keeping Life Local Chapter 30. See also the Earl’s Court Exhibition Centre Strategic Site Allocation, Chapter 26.

126 See Policy CF8, Hotels, in the Fostering Vitality, Chapter 31.
of this shopping centre to cater for local needs and will work to improve it. Community facilities will be provided as part of the developments on the Earl’s Court and West Kensington Opportunity Area, at 100 West Cromwell Road and the Warwick Road sites, including a new primary school at the northern end of Warwick Road. The Council will support the Primary Care Trust’s ambition for better health facilities within the Earl’s Court Neighbourhood Centre. The area of Earl’s Court and West Kensington Opportunity Area is currently deficient of access to neighbourhood or higher order shopping facilities. The Council will therefore support a new centre in this location, which includes retail provision supporting the day to day needs of the development and other acceptable town centre uses identified in policy CA7. The size and function of the centre will be confirmed through the joint planning brief, having regard to the up-to-date evidence. The extent to which there is scope for a larger centre within the Opportunity Area will depend on a detailed analysis of retail and leisure need, taking account of the vitality and viability of existing centres (both in this and within neighbouring boroughs) both at the time of the development and in the longer term.

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

Diversity of Housing

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

An Engaging Public Realm

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

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

10.3.15 Returning the one-way system to two-way working is central to improving the public realm and the Council will support the reinstatement of two-way working and significant enhancements to the streetscape. Improvements have been made to the street environment in many of the streets surrounding the Earl’s Court one-way system. There are also plans to transform the environment in West Cromwell Road, introducing avenues

127. See Corporate or Partnership Action 1, in the Keeping Life Local, Chapter 30.
128. See Policy CK1, Social and Community uses, and Corporate and Partnership Action 6, in the Keeping Life Local, Chapter 30. See also Policy CF2, Retail Development within Town Centres and Policy CF3, Diversity of uses within Town Centres in the Fostering Vitality, Chapter 31.
129. See Policy CF1, Location of New Shops, in the Fostering Vitality, Chapter 31.
130. See Policy CH1, Housing Targets, Policy CH2, Housing Diversity, and Policy CH3, Protection of Residential Uses, in the Diversity of Housing, Chapter 35.
131. See Policy C1, Infrastructure Delivery, and Planning Obligations in the Policies and Actions Chapter 29, and Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30. See also Policy CR1, Street Network, in the An Engaging Public Realm, Chapter 33.
of trees, and bringing significant improvements to the pedestrian environment in Warwick Road\textsuperscript{122}.

10.3.16 Brompton Cemetery, which is a Grade I Registered Park and Garden of Historic interest, is open to the public for wider quiet recreational use and provides a good pedestrian link from Brompton Road to the Fulham Road. There will be further provision of public open space as part of the Warwick Road development. The Earl’s Court and West Kensington Opportunity Area will also provide publicly accessible open space with play facilities for new residents, addressing existing deficiencies\textsuperscript{123}.

Respecting Environmental Limits

10.3.17 Air quality is a concern in the area due to pollution from traffic. The redevelopment of the Earl’s Court and West Kensington Opportunity Area provide opportunities for low or carbon neutral developments and to establish a district heat and energy source\textsuperscript{124}.

10.4 Delivery

Development management

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

**Policy CP10 Earl’s Court**

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

Quantum of development

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

Infrastructure needs

\textsuperscript{122} See Corporate and Partnership Action 3, in the Better Travel Choices Chapter 32, and Corporate or Partnership Action 1 in the An Engaging Public Realm, Chapter 33.

\textsuperscript{123} See Policy C1, Infrastructure Delivery and Planning Obligations in the Policies and Actions Chapter 29, Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34, and Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30.

\textsuperscript{124} See Policy CE1, Climate Change, and the Corporate and Partnership Actions 1 and 4 in the Respecting Environmental Limits, Chapter 36.
10.4.3 The following infrastructure is specifically required to deliver the vision for Earl’s Court:

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

Future plans and documents

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

Monitoring

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

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

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

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

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

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

135 The Council’s infrastructure requirements are set out in the Infrastructure Schedule Chapter 37 of this Local Plan.
10.4.10 **Future plans and documents**: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.

<table>
<thead>
<tr>
<th>CV8 Vision for Earl’s Court in 2028</th>
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<tbody>
<tr>
<td>By 2028, the former exhibition centre will be transformed into a vibrant new urban village, which reflects the crescents and squares nearby. It will and links to a strengthened Earl’s Court Road District Centre and the wider Earl’s Court and West Kensington Opportunity Area. Development sites in the London Borough of Hammersmith and Fulham. A new cultural offer on the site of the former Exhibition Centre, will drawing upon the on its legacy of the Exhibition Centre and will add to the activity and interest of the area continuing to make Earl’s Court a lively cultural destination and attract visitors from across the capital. Steps will have been taken to humanise the area’s streetscape with improvements to Cromwell Road, West Cromwell Road, Warwick Road and Earl’s Court Road.</td>
</tr>
<tr>
<td>Although physically separate from Earl’s Court, new residential-led development along Warwick Road will further reinforce the new urban quarter. A linear park will provide a pedestrian route through the western Warwick Road sites linking to the Lost River Park on the Earl’s Court development to the south. The park will also improve east-west connections across the barrier of the railway line. The area will continue to offer a wide range of residential accommodation and will provide community infrastructure to support local life.</td>
</tr>
</tbody>
</table>

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)
Key Issues and Opportunities
8.1 Introduction

8.1.1 Earl’s Court lies to the west of the borough, bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line. It is largely residential in character with a range of different property types and tenure.

8.2 Site Context

- Earl’s Court Road District Centre, by the eastern entrance to the underground station, provides a range of shops, restaurants, cafés and pubs, primarily meeting the needs of people that live in the area and visitors. Businesses in the centre have suffered as footfall has reduced with the closure of the Earl’s Court Exhibition Centre.
- The area is well served by public transport. It is one of the main Underground interchanges in the borough and well connected by bus. West Brompton Station provides an interchange with the West London line. However, provision for cyclists remains poor.
- The Earl’s Court one-way system stretches from Shepherd’s Bush in the north to Chelsea Embankment in the south. It degrades the residential environment of Warwick Road and disrupts the quality of the town centre on Earl’s Court Road.
- Earl’s Court itself lacks public open space, although Brompton Cemetery just to the south is one of the largest green spaces in the borough at 16.5 hectares.
- A new urban quarter will be built in the Earl’s Court and West Kensington Opportunity Area, which straddles the border between Kensington and Chelsea and Hammersmith and Fulham. The whole site has outline planning permission that will be brought forward in phases over 20 years. Once built out, the former Exhibition Centre site in Kensington and Chelsea will act as a gateway to a new residential area and high street beyond.
- A series of large sites along Warwick Road have come forward for development in recent years. Most of these now have planning permission and the first, the former Charles House site, is complete. This development provides new retail floorspace, a new primary school as well as over 500 new homes.
- The Council has identified the opportunity to redevelop two sites in its ownership on the eastern side of Warwick Road.

8.3 Principles (Overarching Aims)

- Create a new urban quarter within the Earl’s Court and West Kensington Opportunity Area providing jobs, homes and community facilities.
- Support the existing Earl’s Court Road District Centre, helping it to establish a new identity following the closure of the Exhibition Centre.
- Ensure good connections between Earl’s Court Road District Centre and the new urban quarter.
- Ensure a new public open space is provided within the Opportunity Area to serve the needs of the new residents and occupiers of the development.
- Ensure that the new centre within the Opportunity Area serves the day-to-day needs of the development and is of a scale that does not have an unacceptable impact on the vitality and viability of the existing centres in Kensington and Chelsea.
- Ensure development within Opportunity Area is low carbon or carbon neutral.
- Improve the pedestrian environment around Cromwell Road, West Cromwell Road, Warwick Road and Earl’s Court Road to make it safer and more usable, pleasant for pedestrians and residents.
- Improve provision for cyclists travelling east-west and north-south.
- Protect the Green Corridor designated along the West London railway line.
- Improve local air quality.
8.4 Priorities (Objectives and actions to deliver the aims)

- Provide a replacement cultural destination within the Earl's Court and West Kensington Opportunity Area.
- Deliver a new cycling Quietway providing an east-west route across Earl’s Court.
- Deliver a north-south pedestrian route running parallel to Warwick Road and potentially extending up to Kensington High Street.
- Deck over the Transport for London depot and West London line to allow for good connections and increased public open space.
- Establish a district heat and energy source within the Earl's Court and West Kensington Opportunity Area.
- Improve the Warwick Road tube entrance to Earl's Court Station and its setting to provide a suitable gateway to the new urban quarter.
- Investigate returning the one-way road system to two-way working.
- Improve the Earl’s Court Road junction with Pembroke Road.
- Deliver landscape and streetscape improvements to West Cromwell Road, including a green corridor project to create a green “screen/barrier” to reduce pedestrian exposure to traffic emissions alongside West Cromwell Road between junctions with Earl's Court Road and Warwick Road.
- Provide new pedestrian crossings, improvements to cycle crossings and signalised junctions on Warwick Road.
- Seek ways to minimise building and road traffic air pollution emissions from new development.

8.5 Delivery

- The outline planning permission sets out how the masterplan for the Opportunity Area will be delivered.
- The Council will work in partnership with Transport for London, and the Greater London Authority (GLA) and the London Borough of Hammersmith and Fulham to overcome transport constraints on the future development of the Opportunity Area.
- The Council will work in partnership with Transport for London and identify funding opportunities to deliver improvements to underground stations and highways.
- The Council will investigate developing a Cromwell Road improvement plan, which could include streetscape improvements and use of land.
- The Council recognises the importance of the Earl's Court District Centre to cater for local needs and will work with local business groups to improve it and make connections to the proposed new centre in the Opportunity Area.
- The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

8.6 References

8.6.1 The Council and other bodies have produced the following documents that are relevant to this place:

- RBKC and LBHF, Earl’s Court and West Kensington Opportunity Area Joint Opportunity Area SPD, 2012
- RBKC, Warwick Road Planning Brief SPD, 2008
- Green Infrastructure and Open Environments: The All London Green Grid, pp.125-6
- RBKC, Earl's Court Square Conservation Area Appraisal, 2016
- RBKC, Earl’s Court Village Conservation Area Appraisal, 2016
8.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.

Site Allocation CA6: Earl’s Court Exhibition Centre

8.7 Site Context

8.7.1 This site allocation relates to the part of part of Earl’s Court and West Kensington Opportunity Area within the Royal Borough. A Joint Opportunity Area Supplementary Planning Document has been produced and the site has outline planning permission. Within the Royal Borough planning permission has been granted for a mixed-use development which includes up to 930 residential units including affordable housing, a CHP plant on-site renewable energy sources, up to 10,132 sq.m Class B1, 3,414 sq.m retail, 7,381 sq.m hotel and 6,067 sq.m of education, culture, community and leisure floorspace. The permission has been implemented and will take some 15 years to complete.
Site Allocation

Policy CA76
Earl’s Court Exhibition Centre
Allocation for Earl’s Court Exhibition Centre

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

Land use allocation:

a. a minimum of 500–900 homes within the Royal Borough; which could be increased, in particular if (b) to (e) are provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD
b. a minimum of 10,000sq.m of office floor space;
c. retail and other uses within the A class of the Use Classes Order 1987 (as amended) to serve the day-to-day needs of the new development;
d. a significant cultural facility to retain Earl’s Court’s long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility;
e. other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel and leisure uses;
f. social and community uses;
g. on-site waste management facilities to handle waste arising from the new uses of the site (including recycling facilities and/or anaerobic digestion), which may be provided within LBHF but must benefit development in the Royal Borough;
h. low or carbon neutral developments and a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size on-site renewable energy sources to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network; which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;

Principles:

i. a new urban quarter which links well with its surroundings, especially to the west and east;
j. a design of the road network and connections with the surrounding area that significantly improves residential amenity, the pedestrian environment and public transport access in the area of the one-way system, and does not have an unacceptable impact on traffic congestion;
k. an open urban square, fronting onto Warwick Road, with land uses that provide positive active edges to the building frontages;

Infrastructure and Planning Obligations Contributions:

l. social and community facilities;
m. additional new public open space, including considering opportunities to create biodiversity;
n. securing highway contributions including the investigation, in consultation with TfL and the boroughs, into returning the Earl’s Court one-way system two way working; implementation of those measures identified during the investigation commensurate to the development proposal; and significant improvements to quality of residential amenity, the pedestrian environment and public transport access in the area of the Earl’s Court one-way system;
o. improvements to Tube, bus and rail access, including interchange from the West London line to the Underground network and the extension of bus services into the site;
p. to contribute to step-free access at West Brompton Station, measures to increase the capacity of the West London line and improvements to its interchange with the Underground network, particularly at Earl’s Court, if feasible;
pq. improved pedestrian links from and through the site and the surrounding area to public transport facilities and improved cycle links to enhance north/south cycle accessibility;
gr. affordable housing as part of residential requirement;
rs. education facilities;
A cultural facility; other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

<table>
<thead>
<tr>
<th>Site Information</th>
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| **Site Address** | Earl’s Court Exhibition Centre, Warwick Road  
|                  | Land in Cluny Mews  
|                  | Land located between the railway line and the rear of Philbeach Gardens |
| **Ward**         | Earl’s Court |
| **Site Area**    | 7.43 hectares |
| **Site Owners**  | Earl’s Court Limited and Transport for London (the Exhibition Centre site), Clear Channel and Empress Limited (Cluny Mews) |
| **Current Uses** | Vacant |
| **Planning History** | Permission PP/11/01937 granted in 2013 for demolition and alteration of existing buildings and structures and the comprehensive redevelopment of the site including new open space, vehicular and pedestrian accesses and routes and a mixed use development comprising buildings to accommodate residential use (Class C3), office use (Class B1), retail use (Classes A1-A5), hotel and serviced apartments uses (Class C1), education, health, community, culture and leisure use (Class D) below ground ancillary space (including parking/plant /servicing), vehicle parking and associated highways alterations, structures for deck ing over existing rail lines and tunnels, waste and utilities, enabling works including related temporary works including construction of an access road and structures and other works incidental to the development. |
| **Delivery**     | |
| **Delivery agencies** | Capital and Counties Plc. |
| **Delivery milestones** | 2012: grant planning permission  
|                  | 2013: start implementation on site  
|                  | 2023: completion |
| **Funding arrangements** | Mainly private investment |
| **Planning guidance** | Earl’s Court and West Kensington Opportunity Area Joint Supplementary Planning Document (adopted 2012) |
| **Site Constraints** | Part of the site falls within Flood Zones 2 and 3. An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |
| **Site Constraints** | Brompton Cemetery is designated Grade I on English Heritage’s Register of Parks and Gardens is adjacent to the site  
|                  | Philbeach Gardens Conservation Area surrounds the site to the east |
8.8 Site Context

8.8.1 Physically separated from Earl’s Court by the Cromwell Road these sites lie on the western boundary of the borough bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line.

8.8.2 Originally five sites in Warwick Road were allocated for a total of 1,550 residential units, including former Charles House to the north fronting onto Kensington High Street which has now been developed. Planning permission has been given for 1,178 homes to date. The site allocations also included the provision of a primary school (completed 2016), on site public open space, community sports hall and swimming pool and funding for a number of streetscape improvements to Warwick Road and West Cromwell Road.

8.8.3 The sites that were originally occupied by the Territorial Army, the Empress Telephone Exchange and Homebase have planning permission and the latter two are already under development.
Site Allocation

Policy CA57
Warwick Road Sites

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

Land use allocation:
a. 1,550 a minimum of 1,219 total combined residential units across all five-four sites:
   i. 500 residential units on the Charles House site;
   ii. 250 residential units on the Former Territorial Army site;
   iii. a minimum of 150 residential units on the Former Empress Telephone Exchange;
   iv. a minimum of 300 residential units on the former Homebase site;
   v. a minimum of 350-450 residential units on the 100/100A West Cromwell Road site;

b. On the northern four three sites:
   i. a primary school on-site, and
   ii. on-site public open space, including outdoor play space;

c. On the 100/100A West Cromwell Road site: leisure, social and community uses (Class D1),
   provision of car parking and open amenity space;

Principles:
ed. sufficient non-residential uses on the northern four sites to provide active frontages to the
   ground floor of Warwick Road;
fe. the four-three northern sites to be developed to a single masterplan;

Infrastructure and Planning Obligations Contributions:
gf. affordable housing as part of residential development on all the sites to ensure a mixed and
   balanced community;
hg. social and community facilities;
in. community sports hall and public swimming pool;
j. health facilities;
kj. crèche and education facilities;
k. landscape improvements to the West Cromwell Road in connection with 100/100A West
   Cromwell Road site;
ml. streetscape improvements to Warwick Road in connection to all development sites;
mn. pedestrian and cycle improvements;
on. floorspace for Safer Neighbourhoods unit, if required;
op. a contribution to investigate and implement measures to return the Earl’s Court one-way system
   to two-way working
qp. other contributions as identified in the Planning Obligations Supplementary Planning Document
   and site-specific supplementary planning documents, development will be liable to make
   planning contributions in accordance with the CIL Regulations, the Council’s Regulation 123
   List and other relevant Local Plan policies and SPDs.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified;
effective; and consistent with national policy); is legally compliant; and is in accordance with
the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPRPP/
**Site Information**

| Site Address                  | Former Territorial Army site, 245 Warwick Road  
|                              | Former Empress Telephone Exchange, 213-215 Warwick Road  
|                              | Former Homebase, 195 Warwick Road  
|                              | 100 and 100a West Cromwell Road  

| Ward                        | Abingdon and Holland  

| Site Area                   | 5.43.3 Hectares  

| Site Owners                 | Former Territorial Army site - Russian Federation  
|                              | Former Empress Telephone Exchange – St Edwards/Prudential  
|                              | Former Homebase – St Edwards/Prudential Assurance Company Limited  
|                              | 100 and 100A West Cromwell Road - Tesco Stores Limited, Notting Hill Housing Trust and RBKC  

| Current Uses                | Former Territorial Army site - vacant  
|                              | Former Empress Telephone Exchange – under development  
|                              | Former Homebase – under development  
|                              | 100 and 100a West Cromwell Road - retail food store - Tesco (Class A1) and residential (Class C3)  

| Planning History            | Former Territorial Army site has planning consent for 281 residential unit (PP/08/00218)  
|                              | Former Empress Telephone Exchange has consent for 158 residential units (PP/08/01214)  
|                              | Former Homebase has consent for 330 units (PP/10/02817)  
|                              | 100 West Cromwell Road has no extant permission as an individual site. It formed part of a wider site for which outline planning permission was granted in 1996 for the redevelopment of the greater ‘Fenelon Place’ site to provide a three phase development. Phases one and three have been implemented and comprise the existing Tesco store with housing above and the Kensington Westside residential development respectively. Phase two was for an office building (14,864 square metres) and has not been implemented. The phase two site is now known as the 100 West Cromwell Road site.(TP/93/0434)  

| Delivery agencies           | Unknown (private developers)  

| Delivery milestones          | Former Territorial Army site – not known  
|                              | Former Empress Telephone Exchange – delivery by Q3 2020  
|                              | Former Homebase – delivery by Q2 2022  
|                              | 100 and 100a West Cromwell Road - retail food store - Tesco (Class A1) and residential (Class C3) – delivery from 2021  

| Funding arrangements         | Private investment  

| Planning guidance           | Warwick Road Planning Brief SPD  

| Site Constraints            | A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.  

8.9 Site Context

8.9.1 The Warwick Road estate is located on the eastern side of Warwick Road. It is bisected by Pembroke Road which divides the estate into two distinct blocks: Broadwood Terrace (north) and Chesterton Square (south). It currently accommodates residential units, depot facilities, offices and a small nursery.

8.9.2 The surrounding townscape is varied. Along the eastern side of Warwick Road, to the north and south of the site, are two and three storey Victorian houses. The west side of Warwick Road is quite different in scale, a mix of large retail and commercial units, and new residential blocks reaching 8-10 storeys. There is a terrace of small commercial units on the north side of Pembroke Road. Further to the east the area is more residential, in the form of mansion blocks and townhouses, and prevailing building heights more consistent, more typical of the borough’s townscape.

8.9.3 The existing buildings on the site are of a large scale, with long blank frontages to Warwick Road and Pembroke Road. Both north and south sites extend into the urban block, away from the principal roads bounding them. Large parts of the sites are in close proximity to the rears of surrounding residential properties.

8.9.4 The Council owns the site and is reviewing the requirement for the operational services currently using the Pembroke Road Depots. As part of that review the Council is considering wider strategic benefits that could be achieved through an infill, partial or full redevelopment of the building which could include new housing on the site and improving Pembroke Road by introducing new shops and businesses. This will be measured
against a continued maintenance strategy of the existing buildings. It is anticipated that following a consultation period a recommendation will be made in 2017.

Site Allocation

Policy CA8
Warwick Road Estate

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

Land use
a. up to 350 residential units (a net addition of up to 230 units) depending on the outcome of the options appraisals;
b. circa 1,900 sq m of re-provided B1 office space, and ground floor commercial (A1, A2, A3 uses);
c. re-provision of a depot with ancillary office (so far as this is required to meet the Royal Borough’s operational requirements);

Principles
d. re-provision of a depot on part of the site (so far as this is required to meet the Royal Borough’s operational requirements);

Infrastructure and Planning Obligations Contributions
e. re-provision of all social rented floorspace; the provision of a quantum of social rented floorspace that is at least equal to that currently on site, and to be re-provided on site;
f. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council’s Regulation 123 List and other relevant Local Plan policies and SPDs;
g. the nursery (within Class D1) either retained in situ or relocated on the site.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
### Site Information

<table>
<thead>
<tr>
<th><strong>Site Address</strong></th>
<th>Warwick Road Estate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ward</strong></td>
<td>Pembroke Abingdon</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>1.3 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>Royal Borough of Kensington and Chelsea and other leaseholders</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Residential, highways depot, offices, nursery</td>
</tr>
</tbody>
</table>

**Planning History**
- TP84/0881 (1988) - Central Depot, Warwick Road - Change of use from Council workshop to light industrial
- TP828/30/12 (1966) - Central Depot, Warwick Road - Development of nos. 112-148 Warwick Road and the Borough Council Depot to comprise 72 residential units and development of nos. 102, 104 and the Furniture Depositories, Warwick Road as a Borough Council Depot as an extension to the existing depot adjoining, to provide 144 residential units.

### Delivery

<table>
<thead>
<tr>
<th><strong>Delivery agencies</strong></th>
<th>Royal Borough of Kensington and Chelsea</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery milestones</strong></td>
<td>Options appraisal 2017</td>
</tr>
<tr>
<td></td>
<td>If the estate is redeveloped delivery would not commence before 2019 and is likely to take five years to complete.</td>
</tr>
</tbody>
</table>

| **Funding arrangements**    | The Council’s emerging preferred strategy to deliver and fund major estate regeneration schemes is via a joint venture arrangement with suitable private sector partner(s). |

### Planning guidance

None

### Site Constraints

- Requirement for depot to remain in part of the site
- **A Flood Risk Assessment should be submitted to support any future planning application.** This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.

### Risks

- A certificate of immunity from listing was issued by English Heritage in May 2015 for the residential buildings on Chesterton Square. It is valid for five years.
- The case for development on the site is deemed unacceptable
Chapter 18 Lots Road/World’s End [previously Chapter 18]

18.1 Introduction

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

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

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

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

18.1.15 The new Chelsea Academy on the western corner of Lots Road is now open. The Academy is a Church of England Secondary School specialising in the sciences and catering for 810 eleven to sixteen year olds, with a sixth form for an additional 250 students.

18.1.6 A much needed overland train station opened in September 2009 in the Chelsea Harbour area (Imperial Wharf Station on the West London line) in the London Borough of Hammersmith and Fulham. There is potential for a pedestrian and cycle bridge to be built either within or alongside the existing Cremorne railway bridge that would link North Battersea with Imperial Wharf station. The Council will welcome the construction of this pedestrian bridge.136

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

18.1.8 There are no strategic site allocations within Lots Road/World’s End Place contained in the Local Plan.

136 See Policy CT1, Improving alternatives to car use, in the Better Travel Choices, Chapter 32.
18.2 Vision

**CV18 Vision for Lots Road/World’s End in 2028**
The opening of the new secondary school will bring people into the area. By 2028, improvements to the built and natural environment will transform the area into a place people choose to visit. Investigating the designation of a conservation area in the Lots Road area is an important part of this. The Lots Road Power Station site development will play a vital role in improving the vitality of the area by providing a mixture of uses including housing, new neighbourhood centre, offices, and social and community facilities including mooring facilities. Better pedestrian links from Lots Road to the World’s End shops will help overcome the isolation with the wider townscape of Lots Road and reintegrate World’s End. Connectivity to the riverside will be supported by completing the Thames Path and the use of the Cremorne railway bridge by pedestrians and cyclists.

18.3 Priorities for actions

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

**Renewing the Legacy**

18.3.2 The Council recognises the importance of conserving the industrial character of the Lots Road area, which is enhanced by the listed pumping station, Lots Road Power Station, its late Victorian housing stock, and traditional corner shops, public houses and cafés. There is a need to preserve and maintain the existing built environment by assessing the case for it to be made a conservation area\[137\]. There is also a need for high quality design standards throughout the area\[138\].

**Key issues and potential opportunities**

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\[137\] See Corporate and Partnership Action 3, in the Renewing the Legacy, Chapter 34.
\[138\] See Policy CL1, Context and Character, in the Renewing the Legacy, Chapter 34.
18.3.3 The World’s End estate was built as a set piece, and conceived as a fortress. It is a landmark series of buildings. While many people do not like its appearance and its dominating presence, the design integrity must nonetheless be respected.

An Engaging Public Realm

18.3.4 The World’s End estate needs to be improved to make it visually and physically pleasing for residents and visitors. Reducing its poor legibility and the fear of crime is also necessary, this will be achieved by increasing its links with King’s Road and opening up the World’s End Place. Reconfiguring the layout of the estate will not be easy, but opportunities may present themselves to better integrate the estate with its surroundings and to make better use of the parking facilities underneath it.

18.3.5 Streetscape improvements have already been made in the Lots Road area, with further improvements to be implemented following the completion of the Chelsea Academy, partially funded through s106 contributions.139

18.3.6 Existing green open space will be protected and consideration will be given to the creation of new open space when possible. Westfield Park has been upgraded recently140, it is a local park well loved by residents and provides a valuable open space in the Lots Road area. Cremorne Gardens provides another valuable open space in the area.141

Keeping Life Local

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

18.3.8 The one-way system presents a significant barrier to accessing the shops from Lots Road. Pedestrian facilities are therefore needed.142 The inclusion of retail and social and community uses in the redevelopment of the Lots Road Power Station site could assist in meeting the day-to-day needs of residents of this part of the borough.144

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

Diversity of Housing

18.3.10 The area offers a diverse range of housing. Further housing will be provided as part of the Lots Road Power Station scheme.145

Better Travel Choices

139 See Policy C1, Infrastructure Delivery and Planning Obligations, in Policies and Actions Chapter 29, and Policy CR1, Street Network, in the An Engaging Public Realm, Chapter 33.
140 See Corporate or Partnership Action 9 in the An Engaging Public Realm, Chapter 33.
141 See Policy CR5, Parks, Gardens, Open Spaces and Waterways, in the An Engaging Public Realm, Chapter 33.
142 See Corporate or Partnership Actions 1 and 6, in Keeping Life Local, Chapter 30.
143 See Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities, in the Keeping Life Local, Chapter 30.
144 See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30.
145 See Policy CH1, Housing Targets, and Policy CH3, Protection of Residential Uses, in Diversity of Housing, Chapter 35.
18.3.11—The opening of the new train station in the area will significantly improve travel choices, including pedestrian and cycling links along and across the Thames, but further improvements are needed. The Council will support enhanced pedestrian, cyclist and bus links in the area and will seek to secure benefits from the Chelsea-Hackney line, including potential interchanges onto the West London line at Imperial Wharf. The one-way system with a high volume of heavy traffic and poor pedestrian crossings makes for a poor pedestrian environment. The Council will work to returning the one-way system to two-way working. The Council will seek to secure the improvements of the Thames Path. Existing gaps will be closed as development opportunities come forward. River transport will be supported including commuter links to the City and the West End.

Respecting Environmental Limits

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

18.3.13—Air quality is affected by busy roads. The Council will support initiatives set out in the Air Quality Action Plan and encourage proposals and design solutions which will improve air quality through low emission strategies. The safeguarded Cremorne Wharf will be preserved for waste management purposes, and could be reactivated for river cargo handling purposes. The use of Cremorne Wharf for waste management purposes generate a high volume of lorry movements.

Fostering Vitality

18.3.14—The Lots Road Employment Zone has less of an industrial feel to the area than the other two employment zones within the borough. This zone is currently dominated by antiques, art-related firms and creative industries, but there has been a recent emergence of interior design and business services into the area reinforced by the Design Centre. This eclectic mix offers a unique character to the area which the Council supports and will protect. The employment zone will continue to cater for small business and light industry.

18.4 Delivery

Development management

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146 See Policy CT1, Improving alternatives to car use, in the Better Travel Choices, Chapter 32.
147 See Policy CT2, New and enhanced rail infrastructure, and Corporate or Partnership Action 2, in Better Travel Choices, Chapter 32.
148 See Corporate and Partnership Action 3, in the Better Travel Choices, Chapter 32.
149 See Corporate and Partnership Action 10, in the An Engaging Public Realm, Chapter 33.
150 See Policy CT1, Improving alternatives to car use, in the Better Travel Choices, Chapter 32.
151 See Policy CR5, Parks, Gardens, Open Spaces and Waterways, in the An Engaging Public Realm, Chapter 33.
152 See Policy CE2, Flooding, and Corporate and Partnership Action 6 in the Respecting Environmental Limits, Chapter 36.
154 See Policy CF5, Location of Business Uses, in the Fostering Vitality, Chapter 31.
18.4.1 Development Management Policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weight different policies against one another in a particular case. The vision set out for Lots Road/World’s End guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Lots Road/World’s End is required.

Policy CP18 Lots Road/World’s End
The Council will maintain, protect and enhance the character of the area by supporting better local shopping facilities, social and community uses, small cultural and creative uses and requiring improvements to connectivity and integration within the place, the wider area, and the river.

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

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

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

Infrastructure needs
18.4.4 The following infrastructure\textsuperscript{165} is specifically required to deliver the vision for Lots Road/World’s End:

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

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

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

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

1. What benefits have both the secondary school and the redevelopment of Lots Road Power Station brought to the wider area?

\textsuperscript{165} The Council’s infrastructure requirements are set out in the Infrastructure Schedule Chapter 37 of this Local Plan.
2. Has a conservation area in Lots Road been designated?
3. Have better pedestrian links from Lots Road to the World’s End shops been delivered?
4. Has connectivity to the riverside been improved?

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

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

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

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

18.4.12 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
CV9 Vision for Lots Road/World’s End in 2028

By 2028, improvements to the built and natural environment will have transformed the area. The Lots Road Power Station development will have provided new housing, a new neighbourhood centre, offices, social and community facilities and mooring facilities. The Employment Zone will have been enhanced continue to function as a centre for innovation focusing particularly on art, architecture, antiques and interior design. Better-Safer pedestrian links from Lots Road to the World’s End shops and to Imperial Wharf in the London Borough of Hammersmith and Fulham will have been introduced overcome the isolation of Lots Road and World’s End. Connectivity to the riverside will have been enhanced by completing this section of the Thames Path and extending the use of the Cremorne railway bridge for pedestrians and cyclists.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and opportunities
9.1 Introduction

9.1.1 Lots Road and World’s End Estate are located in the south west corner of the borough. The area includes both a conservation area and employment zone designation, reflecting what remains of Chelsea’s working riverside heritage alongside low-rise Victorian terraced houses.

9.2 Context

- The area is characterised by a vibrant mix of uses, including social and private housing, retail and light industry business uses. The late-Victorian housing stock, together with the former warehouses of Chelsea Wharf, other smaller employment spaces, and the Heatherley School of Fine Art contribute to the character and ‘industrial’ feel of this diverse area. The World’s End estate contains 742 residential units, parades of shops, a theatre, a primary school and a nursery. It was built as a set piece and conceived as a fortress. The Chelsea Academy secondary school and sixth form opened in 2009.
- The Lots Road / World’s End place is currently undergoing significant change. A planning application was approved on appeal by the Secretary of State in 2006 for the decommissioned Lots Road Power Station. It includes retail, businesses and over 380 new dwellings, children’s playspace, and works to Chelsea Creek and Chelsea Basin in the London Borough of Hammersmith and Fulham. This scheme has been implemented and construction is in progress. Further change is expected nearby at the former Imperial Gas Works site across the boundary with Hammersmith and Fulham, which is likely to be comprehensively redeveloped in a residential-led scheme. The future redevelopment of Stamford Bridge Stadium will lead to an increase in its capacity.
- Lots Road is severed separated from surrounding areas by the River Thames to the south and the railway line to the west. The high volume of vehicular traffic associated with the one-way system acts as a barrier for pedestrians further adding to the perception that the area is isolated. Improving connections to the wider area is therefore vital.
- The Lots Road Employment Zone contains a cluster of antiques and art-related firms focused on the Bonhams and Lots Road auction houses, as well as designers and business services typically associated with the creative industries. There has been a recent emergence of interior design and business services in the area reinforced by the Design Centre nearby in the London Borough of Hammersmith and Fulham.
- Cremorne Wharf is currently being used as a tunnelling site for the Thames Tideway Tunnel and may in future be used as a site for Counters Creek storm relief sewer project, which is due to continue beyond 2022.

9.3 Principles (Overarching Aims)

- Protect the eclectic mix of uses and character of the area.
- Improve the connectivity within the area, neighbouring areas and the wider city.
- Maximise the benefits of the area’s riverside location and ensure that new development located in close proximity to the River Thames makes the most of the amenity value it provides.
- Protect and improve existing green open space and create new open space where possible.
- Support Enhance and increase small business and light industrial uses within Lots Road Employment Zone.
- Support the biodiversity potential of Chelsea Creek.
- Improve local air quality.
9.4 Priorities (Objectives and actions to deliver the aims)

- Support the antiques, furniture and design cluster in Lots Road.
- Extend and improve the Thames Path.
- Support initiatives that encourage river transport.
- Return the one-way road system to two-way working.
- Improve cross boundary pedestrian and cycle links to Hammersmith and Fulham.
- Support proposals for a new foot and cycle bridge crossing the River Thames adjacent to the south side of the Cremorne Railway Bridge in Hammersmith and Fulham.
- Extend the Transport for London cycle hire scheme to Lots Road.
- Create a new bus route from Fulham Riverside to Central London serving Lots Road and World’s End.
- Better integrate the World’s End estate with its surroundings, while respecting its design integrity.
- Provide affordable older people’s housing.
- Seek ways to minimise building and road traffic air pollution from new development.

9.5 Delivery

- The Lots Road Power Station scheme will deliver enhanced bus connections and extend the cycle hire scheme to the Lots Road Area.
- The Council will continue to lobby the Mayor of London for the removal of Cremorne Wharf’s safeguarded status within the London Plan to allow its redevelopment in the longer term.
- The Council will encourage developers to adopt low emission technology and innovative energy measures to maximise sustainability and minimise air quality impact of development.

9.6 References

9.6.1 The Council and other bodies have produced the following documents that are relevant to the Lots Road area:

- Royal Borough of Kensington and Chelsea (RBKC), Lots Village Conservation Area Appraisal, 2015
- RBKC, Thames Conservation Area Appraisal, 2016
- RBKC, The College of St Mark and St John Conservation Area Appraisal, to be revised 2017
- RBKC, Local Biodiversity Action Plan, 2010
- RBKC, Air Quality and Climate Change Action Plan, 2016

9.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
9.7 Site Context

9.7.1 This site lies on the southern boundary of the borough, between Lots Road and the Thames. It is not a site allocation it is a planning permission which was granted on appeal by the Secretary of State in 2006. This is an important site which will play a significant role in meeting the borough’s housing target, so it has been included for information purposes.

Planning Permission

Policy CA9
Lots Road Power Station

Permission was granted in 2006 and later variation of condition applications have been granted in 2015 and 2017 for:

a. Shops (A1): 1,198sq.m
b. Financial and professional services (A2): 82sq.m
c. Food and drink (A3): 528sq.m
d. Non-residential institutions (D1): 877sq.m
e. Business (B1): 4,904sq.m
f. Housing: 420 dwellings, including 166 affordable units
g. Open space

a. Flexible uses incorporating shops (A1), professional services (A2) or food and drink (A3) : 1,029 sq.m
b. Flexible uses incorporating shops (A1), professional services (A2), business (B1) or assembly and leisure (D2): 364 sq.m

c. Business (B1): 3,499 sq.m

d. Flexible uses incorporating non-residential uses (D1) or assembly and leisure (D2): 1653 sq.m

e. Housing: 420 dwellings, including 166 affordable units

f. Open space

Infrastructure and Planning Obligations Contributions:
The permission includes:

h. Contribution towards parking facilities, bus stops, river bus services, and travel plans

i. Improvements to Chelsea Harbour Pier

j. Road junction improvements

k. Cycle and pedestrian improvements

l. Streetscape improvements

m. Community facilities

n. Contribution towards improvements to Westfield Park

o. Affordable housing provision

p. Works and maintenance of Chelsea Creek

q. Adherence to design quality standards

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

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</tr>
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<tr>
<td><strong>Site Address</strong></td>
</tr>
<tr>
<td><strong>Ward</strong></td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
</tr>
<tr>
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<tr>
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<td><strong>Funding arrangements</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Site Constraints</th>
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</thead>
<tbody>
<tr>
<td>• The site lies within Flood Zone 3. An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.</td>
</tr>
<tr>
<td>• An undeveloped buffer of at least 10m incorporating intertidal terracing will be required from the statutory flood defence line, to allow access for future flood defence raising, maintenance and betterment under Water Framework Directive /Thames River Basin Management Plan.</td>
</tr>
</tbody>
</table>
9.8 Site Context

9.8.1 The site is situated on the south western side of Lots Road between Chelsea Harbour and the King's Road and is currently occupied by a vehicle pound and two warehouse buildings. The site is located within Lots Road Employment Zone where business uses are protected.

9.8.2 The site is owned by the Council and the Council's ownership extends beyond the borough boundary into the London Borough of Hammersmith and Fulham. The larger part and existing buildings are within the Royal Borough of Kensington and Chelsea.

9.8.3 The vehicle pound occupies the southern portion of the site, with access from Lots Road. The existing buildings on the site are two-storey warehouse buildings facing Lots Road, used principally as auction rooms.

9.8.4 This stretch of Lots Road is a boundary between predominantly business and retail on the west side and a residential area on the east side. The area supports a mix of uses including retail, office and residential accommodation. The south end of Lots Road sees the beginning of Chelsea Harbour; to the west of the site is the access road to the depot and railway lines. On the opposite side of Lots Road from the site are a variety of building uses, including residential, office, retail and education.

9.8.5 Prevailing building heights in this part of Lots Road are two and three storeys, with buildings directly adjacent to the site being low rise commercial warehouse buildings, and a short three storey residential terrace at the junction with Chelsea Harbour Drive. This
increases further east towards Lots Road Power Station.

Site Allocation

Policy CA10
Site at Lots Road

A mixed use development to include residential and employment floorspace

The Council allocates development on the portion of the site within the Royal Borough to deliver, in terms of:

Land use
a. a minimum of 120 residential units, including 55 affordable extra care units (C2);
b. a minimum of 4000sq m of commercial floorspace (A1 and B1);

Principles
a. active street frontages to Lots Road;
b. re-provision of existing commercial floorspace;
c. development that respects the setting of the Lots Village Conservation Area;
d. development of a scale and density that is appropriate to its surroundings;
e. protection of the auction house use

Infrastructure and Planning Obligations Contributions
f. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council’s Regulation 123 List and other relevant Local Plan policies and SPDs.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
## Site Information

<table>
<thead>
<tr>
<th><strong>Site Address</strong></th>
<th>Crown Wharf 63, 65/69 &amp; 71/73 Lots Road, SW10 0RN</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ward</strong></td>
<td>Chelsea Riverside</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>Royal Borough of Kensington and Chelsea land: 0.4950 Ha (4856sqm); including Hammersmith &amp; Fulham: 0.74 Ha (7404sqm)</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>Royal Borough of Kensington and Chelsea</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Vehicle pound, studio workspace, commercial auction rooms, self storage</td>
</tr>
</tbody>
</table>

### Planning History

71-73 Lots Road

An application was submitted in 2008 for the demolition of the existing buildings and erection of a new building for re-housing the auction rooms and provision of B1 business/office space. It was withdrawn in December 2008.

A previous application (PP/06/00940) for a similar scheme for the demolition of existing buildings and erection of new 7 storey building comprising auction rooms and business accommodation was refused and a subsequent written representations appeal was dismissed on 16 May 2007 (PINS Ref: APP/K5600/A/07/2035974).

### Delivery

#### Delivery agencies

Royal Borough of Kensington and Chelsea/Private investment

#### Delivery milestones

2019-2020

#### Funding arrangements

Royal Borough of Kensington and Chelsea

### Site Constraints

- The site lies within Flood risk Zones 2 and 3. **An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network so that surface water discharge into the network is restricted to greenfield run-off rates.**
- **An undeveloped buffer of at least 10m incorporating intertidal terracing will be required from the statutory flood defence line, to allow access for future flood defence raising, maintenance and betterment under Water Framework Directive/Thames River Basin Management Plan.**
- The site is within the Lots Road Employment Zone
- The site is adjacent to the Lots Village Conservation Area
- The site is directly adjacent to The River Thames and tidal tributaries Site of Nature Conservation Importance, which is of Metropolitan Importance
- The site abuts the Thames Policy Area
- **New development needs to address surface water to reduce the peak flow into the combined sewer network so that surface water discharge into the network is restricted to greenfield run-off rates.**

### Risks

The site straddles the boundary with the London Borough of Hammersmith and Fulham (LBHF). Delay due to both Councils failing to agree comprehensive development of the site.
Chapter 7 10 Portobello Road / Notting Hill Gate
[previously Chapters 7 and 16]

7.1 Introduction

7.1.1 Portobello Road and Notting Hill are internationally known for their ‘bohemian’ character, a character which derives from the eclectic mix of local shopping, bookshops, antiques and other second hand goods. This character has been eroded since its height in the early 1970s, with dramatic increases in property prices, particularly since the 1990s, resulting in changing demographics and changes in the types of shops in the area. However, the community remains vibrant and people are passionate about maintaining the character and the diversity of the area.

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

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

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

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

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

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

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156 RBKC, The study of the visitor economy, 2009
158 RBKC, Response to Call for Evidence on Traditional Retail Markets, 2009
7.1.8 By contrast Westbourne Grove has gradually changed from antiques and local food shops to a cluster of some of the most up-market fashion retail in London. This cluster offers a pleasant shopping environment that provides a real alternative to London’s larger retail centres and shopping malls like Westfield London.

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

7.2 Vision

CV7 Vision for Portobello/Notting Hill in 2028
Portobello Road will remain a jewel in London’s shopping crown, a place of world-class antiques hunting alongside shops meeting the day-to-day needs of local people, above all, a place which has not been overrun by identikit multiples. The centre will maintain the rich variety of shops with a predominance now so rare in London, of independent retailers offering ‘something different’. The existing antiques arcades are a key ingredient of this variety.

Portobello Road’s strengths: its international antiques trade and the diversity of the retail offer, including vibrant small shops offering personal service, will continue to be built upon. Its less glamorous role as the provider of the range of shops and services essential to support the day-to-day needs of its ‘village minded’ local community is no less important and will be maintained. Running the length of the Portobello Road, the street market, with its antiques, fashion, crafts, and fruit and vegetables will act as both a key driver to achieve this vision and an opportunity to strengthen the existing close links with the Golborne Road Special Neighbourhood Centre to the north.

Portobello Road is, however, more than a shopping street, it will continue to be the international antiques market, and an inspiration for designers and a seed-bed for new entrepreneurs. As Special District Centres, Portobello Road and Westbourne Grove will both remain internationally known vibrant retail areas. Westbourne Grove will retain its difference from Portobello Road and its position as a specialist shopping destination providing high end fashion retailing. By improving pedestrian links between Portobello Road, Westbourne Grove, All Saints Road and Golborne Road, the area as a whole will be strengthened, while the qualities of the very different individual centres will be maintained.

7.3 Priorities for action

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

Keeping Life Local and Fostering Vitality

7.3.2 Portobello Road in particular provides local shops and community services (such as health care) to local residents. The Council recognises the importance of this role and will work towards improving it. The initiatives set out within Fostering Vitality (Chapter 31) to assist independent retailers are as relevant for the local shopkeeper (or service provider) as they are for the independent retailer. Both require the same thing, a unit which is affordable.
7.3.3 In particular the Council will work with stakeholders to increase the provision of banks in the northern end of the Portobello Road town centre.\textsuperscript{159}

7.3.4 The Council recognises the valuable role that the fruit and vegetable stalls play in meeting the day-to-day needs of local people and will continue to support this sector.\textsuperscript{160}

7.3.5 The Council will work with arcade owners, retailers, market traders, residents and other stakeholders to promote the Portobello/Notting Hill area. In particular there is an opportunity to make tourists aware of the full extent of the unique Portobello/Notting Hill retail offer. This will be achieved through marketing and by improving linkages through the area.\textsuperscript{161}

7.3.6 The Council views the Portobello Road street market as a major asset which makes the centre the vital shopping street that it is. The antiques, bric-a-brac, fashion and crafts attract visitors of all ages from across the Capital. The Council will work with other stakeholders to take a proactive role in revitalising all elements of both the Portobello Road and Golborne Road street markets and ensuring that they have a sustainable long-term future. The Council will promote the markets as an opportunity for local entrepreneurs and will encourage school leavers to consider market trading as a career option.\textsuperscript{162} The Council will also work to help the markets move with the times and take advantage of the opportunities presented by the changing tastes, lifestyles and requirements of the local community.\textsuperscript{163}

7.3.7 The Council will support initiatives which will help unify the Portobello Road and Golborne Road markets and which will draw visitors north up the Portobello Road, past the Spanish School up to Golborne Road.\textsuperscript{164} These initiatives will include the provision of electricity points in this part of Portobello Road to make life easier for market traders and their customers.

7.3.8 A well-designed scheme of street lighting could also prove useful in the creation of a visual linkage between the two centres, a linkage which could further encourage visitors to continue north. Other possible initiatives to inject more life into the area could include the development of a speciality market in this area or the use of the blank wall opposite the Spanish School as an ever-changing ‘art wall’ or outdoor exhibition space for artists.

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

Key issues and potential opportunities

\textsuperscript{159} See Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities, in the Keeping Life Local Chapter 30.
\textsuperscript{160} See Policy CF3, Street Markets, in the Fostering Vitality Chapter 31. See also Fostering Vitality Chapter 31, Corporate and Partnership Action No.10.
\textsuperscript{161} See Fostering Vitality Chapter 31, Corporate and Partnership Action No.1.
\textsuperscript{162} See Policy CR1, Street Network, in An Engaging Public Realm Chapter 33.
\textsuperscript{163} See Policy CR1, Street Network, in An Engaging Public Realm Chapter 33. See also Policy CR3, Street and Outdoor Life, in An Engaging Public Realm Chapter 33 and CR4, Streetscape in An Engaging Public Realm Chapter 33.
7.3.10 The Council will use its planning powers to the full in protecting the special retail character of the centres, but the Council cannot use planning controls to specifically protect individual shops or a type of retailer. So, for example, permission is not required for a unit occupied by an antiques dealership, (be this an individual shop or part of an arcade), to be occupied by another type of shop. It is the land owners who have the ultimate say as to whom they are willing to let their properties.

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

7.3.12 The Council can, however, use planning powers to resist shops changing to other non-shop uses, such as estate agents or restaurants. For this purpose, the Council will extend the primary retail frontage of the Portobello Road shopping centre to include the southern end of the centre. The loss of any retail floor space at ground floor level within this primary frontage will be resisted. This will assist in the protection of the highly-valued antique arcades from the transition to non-shop uses.

7.3.13 The Council will continue to lobby the Government to change the law to give local planning authorities the opportunity to offer the antique arcades better protection and to

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166 See Fostering Vitality Chapter 31, Corporate and Partnership Action No.1.
167 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality Chapter 31.
resist the loss of the small units most suitable for the independent retailer or the ‘local shop’. 168

7.3.14—In order to maintain a supply of the type of units most suitable for the smaller independent retailer, the Council will resist the amalgamation of small shops into larger units within the Portobello Road wherever this is possible. The Council will also require any future large-scale retail developments in the Portobello Road, were this seen to be appropriate, to include a mix of unit sizes, and where appropriate, ‘affordable shops’. 169

7.3.15—The Council endorses initiatives by which it can take a proactive role in enhancing the long-term retail health of Portobello Road. Improving links between Portobello Road and surrounding retail areas is important. Where opportunities arise, the Council will support the provision of more small retail units at ground floor level of the Portobello Road town centre 170, particularly where these would help maintain the retail continuity of the street and support the needs of independent retailers. The Council will also look for opportunities to increase its own property portfolio, for it is only as a landowner that the Council can directly influence the nature of the shops on the Portobello Road. All shops owned by the Council are managed under the Council’s Neighbourhood Shopping policy, a scheme which allows us to provide affordable accommodation for independent retailers.

7.3.16—Westbourne Grove is dependent on maintaining a high proportion of shops within it if it is to retain its position as a specialist shopping designation providing high end fashion retailing. The entire centre has therefore been designated as primary retail frontage 171.

Renewing the Legacy

7.3.17—The physical environments of Portobello Road and of Westbourne Grove are crucial to their character and their success. Designated conservation areas cover almost all of Portobello Road, Westbourne Grove and the surrounding area. Maintaining this historic fabric and ensuring that the limited opportunities for new development reinforce this character is essential. But so too is realising that this historic environment is a working retail street in the twenty first century. New shopfronts, be these of a traditional or a modern design, must be of the highest quality and reflect the character of the shopping street. Shopfront grants are available from the Council to help achieve this aim 172.

An Engaging Public Realm

7.3.18—The Council seeks the removal of all nonessential street furniture throughout much of the borough. It does however, recognise that wayfinding is required within the Portobello Road to assist the many thousands of visitors. 173.

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

Better Travel Choices

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

168 See Fostering Vitality Chapter 31, Corporate and Partnership Action No.3
169 See Policy CF2, Retail Development within Town Centres, in the Fostering Vitality Chapter 31.
170 See Policy CF2, Retail Development within Town Centres, in the Fostering Vitality Chapter 31.
171 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality Chapter 31.
172 See Policy CL2: Design Quality in the Renewing the Legacy Chapter 34.
7.3.21 As an internationally-renowned tourist attraction, Portobello Road draws in huge numbers of pedestrians\textsuperscript{174}. As a result pedestrians dominate the area on market days and vehicle traffic is light and slow moving. The Council will continue to assess the need for improvements to the pedestrian environment to ensure it remains an attractive and vibrant area\textsuperscript{175}.

**Diversity of Housing**

7.3.22 The Council supports initiatives to bring the vacant properties above shops back into residential use\textsuperscript{176}, where this is not at the expense of existing town centre uses, to maintain activity after the shops and markets close. There are also high quality established residential areas immediately behind the street. These areas will continue to be supported\textsuperscript{177}.

**Respecting Environmental Limits**

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

7.4 **Delivery**

**Development management**

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

**Policy CP7 Portobello/Notting Hill**

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

**Quantum of development**

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

**Infrastructure needs**

7.4.3 The following infrastructure\textsuperscript{178} that would help deliver the vision for Portobello Road/Notting hill has been identified: the provision of affordable shops, to enhance the distinct character of the Portobello Road centre and support the units most suitable for the independent retailer and for shops that can meet the day-to-day needs of residents of the area; pedestrian improvements to ensure the area remains attractive, vibrant and legible, and in particular to enhance the links between the Portobello Road and the surrounding areas.

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\textsuperscript{174} See Policy CT1, Improving alternatives to car use, in the Better Travel Choices Chapter 32.

\textsuperscript{175} See Better Travel Choices Chapter 32, Corporate and Partnership Action No.5.

\textsuperscript{176} See Diversity of Housing Chapter 35, Corporate and Partnership Option Action No. 3.

\textsuperscript{177} See Policy CH1, Housing Targets, in the Diversity of Housing Chapter 35.

\textsuperscript{178} See infrastructure schedule in Section 2C.
centre; improvements to help close the gap between the Portobello Road Centre and Golborne; enhanced pedestrian links to Notting Hill Gate and Westbourne Grove.

Future plans and documents

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

Monitoring

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

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

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

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

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

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

7.4.10 Future plans and documents: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Portobello Road and Golborne Road Market will continue to be a vibrant and distinctive street markets serving the day-to-day needs of local residents and attracting visitors from across the world. The market will remain the UK’s principal wholesale antiques trade centre for the storage and sale of antiques, an inspiration for designers and a seed-bed for new entrepreneurs. The centre will maintain a rich variety of small independent shops offering ‘something different’. The link between Portobello and Golborne markets will have been strengthened and links between Ladbroke Grove and Portobello Market will also be improved. Kensal Portobello Crossrail Elizabeth Line station will provide a valuable new transport links to the area, and Notting Hill Gate will be a welcoming gateway to Portobello Road. More attractive buildings and public spaces, a good and balanced range of shopping facilities including retailers that meet day-to-day needs will have been delivered. It will remain an important location for cultural activities and office employment within the borough.

The land underneath and adjacent to this part of the Westway will have been developed by Westway Trust with sensitivity to the history of the area to provide a multi-use cultural venue and indoor and outdoor market space that is flexible and can adapt to changing fashions over time.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and opportunities
10.1 Introduction

Notting Hill Gate, in the north east of the borough, developed along the route of the old Roman road to Silchester and remains a key route linking London to the west. It has excellent public transport links and acts as the gateway to Portobello Road market to the north. Portobello Road is a 1.5 kilometre road running north from Notting Hill Gate. It originally joined Ladbroke Grove and will do so again when the redevelopment of Wornington Green is complete.

10.2 Context

- Pembridge Road and Kensington Church Street form one of only a few north-south routes in the Borough. This increases traffic on the section of Notting Hill Gate between the two junctions leading to congestion, particularly as the route is heavily used by buses. As such, this stretch is often dominated by traffic at the expense of a comfortable pedestrian environment.

- Notting Hill Gate is an important district centre in itself serving local retail needs. Its excellent transport links make it a good location for office and business uses particularly in the creative and media sector. Notting Hill Gate was comprehensively redeveloped in the 1950s and is of a completely different scale and character to the surrounding residential areas. Many of the buildings have now deteriorated. Together with the vehicle dominance, this does not form an attractive or welcoming arrival point to Portobello Road.

- The area has a long-standing reputation for arts and culture. A number of arts and cultural venues are located in the area, including the Gate Theatre, the Gate Cinema and the Coronet Cinema and Theatre.

- Portobello Road is designated as a Special District Centre highlighting its unique role. It is identified as a Strategic Market and as having a night time economy of more than local significance in the London Plan. It consists of Portobello Road from just north of Chepstow Villas to Oxford Gardens and businesses in the surrounding side streets and is characteristically made up small shops. The centre has a very extensive primary frontage where the loss of shops to other 'A' class uses is resisted.

- It is the heart of the local area which is very diverse with millionaires and those on low incomes living side-by-side and significant Spanish, Portuguese, Moroccan, Somali, West Indian and East Asian communities. The area's longstanding Afro-Caribbean community has a deep commitment to its own cultural contribution to the Portobello and Colville area since the 1950s. This has created the area's unique bohemian character celebrated in literature, film and music which attracts visitors from all over the world.

- Property prices in the area have increased dramatically in the last 20 years. This has altered the demographics of the area and led to significant changes in the types of shops and is a regrettable erosion of the unique character of Portobello Road and the surrounding side streets. However, only 25 per cent of the total retail floorspace within the centre is occupied by multiple retailers (compared with 60-80 per cent in the major centres in the borough). Many of the new businesses are coffee shops and souvenir sellers and there is concern that local needs are not well served.

- Portobello Road Market, famous for antiques, is one of the most visited attractions in London. It started in 1865 serving visitors to the Crimean War veterans cared for in the former convents north of the Westway as a herb and horse trading centre, became an antiques trading centre in the 1950s, and celebrated its 150th anniversary in 2015.

- The antique market is under pressure, with the transformation of arcades into retail spaces let to a single tenant. Vintage clothes and bric-a-brac continue to be popular. This part of the market attracts very high footfall to the road on Fridays and during the
weekend, but there is concern that this footfall does not translate into sales and overcrowding can damage trade and create a nuisance for local residents.

- During the week only the central section of the market operates serving mostly local needs and footfall is much lower. The number of traditional fruit and vegetable stalls in the market has declined and fast food stalls have proliferated.
- The Westway Trust, set up in partnership with the Council, manages the space underneath and adjacent to this part of the motorway raised A40, which is owned by Transport for London. The land is used for a variety of retail and community uses and a vintage clothing market. The Westway Trust has consulted on development proposals for Portobello Village including the arcade under the Westway.
- North of the Westway the market dissipates, and the lack of active frontages blank brick walls on both sides of the road here discourage visitors from continuing to the smaller but distinctive Golborne Road market. To encourage more street trading in this section in-ground electricity points have been installed between Acklam Road and Golborne Road and the wall has been used successfully for a range of ‘Portobello Wall’ arts projects.
- In contrast to the market streets, Westbourne Grove Major Centre, which extends into the City of Westminster, has gradually changed from antiques and local food shops to a cluster of some of the most up-market fashion shops and art galleries, retail in London. This cluster offers a pleasant shopping environment that provides a real alternative to London’s larger retail centres and shopping malls such as the nearby Westfield London.
- All Saints Road and Ladbroke Grove are designated as District Centres in the London Plan.
- Notting Hill Gate and Ladbroke Grove underground stations act as gateways to the markets.
- Because of proximity to the Westway, Portobello Road experiences high levels of air pollution.

10.3 Principles (Overarching Aims)

- Protect unique character of Portobello Road’s unique character market and ensure it continues to function successfully as a market for the benefit of the local community and as a global visitor destination.
- Protect the unique architectural characteristics and style of Portobello Road
- Support the specialist and individual retail functions of Portobello Road Notting Hill Gate, Ladbroke Grove, Westbourne Grove and All Saints Road and Portobello Road.
- Reduce the vehicle dominance of Notting Hill Gate.
- Improve legibility in the area.
- Enhance the public realm and improve connections between Golborne and Portobello markets.
- Improve local air quality.

10.4 Priorities (Objectives and actions to deliver the aims)

- Protect and support the licenced street trading in the area, its variety and ancillary services
- Continue to improve links between Portobello Road, Golborne Road and Thorpe Close markets.
- Enhance the public realm underneath the Westway to create safe and attractive routes.
- Ensure the ‘Portobello Village’ development beneath the Westway provides a multi-use cultural venue, benefits all local residents and businesses and provides lavatories for visitors and market traders, while allowing the area’s vibrant street culture to evolve.
• Redevelop a number of sites identified in the Notting Hill Gate Supplementary Planning Document, including one of the tower blocks, Newcombe House.
• Improve the public realm and junctions around Notting Hill Gate station.
• Support a new pop-up market in Thorpe Close.
• Support meanwhile arts and cultural use of land under and adjacent to the Westway
• Enhance wayfinding to Portobello Road from Notting Hill Gate
• Provide free wireless internet access in Portobello Road, Golborne Road and Notting Hill Gate.
• Develop bespoke shopfront guidelines for Portobello Road.
• Protect new small retail units from amalgamation.
• Protect existing launderettes.
• Work with Transport for London to complete the installation of lifts at Ladbroke Grove station.
• Ensure market traders have adequate storage facilities
• Protect the improved wayfinding from Notting Hill Gate station to Portobello Road.
• Investigate opportunities to enhance Portobello Road and Ladbroke Grove as neighbourhood shopping centres and Ladbroke Grove’s role as a key gateway to Portobello Road and Golborne Road Markets
• Seek ways to minimise building and road traffic air pollution emissions from new development.
• Deliver cultural place-making initiatives to enhance and promote the area’s cultural attractions to local people and visitors

10.5 Delivery

• The street market will act as a key driver to deliver the vision for Portobello Road. The Council manages the borough’s street markets, and The Markets Development Officer organises an annual programme of events to promote the markets and attract shoppers, as well as developing market traders skills and local support networks to ensure the long term viability of the markets and market streets. The Council will continue to work with the Portobello and Golborne Management Committee and the Markets Streets Action Group to ensure the continued success of the markets.
• The Council’s Arts and Culture Service supports the Portobello Wall arts projects.
• The Council will investigate delivering an improvement plan for Portobello Road and Ladbroke Grove.
• The Council will work with The Westway Trust who have consulted on ideas for redevelopment of their estate immediately around Portobello Road and has been awarded GLA High Street funding for pop-up market stalls in Thorpe Close.
• The Council and Westway Trust will seek GLA Regeneration Funding for public realm improvement underneath the Westway and the provision of free wireless internet access.
• The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.
• The Council’s Highways Department will work with the Markets Manager to investigate the provision of additional parking facilities for permanent stall holders and antiques traders.

10.6 References

10.6.1 The Council and other bodies have produced the following documents that are relevant to this place:
10.6.2 Pease note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
16.1 Introduction

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

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

16.1.3 The centre has always had a retail function, although it has struggled to find its identity against strong competition from the high-quality local shops along Holland Park Avenue and the wider Notting Hill retail offer. The centre benefits from a good mix of uses, including retail throughout, a valued Saturday Farmers' Market, offices in Newcombe House, Astley House and United House, residential units in Campden Hill Towers and cultural uses, including two cinemas and a theatre. There are also currently some educational uses in the upper floors of David Game House. The Notting Hill Gate library is located a fair distance to the north of the centre, along Pembridge Road, and it may benefit from better integration within the centre.

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

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

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

16.1.7 Notting Hill Gate has excellent public transport accessibility, with many bus routes and the Central, Circle and District lines, providing an important public transport interchange. The centre is within Public Transport Accessibility Level (PTAL) 6a, as shown on the PTAL map in Chapter 32. It also has very high traffic volumes. There is guard railing down the central reservation, stopping pedestrians from crossing and making it feel like a dual

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129 See Policy CL2: Design Quality, in the Renewing the Legacy, Chapter 34.
carriageway. Pedestrian movement is further frustrated by the location of the station entrances within the pavement reducing pedestrian space, the lack of pedestrian crossings, and a general proliferation of street clutter.

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

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

16.1.10 Many of the issues facing Notting Hill Gate will need to be resolved through close working between the Council, landowners and other interested stakeholders, which may or may not be conducted through the planning process.
Key issues and Potential opportunities
16.1.11 There are no strategic site allocations within Notting Hill Gate place contained in the Local Plan.

16.2 Vision

**CV16 Vision for Notting Hill Gate in 2028**

Notting Hill Gate will be significantly strengthened as a District Shopping Centre, with improved shops and restaurants that reflect the needs of the local catchment. Boutiques and premium-quality retailers will become a feature of the area, as they are in Kensington Church Street and Pembridge Road. The centre will continue to be a major office location. Notting Hill has a long-standing reputation for arts and culture; Notting Hill Gate will capitalise on this in developing the arts and cultural offer. The street will become more pedestrian friendly, with improved crossing facilities, fewer barriers, less street clutter, reduced vehicle impacts and station entrances relocated within buildings. All development will be of the most exceptional design and architectural quality, creating a


16.3 Priorities for actions

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

Fostering Vitality

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

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

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

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

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

Renewing the Legacy

180 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31.
181 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31.
182 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31 and See Corporate and Partnership Action No.11, in the Fostering Vitality, Chapter 31.
183 See Policy CF5, Location of Business Uses, in the Fostering Vitality, Chapter 31.
184 See Policy CF7, Arts and Cultural Uses, in the Fostering Vitality, Chapter 31.
185 See Policy CF8, Hotels, in the Fostering Vitality, Chapter 31.
186 See Policy CF2, Retail Development within Town Centres, in the Fostering Vitality, Chapter 31.
16.3.7 Redevelopment within Notting Hill Gate presents the Council with the opportunity to correct the mistakes of the postwar period, and create a new distinctive identity of lasting value to future generations.187

16.3.8 Exceptional architectural and design quality will complement a significantly strengthened revitalised retail offer, drawing on innovative and modern approaches to create ‘iconic’ buildings and open space. Iconic does not necessarily mean tall, as Barkers in Kensington High Street demonstrates. Building heights will need to respect the character and appearance of adjoining conservation areas.188 The Council will work closely with land owners to bring this about.189

16.3.9 As an eyesore, the Council will adopt flexible planning standards to bring about the redevelopment of Newcombe House as a catalyst for the regeneration of the wider area.190

16.3.10 The Council will encourage the refurbishment of the Georgian properties along the northeastern side of Notting Hill Gate, and explore opportunities to improve their Victorian shopfronts and/or create wider pavements.191

16.3.11 The Council will also seek the full restoration of the Grade II listed Coronet Cinema.192

16.3.12 Applications for development proposals within the Site of Archaeological Importance are advised to have pre-application discussions with the Greater London Authority Advisory Service (GLAAS).193

An Engaging Public Realm and Better Travel Choices

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

16.3.14 The pedestrian environment may be significantly enhanced through the removal of street clutter, including the central guard railings; the relocation of the station entrances; narrowing vehicle lanes; widening pavements and central reservations; providing more informal and formal crossing facilities; improving wayfinding to Portobello Road; and a significantly improved or possibly relocated open space.195

16.3.15 To significantly increase pavement capacity, the Council will work with partners to explore the relocation of the station entrances so they no longer block the pavements and provide a separate exit for visitors to Portobello Road.196 This will be achieved through

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187 See Policy CL1, Context and Character, in the Renewing the Legacy, Chapter 34.
188 See Policy CL1, Context and Character and Policy CL2, Design Quality, in the Renewing the Legacy, Chapter 34 and the draft Building Heights Supplementary Planning Document and the Notting Hill Gate District Centre Framework, 2009.
189 See Corporate and Partnership Actions No.1 and 9, in the Renewing the Legacy, Chapter 34.
190 See Policy CL2, Design Quality, in the Renewing the Legacy, Chapter 34.
191 See Policy CL2, Design Quality and Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34.
192 See Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34.
193 See Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34.
194 See Policy CT1, Improving Alternatives to Car Use, in the Better Travel Choices, Chapter 32.
195 See Policy CT1, Improving Alternatives to Car Use, in the Better Travel Choices, Chapter 32; Policy CR2, Three-Dimensional Street Form and CR4, Streetscape, in the An Engaging Public Realm, Chapter 33.
196 See Policy CR4, Streetscape, in the An Engaging Public Realm, Chapter 33.
contributions received from major development and working in partnership with London Underground and Transport for London.

**Keeping Life Local**

16.3.16—Notting Hill Gate will be enhanced and significantly improved as a District Centre for local people. Provision of a new food store could encourage greater local use of the centre, although servicing must be satisfactorily resolved. The Council will also support the relocation of the Notting Hill Gate library to a site within the centre, possibly on the first or second floor level overlooking a new or improved public space.

**Diversity of Housing**

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

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

**Respecting Environmental Limits**

16.3.19—The Council will encourage proposals and design solutions which improve air quality and reduce noise along Notting Hill Gate. Major redevelopment of the centre will also offer an opportunity for a low pollution strategy and district heat and energy source, which will be especially efficient as energy loads can be shared between the mix of uses. This district heat source might be located in the basement of Newcombe House. The Council will also encourage the planting of street trees and living roofs, which will seek to meet the green infrastructure requirements in the centre.

**16.4 Delivery**

**Development management**

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

**Policy CP16 Notting Hill Gate**

The Council will require development to strengthen Notting Hill Gate’s role as a District Centre by supporting high trip generating uses; improving retail and restaurant provision including some

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197 See Policy C1, Infrastructure Planning and Delivery Obligations, in the Policies and Actions, Chapter 29.
198 See Corporate and Partnership Action No.1, in the An Engaging Public Realm, Chapter 33.
199 See Policy C8, Local Shopping Facilities, in Keeping Life Local, Chapter 30.
200 See Policy CF1, Location of New Shop Uses, in Keeping Life Local, Chapter 30.
201 See Policy CK1, Social and Community Uses, in Keeping Life Local, Chapter 30.
202 See Policy CH3, Protection of Residential Uses, in the Diversity of Housing, Chapter 35.
203 See Policy C12, Design Quality, in the Renewing the Legacy, Chapter 34.
204 See Policy CE5, Air Quality and CE6, Noise and Vibration, in the Respecting Environmental Limits, Chapter 36.
205 See Policy CE1, Climate Change and Corporate and Partnership Actions 4 and 5, in the Respecting Environmental Limits, Chapter 36.
anchor retail to serve the local catchment; and deliver new distinctive identity through high quality architecture and design of the public realm. The Council will also resist development which prejudices opportunities for wider regeneration of the area and compromises delivery of the vision.

Quantum of development

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

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

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

Infrastructure needs

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

Future plans and documents

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

Monitoring

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

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

206 The Council’s infrastructure requirements are set out in the Infrastructure Schedule in Chapter 37 of this Local Plan.
16.4.8 **The priorities for action:** a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

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

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

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

16.4.12 **Future plans and documents:** progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
Vision for Portobello Road/Notting Hill Gate in 2028

Portobello Road and Golborne Road will continue to be vibrant and distinctive street markets serving local residents and attracting visitors from across the world. Portobello market will remain a centre for the UK wholesale antiques trade, an inspiration for designers and a seed-bed for new entrepreneurs. The link between Portobello and Golborne markets will have been strengthened and links between Ladbroke Grove and Portobello Market will also be improved. Kensal Portobello Crossrail station will provide a valuable new transport links to the area and

Notting Hill Gate will have strengthened its distinct identity as one of the Borough’s main district centres benefitting from a high level of public transport accessibility. It will continue to be a major office location and build upon its long-standing reputation for arts, culture and the evening economy as well as serving the needs of local people.

As one of the arrival points for Portobello Road the public realm (e.g. paving, crossings, wayfinding) will have been improved to accommodate the high volumes of footfall in Pembridge Road / Kensington Park Road and to make Notting Hill Gate more pedestrian friendly. Opportunities set out in the Notting Hill Gate Supplementary Planning Document will have been taken to refurbish, or in some cases redevelop, outdated 50s buildings.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and opportunities
10.11 Introduction

10.11.1 Notting Hill Gate, in the north east of the borough, developed along the route of the old Roman road to Silchester and remains a key route linking London to the west. It has excellent public transport links and acts as the gateway to Portobello Road market to the north.

10.11.2 Context

- Notting Hill Gate is surrounded by conservation areas and is an important district centre in itself serving local retail needs. Its excellent transport links make it a good location for office and business uses particularly in the creative and media sector.
- Notting Hill Gate The town centre was comprehensively redeveloped in the 1950s and is of a completely different scale and character to the surrounding residential areas. Many of the buildings have now deteriorated. Together with the vehicle dominance, this does not form an very attractive or welcoming arrival point to Portobello Road.
- The area has a long-standing reputation for arts and culture. A number of arts and cultural venues are located in the area, including the Gate Theatre, the Gate Cinema and the Coronet Cinema and Theatre.
- Pembridge Road and Kensington Church Street form one of only a few north-south routes in the Borough. This increases traffic on the section of Notting Hill Gate between the two junctions leading to congestion, particularly as the route is heavily used by buses. As such, this stretch is often dominated by traffic at the expense of a comfortable pedestrian environment.
- Property prices in the area have increased dramatically altering the demographic of the area. Some decades ago Notting Hill Gate was considered one of the Borough's more 'bohemian' areas, where housing was comparatively less expensive. In more recent times, Notting Hill and Holland Park have attracted international home buyers from the finance and business worlds.

10.11.3 Principles (Overarching Aims)

- Improve the public realm.
- Reduce the vehicle dominance of Notting Hill Gate and increase cycle and pedestrian safety.
- Improve the buildings and architecture.
- Enhance office provision.
- Strengthen the identity of Notting Hill Gate as an accessible part of London which retains its feel as an 'urban village'.
- Improve local air quality.

10.11.4 Priorities (Objectives and actions to deliver the aims)

- Improve the public realm and junctions around Notting Hill Gate station.
- Refurbish or redevelop a number of sites identified in the Notting Hill Gate Supplementary Planning Document, including one of the tower blocks, Newcombe House, where refurbishment is identified as the appropriate option.
- Provide step-free access at Notting Hill Gate underground station.
- Improve the pedestrian route and wayfinding for visitors to Portobello Road from Notting Hill Gate.
- Provide free wireless internet access in Notting Hill Gate.
- Protect new small retail units from amalgamation.
- Deliver cultural place-making initiatives to enhance and promote the area’s cultural attractions to local people and visitors.
• Retain the Farmers’ Market
• Seek ways to minimise building and road traffic air pollution emissions from new development.
• Seek provision of a new primary healthcare centre.

1011.5 Delivery

• The Supplementary Planning Document for Notting Hill Gate identifies specific opportunities for development, refurbishment or some additional storeys on seven sites: Newcombe House; Astley House; the Gate Cinema; West Block; Ivy Lodge to United House; 66-74 Notting Hill Gate and David Game House. Applications have subsequently been received for some of these sites.
• The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.
• The Council will work with Transport for London on improvements to Notting Hill Gate Station.

1011.6 References

1011.6.1 The Council and other bodies have produced the following documents that are relevant to this place:

• Royal Borough of Kensington and Chelsea (RBKC), Notting Hill Gate Supplementary Planning Document (SPD), 2015
• Historic England, Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal, 2016
• Royal Borough of Kensington and Chelsea (RBKC), Shopfront Design Guidelines Supplementary Planning Document 2011
• Royal Borough of Kensington and Chelsea (RBKC), Air Quality and Climate Change Action Plan 2016

1011.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
Chapter 11 12 Kensington High Street

11.1 Introduction

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

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

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

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

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

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

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

11.1.8 Despite the public realm improvements, people still perceive traffic congestion and the irregularity of the District and Circle lines to be issues. High Street Kensington Station is a major public transport interchange and the High Street is also served by a large number of buses. The Circle line service was extended to Hammersmith via Paddington in December 2009.

11.1.9 The Grade II* Listed Commonwealth Institute building is at the western end of the centre. A high-quality public institutional use could help to enhance the attractiveness of the High Street and attract more visitors. To that end it is included as a Strategic Site Allocation within this Local Plan (Chapter 24). A planning application was received in 2009 which included modifications to the building for the Design Museum, with enabling residential
development also on the site. The Council is minded to grant permission subject to a s.106 agreement.

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

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

Key issues and potential opportunities
11.2 Vision

**CV11 Vision for Kensington High Street in 2028**

Kensington High Street will have redefined its role to ensure that it distinguishes its offer from Westfield, Knightsbridge and King’s Road. The centre will have continued its long tradition as Kensington’s High Street, serving residents, workers and visitors. It will continue to provide a good range of food and other convenience retailing and remain a destination for fashion and certain niche markets. Ease of pedestrian movement will be central to this success. Reuse of the former Commonwealth Institute for a significant public institution will have attracted increased visitor numbers and developed a further niche retail cluster at the western end of the High Street. The cinema will have been maintained.

11.3 Priorities for action

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

**Fostering Vitality**

11.3.2 The Council will work with retailers, landlords, residents and other stakeholders to build upon and market the existing strengths of the centre: the young fashion cluster, bespoke travel and outdoor leisure goods, and independent retail in Kensington Church Street. In particular there is an opportunity to publicise the retail offer and other attractions of the area – Kensington Palace, Leighton House, Linley Sambourne House, Holland Park Opera, Kensington Gardens and Holland Park – to visitors staying in hotels near the centre, to encourage them to visit or to stay longer particularly during the summer²⁰⁷.

11.3.3 Due to its high public transport accessibility, Kensington High Street will be a preferred location for large-scale offices. New office developments, both large and small, would be particularly welcome on upper floors, particularly to grow the media industry in the centre. The Council supports offices rather than homes above shops in primary retail frontages²⁰⁸.

11.3.4 In order to support the key shopping role of the centre, the loss of shops will be rigorously assessed to ensure the necessary flexibility does not undermine the vitality of the centre²⁰⁹.

11.3.5 The Council will work to establish a new public institutional use for the Commonwealth Institute²¹⁰. It will also require the retention of a high quality cinema on the Odeon site²¹¹.

**Keeping Life Local**

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²⁰⁷ See Corporate and Partner Action 1, in the Fostering Vitality, Chapter 31.
²⁰⁸ See Policy CF5, Location of Business Uses in the Fostering Vitality, Chapter 31.
²⁰⁹ See Policy CF2, Retail Development within Town Centres and Policy CF3, Diversity of Uses within Town Centres, in the Fostering Vitality Chapter 31.
²¹⁰ See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30, the former Commonwealth Institute Strategic Site Allocation within Section 2A Allocations and Designations and the Tent in the Park Adopted SPD.
²¹¹ See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30.
11.3.6 The Council supports the centre continuing to offer a wide range of convenience retailing, with particular emphasis on food retailing, from specialist delicatessens to supermarkets, and services like the library, for local residents, workers and visitors.\(^{212}\)

Renewing the Legacy

11.3.7 There are a number of listed buildings in and adjacent to the centre: the former Vestry Hall/Library, the ‘Art Deco’ former department stores (Derry and Toms (Grade II*) and Barkers), St Mary Abbots Church, at the Kensington Church Street junction; the former Commonwealth Institute (Grade II*), and Kensington Palace and Holland House (both Grade I) at either end of the High Street. Most of the High Street also falls within designated conservation areas, and just to the rear of the Barkers building lies Kensington Square, one of the first garden squares in London.\(^{213}\)

11.3.8 The versatility of our built heritage is shown by the way the department stores have been remodelled to meet current retailing requirements. Similarly, the former Commonwealth Institute can be adapted to a new public institutional use that can anchor the west end of the High Street. The Design Museum is actively interested in moving to this site, and the Council fully supports this initiative.\(^{214}\)

11.3.9 The Council also supports proposals to improve visitor facilities at Kensington Palace.\(^{215}\)

11.3.10 Lancer Square, Kensington Church Street, was redeveloped in the eighties but the square is not a particularly successful public space so the Council would support redevelopment of this site.\(^{216}\)

11.3.11 High Street Kensington underground station is not inclusive for all as it does not allow step free access. The station is not listed, and thus represents a potential redevelopment opportunity, although the arcade will be retained.\(^{217}\)

An Engaging Public Realm

11.3.12 Significant investment has already been made in streetscape and pedestrian improvements, and the scheme has been praised as a beacon of good design in the public realm. However, there remains an opportunity to improve the southern end of Kensington Church Street, and to improve the pedestrian crossings on Kensington Church Street and the east end of the High Street.\(^{218}\)

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

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\(^{212}\) See Policy CK1, Social and Community Uses and Policy CK2, Local Shopping Facilities, in the Keeping Life Local, Chapter 30.

\(^{213}\) See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30, the former Commonwealth Institute Strategic Site Allocation within Section 2A Allocations, and Designations and The Tent in the Park Adopted SPD.

\(^{214}\) This paragraph will be updated in line with events.

\(^{215}\) See Policy CL3, Heritage Assets and Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34.

\(^{216}\) See Policy CL1, Context and Character and Policy CL2: Design Quality in the Renewing the Legacy, Chapter 34, Policy CF2, Retail Development within Town Centres, Policy CF3, Diversity of uses within Town Centres, and Policy CF8, Hotels in the Fostering Vitality, Chapter 31.

\(^{217}\) See Policy CT1, Improving Alternatives to Car Use and Corporate and Partner Actions 1, in the Better Travel Choices, Chapter 32.

\(^{218}\) See Policy CR4, Streetscape and Corporate and Partner Actions 1, in the An Engaging Public Realm, Chapter 33.
11.3.14—The Commonwealth Institute and the space in front of it makes a welcome contrast to the High Street. To bring the Commonwealth Institute back into use enabling development might be required, which could include development on the frontage.218

Better Travel Choices

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

11.3.16—The design of High Street Kensington Station is such that there is no step-free access and the capacity of stairways to the platforms is often not sufficient to meet demand, which can cause delay and safety problems. The Council supports refurbishment of the station to improve safety and provide step-free access.220 The High Street is very well served by a range of bus routes but there is a need to improve visitor information on bus routes, particularly to Notting Hill Gate for Portobello Road.221

Diversity of Housing

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

11.3.18—Providing a diversity of housing is important and schemes which would deliver additional affordable housing would be welcomed as long as this was not at the expense of the vitality of the centre.222

Respecting Environmental Limits

11.3.19—Kensington High Street is a busy road and it experiences a high level of pollution due to high traffic flows. The Council will support initiatives to improve air quality to reflect the borough’s designation as an Air Quality Management Area.223

11.4 Changes to the Town Centre Boundary

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

11.5 Delivery

Development management

11.5.1—Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a

218 See Policy CK1, Social and Community Uses in the Keeping Life Local, Chapter 30, the former Commonwealth Institute Strategic Site Allocation within Section 2A Allocations and Designations and the Tent in the Park Adopted SPD.
220 See Policy CT1, Improving Alternatives to Car Use and Corporate and Partner Action 1, in the Better Travel Choices, Chapter 32.
221 See Corporate and Partner Action 1, in the Fostering Vitality, Chapter 31.
222 See Policy CH1, Housing Targets, Policy CH2, Housing Diversity, in the Diversity of Housing, Chapter 35 and Policy CF3, Diversity of Uses within Town Centres, in the Fostering Vitality, Chapter 31.
223 See Policy CE5, Air Quality, in the Respecting Environmental Limits, Chapter 36.
planning decision, it is often necessary to weight different policies against one another in a particular case. The vision set out for Kensington High Street guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Kensington High Street is required.

**Policy CP11 Kensington High Street**
The Council will ensure the continued success of the High Street as a high quality shopping street serving residents, workers and visitors by paying close regard to the need to enhance the character of the area, support existing retail niches, attract new trip generating uses and ensure it is inclusive for all.

**Quantum of development**

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

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

**Infrastructure needs**

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

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

**Future plans and documents**

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

**Monitoring**

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

1. Has the role of Kensington High Street been redefined to ensure it distinguishes its offer from Westfield, Knightsbridge and King's Road?
2. Has a new public institutional use been found for the former Commonwealth Institute?
3. Has the cinema been retained?

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224 See Infrastructure Schedule in Section 2C.
225 See Corporate and Partner Action 1, in the Fostering Vitality, Chapter 31.
4. Have visitor facilities at Kensington Palace been improved?
5. Have Lancer Square and Kensington High Street station been redeveloped?
6. Have improvements been made to the southern end of Kensington Church Street and the pedestrian crossing on Kensington Church Street and the east end of the High Street?
7. Has visitor information on bus routes been improved?

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

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

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

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

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

*Kensington High Street*
By 2028, Kensington's High Street will have maintained its distinct offer from Westfield, Knightsbridge and King's Road. The centre will have continued its long tradition of serving residents, workers and visitors. It will provide a good range of food and other convenience retailing and remain a destination for fashion and certain niche markets, as well as remaining an important office hub. The Design Museum will have acted as a catalyst, building on the existing attractions of Kensington Palace, Leighton House, Linley Sambourne House, Holland Park Opera, Kensington Gardens and Holland Park to establish a locally and internationally recognised cultural centre. The new museum, located in the former Commonwealth Institute, will anchor the western end drawing people and new businesses further down the High Street.

By 2028, Kensington's High Street will have strengthened its identity. The High Street will have built upon its traditional role as the civic heart of the Royal Borough. New development will have strengthened and enhanced the retail offer, especially within the primary frontage, with landlords and developers collaborating with residents and the Council to improve the diversity and quality of retail occupiers, as well as the overall shopping experience. The High Street will have remained a well-connected location for employment with offices on upper floors continuing to support the centre’s vital retail function.

The High Street will have developed a reputation as a cultural centre of national and international importance, as efforts to promote new and existing cultural attractions draw increasing numbers of visitors from home and abroad. The success of the Design Museum and the opening of a new cinema will have kick-started a revitalisation of the western end with new shops, cafes and businesses choosing to locate there. New and improved cultural and retail uses will have contributed to a distinctive character for the area.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and potential opportunities

- Public Open Space
- Designated Shopping Centre
- Borough boundary
- Site Allocation
- CAZ boundary
- Main routes
- Potential for new links
- Improve pedestrian/cycle links
- Potential for public realm improvements
- Significant buildings
11.12.1 Introduction

11.12.1.1 Kensington High Street runs from east to west through the centre of the borough and was historically the main highway to the west of England. It is the focus of the local community providing public and community services such as the town hall, library, post office, pharmacies and banks as well as attracting visitors from outside the borough. The centre and surrounding side streets offer a wide range of cafes, bars and restaurants these make an important contribution to the vitality of the area.

11.12.2 Context

- Kensington’s High Street is an important shopping and leisure destination, it is the focus of the local community providing public and community services such as the town hall, library, post office, pharmacies and banks and attracts visitors from outside the borough. The centre and surrounding side streets offer a wide range of shops, cafes, bars and restaurants these make an important contribution to the vitality of the area.
- Kensington High Street is designated as a major centre in the London Plan. It has been one of London’s top retail streets for the last 100 years and like many town centres Kensington High Street has seen significant retail change. Once the biggest concentration of department stores outside Oxford Street, these have now been replaced by more mainstream chain stores leaving an impressive architectural legacy within the High Street. A unique cluster of bespoke travel agents and outdoor leisure shops has developed and the world’s largest Whole Foods Market opened in 2007. The side streets provide valued lower cost retail and Kensington Church Street retains a cluster of antique shops. Part of the centre’s strength is that it serves the day-to-day needs of local residents.
- Kensington High Street is the borough’s largest town centre office location providing a range of accommodation from drop-in desk space and small offices above shops to large footplate offices in the former department stores. The music industry and newspaper journalism have focused on this location. Approximately 14,000 people work in the area.
- Kensington High Street is an important cultural centre. Bookended by Kensington Gardens and Holland Park it features attractions such as Kensington Palace, Leighton House, Linley Sambourne House, Opera Holland Park and the Design Museum, which will open in November 2016. The Design Museum expects to attract more than 600,000 visitors a year, while Kensington Palace attracts c.400,000 visits a year.
- There are a number of hotels on and around Kensington High Street accommodating the many visitors that make an important contribution to the vitality and viability of the area.
- Kensington High Street is a public transport interchange but the underground station does not have step free access.
- Kensington High Street is a wide roadway that has benefited from comprehensive public realm improvements that have gained international acclaim. However, north-south cycling movements across Kensington High Street are not easy to make.
- Residential accommodation on the upper floors, particularly within the mansion blocks on the north side of the High Street, help to support the leisure and entertainment uses in the area and contribute to the activity within the street, especially at night.

11.12.3 Principles (Overarching Aims)

- Build on the existing Enhance the retail strengths of the centre’s primary shopping frontages on the south side between the Barker’s building and corner of Wrights Lane.
- Improve High Street Kensington underground station.
- Support and promote the cultural attractions and history of the area to residents and visitors.
- Support development that helps forge a distinctive identity for the High Street.
- Encourage new offices in the area to grow the media industry cluster.
- Encourage new and extend existing offices in the area, including those that would grow the media industry cluster.
- Support proposals that contribute to a design-led renaissance at the western end of the High Street.
- Reduce street clutter on and around Kensington High Street while seeking ways to improve wayfinding by other means including the use of technology.
- Improve wayfinding to nearby attractions and areas of interest.
- Improve local air quality.

11.12.4 Priorities (Objectives and actions to deliver the aims)

- Investigate ways to encourage landowners within the High Street to work together in collaboration with the Council, residents and businesses to develop a coherent vision for improving the High Street as a whole.
- Ensure any proposals to redevelop High Street Kensington Station Arcade or adjacent buildings investigate opportunities to secure improved station facilities and deliver step-free access at High Street. Kensington Station while also protecting the townscape and the retail offer.
- Investigate options to bring forward development on the vacant site at the corner of Pembroke Place and Earl’s Court Road (26-30 Earl’s Court Road).
- Redevelop Lancer Square, Heythrop College campus and the former Odeon Cinema and Post Office site, sorting office.
- Enhance the streetscape in Kensington High Street between Edwardes Square and Warwick Gardens.
- Improve shopfronts and access to numbers 1-35b Kensington High Street (odd) and public realm at the eastern end of the High Street.
- Enhance public spaces in and around the High Street including in front of the former Odeon Cinema, the former Vestry Hall, the spaces off Kensington Church Walk, in front of St Mary Abbots and within Lancer Square.
- Pedestrian improvements to the junction with Kensington Church Street.
- Provide crossings in the central and eastern sections of the street.
- Provide new signage for the Design Museum and Kensington Palace.
- Improve wayfinding and promote walking and public transport links between High Street Kensington and South Kensington/Exhibition Road.
- Seek ways to minimise building and road traffic air pollution from new development.

11.12.5 Delivery

- The Council will work in partnership with the Design Museum, Kensington Palace the area’s other cultural attractions, businesses and residents to deliver its Cultural Placemaking Strategy in Kensington High Street. It will ensure that residents, visitors and workers are aware of the cultural and leisure facilities available and an integrated programme of events and activities is provided.
- As part of the Cultural Placemaking Strategy, the Council will also develop a community, visitor and business engagement plan, and a volunteering and outreach programme.
- The Council will work with Transport for London to deliver step-free access to the underground station platforms, supported through section 106 agreements and CIL.
- Where re-development proposals come forward on sites on or adjacent to High Street Kensington Station, which provide a rare chance to improve access to the station.
platforms below, the Council will take every opportunity, in collaboration with TfL and the landowner, to fund and deliver step free access and improve station facilities during the course of that scheme, supported through section 106 agreements and CIL.

- Working with local communities Neighbourhood CIL could be targeted at improving signage and enhancing public spaces around Kensington High Street.
- The Kensington Business Forum, originally established by the Council, brings businesses in the area together to deliver local initiatives.
- The former Odeon Cinema and Post Office sorting office site has planning permission to provide new homes, social and community facilities, workspace and new high quality cinema facilities, whilst also retaining the historic façade onto Kensington High Street.
- Heythrop College, part of London University, closes in 2018 and the Council has produced planning guidance setting out the parameters for redevelopment of this site.
- The Council will coordinate enforcement activity to ensure that a joined up approach is taken to streetscape improvement.
- The Council will encourage developers to adopt low emission technology and innovative energy measures to maximise sustainability and minimise air quality impact of development.

11.12.6 References

11.12.6.1 The Council and other bodies have produced the following documents that are relevant to the area:

- Royal Borough of Kensington and Chelsea (RBKC), Heythrop College Supplementary Planning Document (SPD), 2016
- RBKC, Kensington Court Conservation Area Appraisal, 2016
- RBKC, Kensington Conservation Area Proposals Statement, to be revised 2017
- RBKC, Kensington Palace Conservation Area Proposals Statement, to be revised 2017
- Edwardes Square, Scarsdale and Abingdon Conservation Area Proposal Statement, to be revised in 2017
- Futurecity and BOP Consulting, Cultural Placemaking in the Royal Borough of Kensington and Chelsea, 2012
- RBKC, Air Quality and Climate Change Action Plan.

11.12.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website
14.1 Introduction

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

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

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

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

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

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

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

14.2 Vision

CV14 Vision for Knightsbridge in 2028
Knightsbridge will continue to enjoy its role as the Royal Borough’s national and international shopping destination and home to some of the most exclusive shopping in London. It will also continue its role as an important residential quarter and a service centre for residents in both Kensington and Chelsea and Westminster.

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

Fostering Vitality

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

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

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

Key issues and potential opportunities

See Policy CF3, Diversity of Uses within Town Centres, in the Fostering Vitality, Chapter 31.

See Corporate or Partner Actions 1, in the Fostering Vitality, Chapter 31.

See Policy CF8, Hotels, and Corporate or Partner Actions 1, in the Fostering Vitality, Chapter 31.
14.3.5 The Council does not welcome hotels in the residential areas, although more hotels may be acceptable in the shopping area.229

**Keeping Life Local**

14.3.6 The Council will support the role that the centre to the west of Harrods plays in meeting the day-to-day shopping needs of residents.230

14.3.7 Redevelopment of the multi-storey car park in Pavilion Road provides the possibility for the provision of appropriate uses to support the needs of local people, with social and community or neighbourhood facilities on the ground floor fronting onto the existing hotel service area, with residential above. This would need to be carefully designed to protect existing residential amenity.231

**An Engaging Public Realm**

14.3.8 As one of the principal routes into Central London, Brompton Road is dominated by heavy traffic. This is not conducive to an attractive shopping environment, although there are opportunities to improve crossings and reduce ‘pedestrian penning’. While the Council notes that both the volume of traffic and change in levels between each side of the road will limit the scope for significant improvements, it will encourage Transport for London to explore initiatives to improve the public realm, to re-balance pedestrian footfall between the north and south of the street and make the environment more comfortable so people are encouraged to stay and shop for longer.232

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

14.3.10 Improving pedestrian links between Knightsbridge, Hyde Park and Belgravia will also be investigated.233

14.3.11 While the high-level pavements on the north side of Brompton Road may deter pedestrians from crossing, they protect people from traffic and are home to a series of cafés with outside seating. These are valuable assets.234

14.3.12 The Council will continue to work in partnership with the City of Westminster to achieve a shared vision for the area. The possibility of implementing public realm improvements in Montpelier Street to provide space for market stalls and events will be investigated.235

**Renewing the Legacy**

14.3.13 Harrods is unique, both as a shopping experience and as a building. The Grade II* listed building visually dominates much of the northeastern part of the centre. The Council will

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229 See Policy Policy CF8, Hotels, in the Fostering Vitality, Chapter 31.
230 See Policy CK2, Local Shopping Facilities, in the Keeping Life Local, Chapter 30.
231 See Policy CK2, Local Shopping Facilities, in the Keeping Life Local, Chapter 30 and Policy CH3: Protection of Residential uses, in the Diversity of Housing, Chapter 35.
232 See Policy CR 4, Streetscape and Corporate or Partner Action 1, in the An Engaging Public Realm, Chapter 33.
233 See Policy CR 4, Streetscape and Corporate or Partner Action 1, in the An Engaging Public Realm, Chapter 33.
234 See Policy CR3, Street and Outdoor Life, in the An Engaging Public Realm, Chapter 33.
235 See Policy CR3, Street and Outdoor Life and Corporate and Partner Actions 15, in the An Engaging Public Realm, Chapter 33.
uphold its duties to protect the special architectural and historical interest of the listed building.\textsuperscript{236}

14.3.14 Most of the area is covered by conservation areas and there are numerous listed buildings reflecting the architectural quality and village character of the surrounding residential area. The Council will continue to preserve or enhance the character and appearance of these areas, building on its strong reputation in maintaining the quality of its historic environments.\textsuperscript{237}

**Better Travel Choices**

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

14.3.16 The Council will support provision of a pedestrian crossing phase for the crossing at the top of Sloane Street. The Council will also encourage Transport for London to explore initiatives for improving the walking environment and how to encourage people to walk further west along the Brompton Road.\textsuperscript{238}

**Diversity of Housing**

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

14.3.18 A diversity of housing is important and schemes which deliver additional affordable housing in the area will be welcomed, providing this is not at the expense of the vitality of the centre.\textsuperscript{239}

**Respecting Environmental Limits**

14.3.19 Brompton Road is one of the main routes into Central London and experiences a level of pollution that one would expect with the movement of so many cars. The Council will support initiatives which reflect the borough’s designation as an Air Quality Management Area to reduce this pollution.\textsuperscript{240}

**14.4 Delivery**

**Development management**

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

\footnote{236 See Policy CL2: Design Quality and Policy CL3: Heritage Assets, in the Renewing the Legacy, Chapter 34.}

\footnote{237 See Policy CL2: Design Quality and Policy CL3: Heritage Assets, in the Renewing the Legacy, Chapter 34 and CH3, Protection of Residential uses, in the Diversity of Housing, Chapter 35.}

\footnote{238 See Policy CT1, Improving Alternatives to Car Use and Corporate and Partnership Action 3, in the Better Travel Choices, Chapter 32.}

\footnote{239 See Policy CH1, Housing Targets and Policy CH2, Housing Diversity, in the Diversity of Housing, Chapter 35 and Policy CF3, Diversity of uses within Town Centres in the Fostering Vitality, Chapter 31.}

\footnote{240 See Policy CE5, Air Quality, in the Respecting Environmental Limits, Chapter 36.}
Policy CP14 Knightsbridge
The Council will ensure the continued success of Knightsbridge as the Royal Borough’s international shopping destination, and as an important residential quarter and service centre for residents, by resisting proposals which are aimed at mass tourism and supporting proposals likely to favour independent and high end retail and to maintain the area’s high residential quality of life.

Quantum of development

14.4.2 There are no strategic allocations for Knightsbridge.

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

Infrastructure needs

14.4.4 The following infrastructure\(^2\) that would help to deliver the vision for Knightsbridge has been identified: public realm improvements to rebalance pedestrian footfall between north and south sides of Brompton Road and encourage people to spend longer shopping; provision of a pedestrian crossing phase for the crossing at the top of Sloane Street.

Future plans and documents

14.4.5 The following plans and documents will be brought forward for Knightsbridge: Knightsbridge Town Centre Action Plan, identifying the priorities and timescale for actions to support the commercial vitality of the centre. This is being brought forward by the Council’s Town Centre Initiatives Manager and will not form a document within the LDF\(^3\).

Monitoring

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

1. Has Knightsbridge retained its position as an International Centre and home to some of the most exclusive shopping in London?
2. Has Knightsbridge retained its identity as an important residential quarter and a service centre for residents?
3. Has the ground floor of the Park Tower Hotel been redeveloped for retail use?
4. Has retail use of the block behind Knightsbridge station been intensified?
5. Has Beauchamp Place regained its position as a unique part of the Knightsbridge offer?
6. Have any new hotels been developed in the shopping area?
7. Has the area been promoted to visitors?
8. Has the multi-storey car park in Pavilion Road been redeveloped?

\(^2\) See Infrastructure Schedule, Chapter 37.
\(^3\) See Corporate or Partner Action 1, in the Fostering Vitality, Chapter 31.
9. Has Transport for London explored initiatives to improve the public realm on Brompton Road?
10. Have streetscape improvements to Hans Crescent and the junction of Hans Road and Basil Street been implemented?
11. Have improvements to pedestrian links between Knightsbridge, Hyde Park and Belgravia been investigated?
12. Has the Council, working in partnership with the City of Westminster, achieved a shared vision for the area and has the opportunity for improvements to Montpelier Street been investigated?
13. Has a pedestrian crossing phase been introduced for the crossing at the top of Sloane Street?
14. Have Transport for London explored initiatives for improving the walking environment and encouraging people to walk further west along Brompton Road?

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

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

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

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

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

Statue of Cardinal John Newman outside the Brompton Oratory
Harrods, Knightsbridge
CV1213 Vision for Knightsbridge in 2028

By 2028, Knightsbridge will have maintained its role as one of London’s most exclusive national and international shopping destinations, drawing visitors from across the world. It will also continue its role as an important residential quarter and a service centre for residents in both Kensington and Chelsea and Westminster. These two functions will exist together harmoniously and the public realm will have been improved to reflect both roles.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and opportunities
12.13.1 Introduction

Knightsbridge is the borough’s largest town centre. While most of the centre lies within Kensington and Chelsea, it straddles the boundary with the City of Westminster.

12.13.2 Context

- Knightsbridge is designated an international shopping centre in the London Plan. This reflects the concentration of flagship stores of many international fashion houses and department stores, most notably Harrods, which is the single largest tourist-visitor attraction in the borough, and Harvey Nichols.
- The centre is part of London’s Central Activities Zone (CAZ) reflecting how the world-class shops and hotels in Knightsbridge contribute to London’s role as a world city.
- All of the major footfall generators are located on the south side of Brompton Road. This, along with the barrier presented by heavy traffic along Brompton Road, and a significant change in level across the road west of Harrods, combines to make this a one-sided shopping street.
- The area experiences very heavy traffic flows and high levels of air pollution as it is one of London’s main arterial Red Routes.
- The centre is surrounded by residential streets. The proximity of residential streets means there can be a conflict between the local and the international role of the centre, particularly in relation to the night time economy. Residents are concerned about disturbance from late night activities at bars, restaurants and cafes.
- The needs of local residents tend to be served by the shops in the western part of the centre, west of Beauchamp Place Harrods.
- Many public realm improvements have been made in the area including to the junction of Hans Road and Basil Street. Hans Crescent has been pedestrianised and provides a new underground station entrance improving the experience of arriving in Knightsbridge.
- Pavilion Road Car Park has been identified as a development opportunity and a planning application has been received granted for extra care residential development.

12.13.3 Principles (Overarching Aims)

- Protect the international reputation of Knightsbridge town centre.
- Reduce traffic domination of the area and improve local air pollution quality.
- Improve links and wayfinding between Knightsbridge, Hyde Park and the cultural and educational institutions on Exhibition Road Museums.
- Preserve residential amenity.

12.13.4 Priorities (Objectives and actions to deliver the aims)

- Provide step free access to Knightsbridge Tube station.
- Improve signage and wayfinding without introducing unnecessary street clutter.
- Enhance the streetscape from Knightsbridge to Sloane Square and investigate further streetscape improvements, particularly for Beauchamp Place and to Brompton Cross.
- Retain a social and community use in the former fire station, which was vacated in 2014.
- Expand retail provision in the north part of Pavilion Road near Basil Street.
- Seek ways to minimise building and road traffic air pollution emissions from new development.
12.13.5 Delivery

- The building above the western tube station entrance on Sloane Street has been the subject of a planning application that will widen the pavement on the southern side of Brompton Road.
- The Council is investigating the potential to deliver streetscape improvements in Sloane Street.
- The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

12.13.6 References

12.13.6.1 The Council and other bodies have produced the following documents that are relevant to the Knightsbridge area:

- Royal Borough of Kensington and Chelsea (RBKC), Hans Town Conservation Area Proposal Statement, to be revised 2017
- Knightsbridge Neighbourhood Forum, Draft Knightsbridge Neighbourhood Plan (within City of Westminster)
- The Royal Borough of Kensington and Chelsea, Air Quality and Climate Change Action Plan 2016
- Royal Borough of Kensington and Chelsea (RBKC), Shopfront Design Guidelines Supplementary Planning Document 2011

12.13.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
12.1 Introduction

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

12.1.2 South Kensington receives 12 million visitors a year, with the museums being by far the largest free attraction in the capital. In addition to the museums, Imperial College has a student population of over 13,000 and employs over 6,000 staff. Most visitors travel to the area by public transport and (unless they use the underground tunnel access) have to find their way with little direction, and negotiate the very heavy traffic of the Cromwell Road, to reach the museums. The area is now a victim of its own success as the number of visitors at peak school holiday times fills the pavements beyond capacity. The Council is implementing a plan to transform Exhibition Road to overcome these issues.

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

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

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

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

12.2 Vision

**CV12 Vision for South Kensington in 2028**
Prince Albert’s vision of a wide range of worldclass institutions connecting the science and art of the past, present and future will have been taken forward to reflect how our interpretation of culture is ever richer, embracing more of our everyday lives – entertainment, eating and drinking, and even shopping. South Kensington will continue to develop across this spectrum of cultural activity to remain a local, national and internationally-significant destination. The spirit of social-connectivity, so powerfully expressed in the soon to be completed public realm of Exhibition Road, will be
developed throughout South Kensington through innovative public realm proposals, generous public spaces, unique retailing and cultural experiences. All the facilities developed for residents and visitors alike will be connected to create an inspiring, memorable and thoroughly contemporary re-evocation of the original Victorian vision.

12.3 Priorities for action

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

An Engaging Public Realm

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

Key issues and potential opportunities

See Corporate and Partnership Action 13, in the An Engaging Public Realm, Chapter 33.
12.3.3 The area outside the Natural History Museum next to Exhibition Road and Cromwell Road is used as an event space. However, it needs better management so that its primary purpose remains a publicly accessible open space providing essential ‘breathing space’ for visitors. The Natural History Museum is preparing a Grounds Strategy that will set out a long term vision and management plan to review the use of this area and the wider museum grounds. Any use of this space must respect the setting of the Grade I Listed Natural History Museum. Additional locations for temporary exhibitions need to be found.\(^{244}\)

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

**Renewing the Legacy**

12.3.5 The Council will designate this area as the South Kensington Strategic Cultural Area and, working with the City of Westminster, will look to extend the area to include the Royal Albert Hall. The Council will also investigate designation of the area as a World Heritage Site in recognition of its outstanding universal value as a visitor destination and as the first ‘designed’ cultural area. All development in this area should respect views, skylines, vistas and the precinct character of the Grade I listed museum buildings.\(^{245}\)

**Fostering Vitality**

12.3.6 Imperial College is located within both the Royal Borough of Kensington and Chelsea and the City of Westminster. It is an institution which creates both jobs and economic growth. People working and studying at the university are important for creating vitality and sustaining the viability of local shops and services in the borough.

12.3.7 The Council recognises there is an opportunity to develop further the retail/restaurant/café precinct around South Kensington Station to serve the needs of visitors and residents. Some of the cafés and shops already have an international feel and this is a strength that could be built upon.\(^{246}\)

12.3.8 South Kensington Estates is seeking to improve the Thurloe Street/Thurloe Place triangle. The Council will work with the Estate to provide high quality convenience and restaurant uses.\(^{247}\)

**Better Travel Choices**

12.3.9 The Council recognises South Kensington station requires modernisation to cope with the huge numbers of visitors, students and workers who use it daily. The station is Grade II Listed, but within this conservation constraint an appropriate and sympathetically-designed development could be introduced at and over the station. This must include provision of step-free access and improvements to the pedestrian tunnel to the museums would also be desirable.\(^{248}\) This development could include the reintroduction of retail units

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\(^{244}\) See Policy CR3, Street and Outdoor Life, Policy CR5, Parks, Gardens, Open Spaces and Waterways and Corporate and Partnership Action 14, in the An Engaging Public Realm, Chapter 33.

\(^{245}\) See Policy CF9, South Kensington Strategic Cultural Area, in the Fostering Vitality, Chapter 31 and Corporate and Partner Action 10, in the An Engaging Public Realm, Chapter 33.

\(^{246}\) See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31.

\(^{247}\) See Policy CF3, Diversity of uses within Town Centres and Corporate and Partnership Action 4, in the Fostering Vitality, Chapter 31.

\(^{248}\) See Policy CT1, Improving Alternatives to Car Use and Corporate and Partner Action 1, in the Better Travel Choices, Chapter 32.
along the north side of Pelham Street that would encourage footfall towards the design led retail offer at Brompton Cross and further on to Knightsbridge. The Council will also support the conversion of offices to retail at ground floor level on the north side of Pelham Street. Any development must complement neighbouring buildings and not dominate them.  

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

Keeping Life Local  

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

Diversity of Housing  

12.3.12 The area surrounding the Exhibition Road institutions is residential in character. There is also residential use over the shops in the area around the London Underground Station. Balancing residential amenity and the issues associated with the large volume of visitors is not straightforward. Residential development (excluding student accommodation) between Queen’s Gate and Exhibition Road north of Cromwell Road is not considered appropriate. The Council supports Imperial College and acknowledges the need for students to have accommodation close to its facilities.  

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

Respecting Environmental Limits  

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

12.4 Delivery  

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249 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31.  
250 See Corporate and Partnership Action 10, in the An Engaging Public Realm, Chapter 33.  
252 See Policy CL5, Amenity, in the Renewing the Legacy, Chapter 34.  
253 See Policy CH1, Housing Targets, Policy CH2, Housing Diversity in the Diversity of Housing, Chapter 35 and Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31.  
254 See Policy CE5, Air Quality, in the Respecting Environmental Limits, Chapter 36.
Development management

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

Policy CP12 South Kensington

The Council will ensure the continued success of South Kensington as a premier public cultural destination, and as a local shopping centre, by securing good quality public open spaces and step-free access at South Kensington station to cater for the very large number of visitors the area receives, and supporting proposals to uplift the quality of the retail offer, especially proposals likely to favour local and niche markets.

Quantum of development

12.4.2 There are no strategic allocations for South Kensington.

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

Infrastructure needs

12.4.4 The following infrastructure[^1] that would help to deliver the vision for South Kensington has been identified:

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

Future plans and documents

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

Monitoring

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

[^1]: See Infrastructure Schedule in Section 2C, Chapter 37
1. Has South Kensington retained its position as a local, national and internationally significant destination?
2. Has the Exhibition Road project been delivered?
3. Has the Natural History Museum’s Grounds Strategy resolved the use of the museum’s grounds for events and temporary exhibitions?
4. Has the post office building been redeveloped?
5. Has the former Iranian Embassy site been redeveloped?
6. Has South Kensington station been redeveloped?
7. Have ground floor offices on the north side of Pelham Street been converted to retail?
8. Has the South Kensington public transport network been promoted to tourists?
9. Has the Bute Street market been supported by the Council and has the opportunity to host occasional week-day markets been investigated?

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

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

12.4.9 **Quantum of development:** This will be monitored through policy CP1—additional criteria are not required.

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

12.4.11 **Future plans and documents:** Progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
**CV1314 Vision for South Kensington in 2028**

South Kensington will maintain two distinct identities: a cultural destination and a residential neighbourhood of distinction. The South Kensington Strategic Cultural Area will remain a world-class premier public cultural quarter destination – the home of science, arts, education and inspiration, while the South Kensington District Centre will continue to provide valued local facilities and services, and a district town centre, recognising that on occasions Reconciling these two roles will can be challenging but a balance will have been struck.

All the great institutions have, or are developing, alternative sites and the Council will act to ensure they continue to regard the South Kensington Strategic Cultural Area as their natural 'home' in order to protect and enhance this extraordinary cluster of institutions.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)
Key issues and opportunities
13.14 Introduction

13.14.1 South Kensington is located in the centre of the borough and extends into the City of Westminster to the north. It forms the principal cultural focal point in the borough with thousands of visitors arriving every day to visit the museums, work and study in the area. However, it is also a residential quarter with valued local facilities and services.

13.14.2 Context

- Originally the vision of Prince Albert, Queen Victoria's husband, the land was purchased with part of the proceeds of the Great Exhibition of 1851. ‘Albertopolis’ became the world’s first designed cultural and educational destination and has been the blueprint for all subsequent centres of this kind.
- Straddling the border with the City of Westminster it is home to three international museums; the Victoria and Albert Museum, the Natural History Museum and the Science Museum, education institutions such as Imperial College, and the Royal Colleges of Art and Music and cultural institutions such as the Polish Club, Goethe Institute and Ismaili Centre. The museums have expanded their visitor numbers considerably in the last decade and now receive 12 million visitors a year, and Imperial College has a student population of over 13,000 and employs over 6,000 staff.
- Recognising the area’s role in defining London as a world city it is included within the Central Activities Zone and designated as the South Kensington Museum Complex / Royal Albert Hall Strategic Cultural Area in the London Plan.
- South Kensington hosts a diverse range of land uses in addition to the large scale cultural and educational institutions and is a valued and established creative district. There are a number of office uses, largely characterised by smaller premises on the upper floors of commercial properties. The area also features numerous hotels, embassies and consulates and a concentration of French institutions, including the Consulate and the French Lycée, that serve the significant number of French citizens living in London.
- The retail area south of Cromwell Road has many small shops, Christies’ auction rooms and Bute Street Farmers’ Market that give it a village character much valued by local residents. However, there is concern among residents that too many eateries are forcing out local shops. There is a cluster of shops focusing on interior design, fashion and galleries in Brompton Road and Brompton Cross that have synergies with the Victoria and Albert Museum.
- The surrounding residential area includes some of the best Georgian architecture in the borough. The buildings around Pelham Place, Pelham Crescent, Thurloe Square and Alexander Square are listed, as are many of the houses in the surrounding streets. South Kensington Station, the station arcade and the pedestrian tunnel are also listed.
- High quality public realm improvements to the ‘spine’ of the cultural quarter Exhibition Road and Thurloe Street have shown the way in contemporary urban design and greatly improved the experience for users, ease of movement and the setting for the area’s world-class cultural institutions.
- South Kensington underground station acts as a gateway to the area but fails to provide an appropriate sense of arrival for a major cultural destination. The station now struggles to accommodate the number of passengers using it daily. It lacks step-free access and the listed pedestrian tunnels to the museums are in need of refurbishment.

13.14.3 Principles (Overarching Aims)

- Ensure that the South Kensington District centre strikes the right balance between meeting the needs of both residents and visitors to the Cultural Quarter
• **Improve the approaches and create a better sense of arrival to South Kensington to reflect its status as a world-class cultural destination.**

• **Support the strategic cultural quarter as a place for high-quality, innovative and inspiring events, installations and activities.**

• **Support the cultural and educational institutions within the South Kensington Strategic Cultural Area to adapt and change to provide the facilities and accommodation that will enable them to continue to compete internationally.**

• **Maintain a high quality public realm to ensure the area is accessible and attractive to residents, visitors, students and workers.**

• **Maintain the function of South Kensington as a district centre and continue to support the Saturday Farmers’ Market in Bute Street, local town centre.**

• **Preserve the residential and historic character of the area.**

• **Improve local air quality.**

### 13.4 Priorities (Objectives and actions to deliver the aims)

• **Ensure the day-to-day shopping needs of the local residents continue to be met by the South Kensington District Centre.**
  - Protect and increase the retail offer (class A1) as part of the South Kensington Station improvements and protect A1 shop use in Thurloe Street.
  - Protect any new retail units from amalgamation into larger units, where control exists.

• **Improve facilities at South Kensington Station to provide a better sense of arrival.**
  - Provide step-free access to all platforms and the pedestrian tunnel at South Kensington Station.
  - Restore the listed station arcade and the block to the south of Thurloe Street, retaining or reinstating the historic shop fronts and entrances to the flats above.
  - Reduce traffic congestion around South Kensington Station.
  - Refurbish the pedestrian tunnels linking the station and the museums.

• **Improve the public realm.**
  - Improve the Yalta Memorial Garden.
  - Re-landscape the entrance to Museum Lane from Exhibition Road area.
  - Improve walking routes and signage to and from Old Brompton Road, Gloucester Road, King’s Road, Knightsbridge and High Street Kensington.

• **Improve access and entrances to the museums’ facilities, access and entrances.**
  - Provide better way-marking and tourist information.
  - Provide a new public square within the Natural History Museum grounds at Cromwell Road/Exhibition Road.
  - Enhance sense of place through high-quality, innovative and inspiring events, installations and activities relevant to the Strategic Cultural Area.
  - Encourage the museums to increase their catering offer as an ancillary use not at the expense of their cultural mission.

• **Deliver new cycling Quietways.**

• **Seek ways to minimise building and road traffic air pollution emissions from new development.**

### 13.5 Delivery

• **The Council will develop cultural place-making initiatives to promote the institutions to visitors and residents, installing public art and ensuring an integrated planning policy approach with Westminster City Council.**

• **The Council will investigate the possibilities for the installation of temporary exhibitions by the museums and other institutions within the South Kensington Cultural Quarter.**
• Transport for London are progressing proposals to upgrade the station including new escalators to the Piccadilly Line and providing step free access. Planning applications are likely to be submitted from 2017.
• The Council will work with Transport for London and local institutions to deliver improvements to the pedestrian tunnel.
• The Council is working with Transport for London to improve the flow of traffic on south side of South Kensington station and make crossing easier for pedestrians by changing the signal arrangements.
• The Council will work with the institutions to achieve a suitable balance reconciling the institutions’ need to promote themselves and draw attention to particular exhibitions or sponsors by using their exterior facades and the need to conserve preserve or enhance the character and appearance of the conservation areas and the setting of the listed buildings.
• The V&A and the Natural History Museum are improving access to their sites by building new entrances onto Exhibition Road.
• South Kensington will be at the heart of the Council’s Cycle Quietway programme, with routes to the south, west and north.
• The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

13.14.6 References

13.14.6.1 The Council and other bodies have produced the following documents that are relevant to this place:

• Royal Borough of Kensington and Chelsea (RBKC), Thurloe Estate and Smith’s Charity Conservation Area Appraisal, 2016
• RBKC, Queen’s Gate Conservation Area Proposal Statement, to be revised in 2017
• Futurecity and BOP Consulting, Cultural Placemaking in the Royal Borough of Kensington and Chelsea, 2012
• RBKC, Shopfront Design Guidelines Supplementary Planning Document 2011
• Knightsbridge Neighbourhood Forum, Draft Knightsbridge Neighbourhood Plan (within City of Westminster)
• RBKC, Air Quality and Climate Change Action Plan 2016
• RBKC, Future Use of Exhibition Road Key Decision report 2011.

13.14.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
13 14.7 Site Context

13 14.7.1 The site occupies a prominent location in South Kensington. It has excellent public transport accessibility and is close to institutions of national and international importance.

13 14.7.2 The site sits on the corner of Harrington Road and Queen’s Gate to the north and west, Reece Mews to the east; the southern site boundary is bordered by the Church of St Augustine which is listed grade II*. It was previously occupied by a stuccoed terrace on Queen’s Gate; fire damage in the late 1980s led to the building being demolished. The site is currently used a car park with access from Harrington Road adjacent to the entrance to Reece Mews.

13 14.7.3 The townscape of Queen's Gate characterised by grand stuccoed terraces with prevailing building heights around the site are of five and six storeys, the site now presents a gap in this otherwise uniform townscape. The site has remained undeveloped and has been used as a temporary car park for a number of years. The Council is keen to see this prime South Kensington site redeveloped to provide much needed housing in the borough.
Site Allocation

Policy CA11
Harrington Road

A residential-led development which could include some commercial floorspace

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

Land use
a. a minimum of 50 residential units;

Principles
b. active street frontages to Harrington Road and Queen’s Gate;
c. an appropriate setting for the adjacent listed St Augustine’s Church;
d. development that positively contributes to the character and appearance of the Queen’s Gate Conservation Area;
e. development of a scale and density that is appropriate to its surroundings;

Infrastructure and Planning Obligations Contributions
f. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council’s Regulation 123 List and other relevant Local Plan policies and SPDs.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

Site Information

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<tbody>
<tr>
<td>Site Address</td>
<td>117A Queen's Gate, 39-49 Harrington Road and 2 Reece Mews, LONDON SW7</td>
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<tr>
<td>Ward</td>
<td>Courtfield</td>
</tr>
<tr>
<td>Site Area</td>
<td>0.21 Ha</td>
</tr>
<tr>
<td>Site Owners</td>
<td>The Government of the Islamic Republic of Iran</td>
</tr>
<tr>
<td>Current Uses</td>
<td>Temporary use a car park (75 spaces)</td>
</tr>
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</table>

Planning History

Use as a car park
The site was acquired in 1974 by the then Iranian Government, now the Government of the Islamic Republic of Iran, the current owner. The site has been used as a public car park since as early as 1985. A more permanent redevelopment scheme has always remained the ultimate long term intention for the site. Between 1985 and 1994, nine temporary permissions were granted for the use of the application site as a public car park for 45-50 cars; with this use ceasing in 1996. The site remained vacant from 1996 until 2000 at which time the site resumed use as a car park without planning consent. Planning permission was granted at appeal for the temporary use of the site as a car park in November 2001 (PP/00/00639). Since then, the temporary planning permission has been renewed seven times, most recently in September 2016 (PP/16/04254). The Council has continued to grant planning permission for the temporary use of the site as a car park due to a lack of progress with proposals for the long term redevelopment of the site.
Iranian Embassy and Cultural Centre
Planning permissions for redevelopment proposals by the owners were granted in 1975, 1982, 1991 and 2000. A material start was made on the 1991 permission for 33 flats, a diplomatic/cultural centre and a basement car park for 34 cars served off Harrington Road and this permission remains extant. All others have lapsed including the 2000 permission for a cultural centre, 20 flats and car parking.
The most recent application (PP/10/00153) proposed the ‘erection of new building comprising basement, ground and five upper floors for use as an embassy and cultural exhibition centre for the Islamic Republic of Iran in London’. This was registered on 26 May 2010. the application was withdrawn by the Council on 27 December 2012.

<table>
<thead>
<tr>
<th>Delivery agencies</th>
<th>Private developers/site owners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery milestones</td>
<td>Not known</td>
</tr>
<tr>
<td>Funding arrangements</td>
<td>Private investment</td>
</tr>
<tr>
<td>Site Constraints</td>
<td>• The western part on the site lies within the Queen’s Gate Conservation Area</td>
</tr>
<tr>
<td></td>
<td>• The Grade II* listed Church of St Augustine lies directly south of and adjacent to the site</td>
</tr>
<tr>
<td></td>
<td>• A Flood Risk Assessment is not required to support any future planning application. However, the site should assess the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates</td>
</tr>
<tr>
<td>Risks</td>
<td>The site is not brought forward for development</td>
</tr>
</tbody>
</table>
Chapter 13—Brompton Cross

13.1 Introduction

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

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

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

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

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

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

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

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

13.2 Vision

CV13 Vision for Brompton Cross in 2028
Brompton Cross will remain a high quality specialist boutique retail centre with international appeal and will have a stronger sense of identity as a place. The centre will be enhanced by development which reflects its high quality character and it will have benefited from improved pedestrian links to...
South Kensington Underground Station, the Museums, and Knightsbridge. The return of long-term vacant retail units to retail use will have been achieved. The hospitals to the west, which provide health care and medical research of both national and international significance will have been maintained and improved.

13.3 Priorities for action

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

Fostering Vitality

13.3.2 The Council will support the specialist boutique designer retail offer within the centre, particularly small-sized units. The existing gastronomic uses will also be protected\textsuperscript{256}.

Key issues and potential opportunities

\begin{center}
\includegraphics[width=\textwidth]{diagram.png}
\end{center}

13.3.3 The Council will look to accommodate retail growth within the existing Brompton Cross centre. Where necessary, the Council will look to expand the centre to include sites currently abutting or very close to the existing retail area, such as the Clearings and telephone exchange sites in Draycott Avenue, the London Underground Offices and the

\textsuperscript{256} See Policy CF1, Location of New Shop Uses, Policy CF2, Retail Development within Town Centres, Policy CF3, Diversity of uses within Town Centre, Policy CF5, Location of Business Uses, CF9, South Kensington Strategic Cultural Area, in the Fostering Vitality, Chapter 31.
land along the underground cutting in Pelham Street. These sites have the potential for retail use at street level.\footnote{See Policy CF5, Location of Business Uses, in the Fostering Vitality, Chapter 31.}

**Renewing the Legacy**

13.3.4 The Michelin building is, in many ways, why Brompton Cross is so special. While ‘only’ Grade II listed, it is of great local significance, and establishes the sense of identity for Brompton Cross. Pelham Crescent is listed Grade II*, and contains a crescent shaped garden square that adds to the quality public realm of the area.\footnote{See Corporate and Partnership Action 3, in the Renewing the Legacy, Chapter 34. See also Policy CL1, Context and Character, Policy CL2: Design Quality, Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34.}

13.3.5 By contrast, Elden House which sits next to the Michelin building, is an example of poor 1970s ‘standard’ design. Its replacement with a building more appropriate to its context would be welcome.\footnote{See Corporate and Partnership Action 1, in the Engaging Public Realm, Chapter 33. See also Policy CR2, Threedimensional Street Form, Policy CR4, Streetscape, in the Engaging Public Realm, Chapter 33.}

13.3.6 To the south, the housing development at Ixworth Place may hold greater historic value than currently acknowledged. Its conservation status will be investigated.\footnote{See Corporate and Partnership Action 1, in the Better Travel Choices, Chapter 32.}

**An Engaging Public Realm**

13.3.7 While significant improvements have been made to the public realm in the area, the Council will continue to investigate improvements, particularly to pedestrian environment at the road junctions. There may also be further scope for sculptural features given the width of the roads.\footnote{See Policy CT1, Improving alternatives to car use, in the Better Travel Choices, Chapter 32.}

**Better Travel Choices**

13.3.8 The Council will work with land owners and Transport for London to improve pedestrian links along Pelham Street to South Kensington Underground Station. This will also be considered as part of the redevelopment of the station.\footnote{See Policy CK1, Social and Community Uses, Policy CK2, Local Shopping Facilities, Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities in the Keeping Life Local, Chapter 30.}

**Keeping Life Local**

13.3.9 The Council will seek to deliver a food store on the Clearings site, which will better provide for the day-to-day needs of local people.\footnote{See Policy CH2, Housing Diversity in Diversity of Housing, Chapter 35.}

13.3.10 The hospitals in the area, including The Royal Marsden and Royal Brompton Hospitals, will be supported as they provide both a local as well as a national and international health care function.\footnote{See Policy CH2, Housing Diversity in Diversity of Housing, Chapter 35.}

**Diversity of Housing**

13.3.11 The Council will protect existing residential uses above shops along Brompton Cross, and encourage further residential uses of upper floors to ensure the local housing needs are met where this is not at the expense of existing town centre uses.\footnote{See Policy CH2, Housing Diversity in Diversity of Housing, Chapter 35.}
Respecting Environmental Limits

13.3.12 The air quality is poor due to the high volume of traffic on Fulham Road and other main roads in the area. The Council will support initiatives set out in the Air Quality Action Plan and encourage proposals to reduce exposure to air pollution and where possible improve air quality.

13.4 Delivery

Development management

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

Policy CP13 Brompton Cross

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

Quantum of development

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

Infrastructure needs

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

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

Future plans and documents

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

Monitoring

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264 See Corporate and Partnership Action 16, in the Respecting Environmental Limits, Chapter 36.
265 See Policy CE1, Climate Change, Policy CE5, Air Quality, in the Respecting Environmental Limits Chapter 36.
266 The Council’s infrastructure requirements are set out in the Infrastructure Schedule in Chapter 37 of this Local Plan.
13.4.5 **The vision:** The focus of monitoring for Brompton Cross must be the extent to which the vision has, or has not, been achieved. The following output indicators will be used to monitor the vision.

1. The number of independent or small-scale retailers within the town centre.
2. The number of shopfront improvements carried out.
3. Are the hospitals still thriving international healthcare institutions?
4. Has there been any development or redevelopment of the ground floor units along Pelham Street?
5. Has there been any redevelopment of the telephone exchange, Elden House or The Clearings?
6. The number of schemes to improve existing pedestrian links to South Kensington Underground Station, the Museums and Knightsbridge.
7. The number of long-term vacant units within the town centre.
8. Given the width of the road, has the opportunity for further sculptural features been taken?

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

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

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

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

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

**Michelin Building**
Chapter 15

King’s Road/Sloane Square/King’s Road [previously Chapter 15]

15.1 Introduction

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

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

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

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

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

15.1.6 The King’s Road contains many restaurants, cafés, pubs and bars which contribute to area’s character, to its diversity and to its vitality. The Council does however recognise that the concentration of these uses within the centre, and not allowing their spread into the residential areas adjoining the centre, are important factors in ensuring that the amenity of the surrounding residential areas is protected. The Council also recognises
that a 'critical mass' of shops required to attract visitors into the King's Road must be maintained.

Blue Bird Restaurant

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

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

15.2 Vision

CV15 Vision for King’s Road/Sloane Square in 2028
The King’s Road will not simply be like any other ‘successful’ high street. It will remain one of London’s most iconic and vibrant shopping streets, containing a lively and diverse mix of shops, restaurants, and world-class cultural attractions. It will remain a place where one can shop in both independent boutiques and multiples; a place to enjoy, to promenade, a place which meets the day-to-day needs of our residents; and a place to experience some of the best theatre, concert and gallery events that London has to offer.

15.3 Priorities for actions

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

Fostering Vitality

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

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

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

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

15.3.6 The King’s Road is not surrounded by empty sites suitable for new retail development. Indeed one of the strengths of the centre, something which gives it a distinct character, is the high-quality terraces of houses which surround it. The Council will therefore look to accommodate as much of this additional shopping floorspace as possible within the King’s Road (East) and (West) centres. This is likely to take the form of re-development of some sites, the reoccupation of vacant units and by the extension of shopping floorspace into basements and upper floors. The Sloane Square Underground Station site is the exception in that it is a significant site within the centres that has been identified as having the potential for re-development.

15.3.7 The majority of extensions are, however, likely to be small in scale, and the Council recognises that it may be necessary to expand the centre to include sites currently abutting or very close to the existing retail area. The Council has identified 250 King’s Road (Blocks A and B); the Sydney Street car park; the Chelsea Farmers’ Market; 125-155 Sydney Street, and the office building 102 Sydney Street as edge-of-centre sites which have the potential to include a significant amount of retail use at street level. Some supporting town centres uses may also be suitable.

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

15.3.9 The Council has not yet been able to assess the impact that the opening of the Saatchi Gallery in autumn 2008 has had upon the King’s Road. The Council does however

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267 See Corporate and Partnership Action 1, in the Fostering Vitality, Chapter 31.
268 See Corporate and Partnership Action 2, in the Fostering Vitality, Chapter 31.
269 s106 Planning Obligations may be used to help mitigate the specific impact of a development where it would generate additional needs e.g. on community infrastructure. Standard charges are calculations and measurements of the level of contribution likely to be sought by a local planning authority towards infrastructure necessitated by new development. The Government has encouraged the use of formulae and standard charges, and pooling of contributions, where appropriate.
270 See Policy CF2, Retail Development within Town Centres, in the Fostering Vitality, Chapter 31
272 See Policy CF1, Location of New Shop Uses within Town Centres, in the Fostering Vitality, Chapter 31
273 See Policy CF5, Location of Business Uses, in the Fostering Vitality, Chapter 31.
recognise that the many thousands of visitors could affect the character of the retail offer. This will be closely monitored. The Council believes new cultural institutions will add to the richness and vitality of the centre.

Better Travel Choices

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

15.3.11—The Council will work with Transport for London and Crossrail Ltd to establish new underground stations on the King’s Road as part of the planned Crossrail 2 (Chelsea-Hackney line). The Council would support the principle of a new interchange in the existing Sloane Square Underground Station as well as new stations near the Chelsea Old Town Hall, and near, or at, Imperial Wharf. These stations would not be expected to open until after 2025. These stations would improve public transport accessibility to the Fulham Road area as well as helping draw visitors west along the King’s Road. The Council does however recognise that the provision of new stations/interchanges on the Chelsea-Hackney line would have significant impacts upon the King’s Road and surrounding residential areas. These impacts would need to be fully understood and found acceptable before any new stations were agreed.

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

Keeping Life Local

15.3.13—In common with many of the borough’s other higher order centres, the King’s Road plays an important role in serving the day-to-day shopping needs of the residents of the area. The Council will support initiatives intended to maintain a variety of shops and other services which help meet these needs. In particular the Council will support the provision of a new bank in the western part of the King’s Road, as well as a GP’s Surgery. Given their need, these uses may be appropriate within the primary as well as secondary frontages of the centre.

15.3.14—The Council recognises the particular role that the Chelsea Old Town Hall facilities (including the library and assembly rooms) and the sports centre play in allowing community life in Chelsea to flourish.

An Engaging Public Realm

15.3.15—The King’s Road offers a high-quality, laid back, street environment. However, if the town centre is to remain one of London’s key shopping areas, the enhancement and maintenance of the public realm is essential. Public realm is, however, about more than just streetscape; it is about maintaining the existing contrast of the bustling commercial street with the quiet green spaces or residential squares leading directly from it. Any

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274 See Corporate and Partnership Action 2, in the Better Travel Choices, Chapter 32.
275 See Policy CT2, New and Enhanced Rail Infrastructure, in the Better Travel Choices, Chapter 32.
276 See Policy CF3, Diversity of Uses within Town Centres in the Fostering Vitality, Chapter 31.
development in and around the King's Road should support this balance and build upon the King's Road's ambiance as a place to promenade.\textsuperscript{222}

\textbf{Renewing the Legacy}

15.3.16—Any development within the King's Road must recognise both the quality of its buildings, and the distinct relationship that the main shopping street has to its surroundings. Exceptional architectural and design quality is expected as it will assist the King's Road in remaining the iconic street that it is.\textsuperscript{228}

\textbf{Diversity of Housing}

15.3.17—The Council supports initiatives to bring vacant properties above shops back into residential use, where this is not at the expense of existing town centre uses. This supports both the vitality of the King's Road by maintaining activity after the shops close and helps diversify the borough's housing stock.\textsuperscript{229} Two teaching hospitals lie within, or close to, the area, the Chelsea and Westminster and the Royal Brompton. The Council, therefore, recognises that it must consider the housing needs of the associated key workers and students.

\textbf{Respecting Environmental Limits}

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

15.4——Changes to the town centre boundary

15.4.1——The boundaries of the King's Road (East) and (West) centres largely follow those shown within the 2002 Unitary Development Plan. The boundary has been amended to include the 'town centre use' developments that have taken place since the designation of the centres—namely at the Duke of York's, Symons Street/Pavilion Road and College House/Lightfoot Hall. The boundaries are shown on the extracts to the Proposals Map.

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

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

\textsuperscript{222} See Policy CR3, Street and Outdoor Life, Policy CR4, Streetscape, and Policy CR5 Parks, Gardens, Open Spaces and Waterways, in the An Engaging Public Realm, Chapter 33
\textsuperscript{228} See Policy CL2: Design Quality in the Renewing the Legacy, Chapter 34
\textsuperscript{229} See Corporate and Partnership Action 3, in the Diversity of Housing, Chapter 35.
15.4.4 The Chelsea Old Town Hall and Chelsea Sports Centre have been included as secondary retail frontages of the King's Road (East) Major Centre, as they are civic uses which significantly contribute to the non-shop draw of the centre.

15.5 Delivery

Development management

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

Policy CP15 King's Road/Sloane Square

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

Quantum of development

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

Infrastructure needs

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

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

Future plans and documents

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

Monitoring

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

1. Have the number of independent boutiques increased within the centre?
2. Where suitable schemes have come forward, have any affordable shops been provided?

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280 See Infrastructure Schedule in Section 2C, Chapter 37.

264
3. Have any new stations been provided within the centre as part of the planned Crossrail 2 (Chelsea-Hackney Line)?

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

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

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

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

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

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

15.5.10 **Future plans and documents**: progress on the preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year.
CV14 15 Vision for Sloane Square/King’s Road in 2028

The rich iconic brand and history of King’s Road will have been consolidated to ensure it remains one of London’s most vibrant shopping streets, containing a lively and diverse mix of shops, restaurants, and world-class cultural attractions. It will continue to be a place where one can shop in both independent boutiques and chain stores; a place to enjoy, to promenade, a place which meets the day-to-day needs of local people; and a place to experience some of the best theatre, concert, museum and gallery events that London has to offer. Work will have commenced on a new Crossrail 2 station that will provide Chelsea with extra underground capacity that will be required in this part of the network, help to maintain the vitality and viability of the area’s businesses, reduce traffic congestion along the King’s Road and improve air quality.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
14.15.1 Introduction

14.15.1.1 Located in the south of the borough, the King’s Road is one of the London’s most vibrant shopping centres. It has evolved since its renown in the sixties, but is still an iconic and valued destination.

14.15.2 Context

- In the London Plan the King’s Road is divided into two closely-related linear shopping areas: King’s Road (East) Major Centre and King’s Road (West) District Centre. The two centres are separated by a short break in the retail frontage between Sydney Street and Old Church Street on the north side and Oakley Street and Glebe Place on the south side.
- King’s Road (East) Major Centre is anchored by Peter Jones department store at Sloane Square and the Duke of York Square development. This part of the King’s Road is characterised by upmarket international chains and multiple retailers.
- The King’s Road (West) District Centre is different in character, containing a healthy mix of specialist retailers, including a significant furniture and design element and local shops serving the needs of local residents. The District Centre is poorly served by public transport, as many bus routes peel off north and south, up Sydney Street and down Beaufort Street. Pedestrian footfall is therefore significantly lower in King’s Road (West).
- King’s Road is not simply a shopping area but has a vibrant cultural offer with attractions such as the Royal Court, Cadogan Hall, (home of the Royal Philharmonic Orchestra), the Saatchi Gallery, Chelsea Hospital (home of the Chelsea Pensioners and the annual Chelsea Flower Show), the National Army Museum and Chelsea Physic Garden and two cinemas.
- The King’s Road has many restaurants, cafés, pubs and bars which contribute to area’s character.
- Two teaching hospitals lie within the area, the Chelsea and Westminster and the Royal Brompton. The Royal Brompton Hospital with the Royal Marsden and the Institute of Cancer Research form an internationally recognised centre of excellence in the treatment of heart and lung disease.

14.15.3 Principles (Overarching Aims)

- Maintain King’s Road’s distinctive character in the face of a changing retail environment and a changing local catchment by supporting the function of the two town centres.
- Improve the public transport accessibility of the King’s Road to boost the viability of King’s Road (West) District Centre by increasing pedestrian footfall towards the western end, whilst also reducing travel times for residents, tourists and workers to and from the King’s Road.
- Support medical institutions to modernise and meet the needs of their patients to ensure that the King’s Road remains a recognised centre for medical research and treatment.
- Protect the amenity of the surrounding residential area.
- Maintain a high quality public realm.
- Improve local air quality.

14.15.4 Priorities (Objectives and actions to deliver the aims)

- Support the delivery of a Crossrail 2 station.
• Modernise the Royal Brompton Hospital through redevelopment of the main hospital site.
• Develop the Chelsea Farmers' Market site for mixed use including replacement retail to help facilitate links between King’s Road (East) and King’s Road (West) centres, and create a new public square.
• Support cultural place-making initiatives to increase awareness of the King’s Road’s unique history, atmosphere and attractions among visitors and residents.
• Refurbish Sloane Square Tube station.
• Redevelop Thamesbrook Nursing Home as an extra care centre.
• Seek ways to minimise building and road traffic air pollution from new development.

14.15.5 Delivery

• Transport for London has safeguarded the Crossrail 2 route through Chelsea and will bring forward a Crossrail 2 Bill to obtain powers to build the line. The earliest date for submission of the Bill to Parliament is 2017. Construction could not start until the early 2020s and a King’s Road Crossrail 2 station would open in the early 2030s could not open before 2030.
• The Council will work with important landowners in the area and key institutions to meet the priorities for the King’s Road.
• Transport for London will complete refurbishment of Sloane Square Station in 2017.
• The Council will encourage developers to adopt low emission technology and innovative energy measures to maximise sustainability and minimise air quality impact of development.

14.15.6 References

14.15.6.1 The Council and other bodies have produced the following documents:

• Royal Borough of Kensington and Chelsea (RBKC), Chelsea Conservation Area Appraisal, 2016
• RBKC, Royal Hospital Conservation Area Appraisal, 2016
• RBKC, Sloane Square Conservation Area Proposal Statement, to be revised 2017
• RBKC, Cheyne Conservation Area Proposal Statement, to be revised 2017
• RBKC, Chelsea Park/Carlyle Conservation Area Proposal Statement, to be revised 2017
• Historic England, Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal, 2016
• RBKC, Air Quality and Climate Change Action Plan, 2016
• RBKC, Shopfront Design Guidelines Supplementary Planning Document 2011

14.15.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
14.7 Site Context

14.7.1 This site lies on Sydney Street, a busy street connecting the King’s Road and Fulham Road. The site is situated close to the junction with the King’s Road and is well located for public amenity and transport hubs, as well as sports, leisure and retail facilities.

14.7.2 The site forms part of a large urban block defined on two of its edges by Sydney Street and Britten Street. The site is surrounded by conservation areas, though is not located within one itself. Dovehouse Green, an ancient burial ground, adjoins the southwest boundary.

14.7.3 The site itself is occupied by a collection of chalets and kiosks containing a variety of small shops, cafes and restaurants to the south. The northern part is occupied by a garden centre and includes a covered showroom facing onto Sydney Street and the area behind 117-123 Sydney Street which has a frontage on Britten Street.

14.7.4 The Royal Brompton & Harefield NHS Foundation Trust are seeking to redevelop this site to provide a high quality residential-led development.
Site Allocation

Policy CA12
Chelsea Farmers’ Market

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

Land use
a. a minimum of 50 residential units;
b. retail units at ground level facing 151 Sydney Street;
c. the creation of a new public square facing 151 Sydney Street and linking to Dovehouse Green;

Principles
d. residential-led mixed use development;
e. provision of active retail frontages facing onto the new public square;

Infrastructure and Planning Obligations Contributions
f. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council’s Regulation 123 List and other relevant Local Plan policies and SPDs;
g. provision of a new public square.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
### Site Information

<table>
<thead>
<tr>
<th><strong>Site Address</strong></th>
<th>Chelsea Farmers Market, 125 Sydney St, Chelsea, London SW3 6NR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ward</strong></td>
<td>Stanley</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>0.56 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>Royal Brompton &amp; Harefield NHS Foundation Trust</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Classes A1 (Retail) and A3 (Food and Drink).</td>
</tr>
</tbody>
</table>

### Planning History

- Planning permission was originally granted for the use of the site as a Farmers’ Market and Garden Centre in 1986 for a limited period. This has been renewed on 5 separate occasions.
- In March 2005 planning permission (PP/05/00023) was granted for the replacement of two single storey retail units in similar style, construction and materials to existing units.
- Two retrospective planning applications were submitted in April 2016 for the continued use of the Chelsea Farmers’ Market (PP/16/02375) and Chelsea Gardner (PP/16/02377) for a further period of 5 years up until 2021. Permission was granted for application PP/16/02375 on 27/07/2016 and PP/16/02377 on 25/08/2016.

### Delivery

<table>
<thead>
<tr>
<th><strong>Delivery agencies</strong></th>
<th>Unknown – private developers</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery milestones</strong></td>
<td>Delivery is dependent on Crossrail 2</td>
</tr>
<tr>
<td><strong>Funding arrangements</strong></td>
<td>Private investment</td>
</tr>
</tbody>
</table>

### Site Constraints

- The Grade I listed St Luke’s church is adjacent to the site
- Dovehouse Green is an ancient burial ground adjacent to the site
- Part of the site is within the Royal Hospital Conservation Area, and it is surrounded by the Chelsea, Chelsea Park/Carlyle and Cheyne Conservation Areas
- The Strategic View of St Paul’s Cathedral (King Henry VIII’s Mound to St Paul’s Cathedral) runs through the site
- A Flood Risk Assessment is not required to support any future planning application. However, the site should assess the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.
- The site is covered by a Crossrail 2 safeguarding direction requiring the Council to consult Transport for London on any planning applications.

### Risks

- The site has been identified as a construction site for Crossrail 2
Chapter 16—Notting Hill Gate [moved into new Chapter 161]

16.1 Introduction

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

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

16.1.3 The centre has always had a retail function, although it has struggled to find its identity against strong competition from the high-quality local shops along Holland Park Avenue and the wider Notting Hill retail offer. The centre benefits from a good mix of uses, including retail throughout, a valued Saturday Farmers’ Market, offices in Newcombe House, Astley House and United House, residential units in Campden Hill Towers and cultural uses, including two cinemas and a theatre. There are also currently some educational uses in the upper floors of David Game House. The Notting Hill Gate library is located a fair distance to the north of the centre, along Pembridge Road, and it may benefit from better integration within the centre.

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

16.1.5 Many of the buildings that received planning permission in 1957–58 are tired and unattractive. Other buildings like the Coronet Cinema are of a noticeable architectural quality, but have not been well maintained. There is a variety of architectural styles, building heights and no consistency to the street frontage with many blank walls along the street. There are two tower blocks: Newcombe House, a 12 storey office block, and Campden Hill Towers, an 18 storey residential block. Their architectural form, together with that of United House, Hobson House, Astley House and David Game House, negatively impact on the character of Notting Hill Gate and the wider area. Newcombe House is identified as an ‘eyesore’ in the Local Plan. The shopfronts are also generally of poor quality, with few helping to create a distinctive identity.

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

16.1.7 Notting Hill Gate has excellent public transport accessibility, with many bus routes and the Central, Circle and District lines, providing an important public transport interchange. The centre is within Public Transport Accessibility Level (PTAL) 6a, as shown on the PTAL map in Chapter 32. It also has very high traffic volumes. There is guard railing down the central reservation, stopping pedestrians from crossing and making it feel like a dual

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281 See Policy CL2: Design Quality, in the Renewing the Legacy, Chapter 34.
carriageway. Pedestrian movement is further frustrated by the location of the station entrances within the pavement reducing pedestrian space, the lack of pedestrian crossings, and a general proliferation of street clutter.

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

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

16.1.10 Many of the issues facing Notting Hill Gate will need to be resolved through close working between the Council, landowners and other interested stakeholders, which may or may not be conducted through the planning process.
Key issues and Potential opportunities
16.1.11 There are no strategic site allocations within Notting Hill Gate place contained in the Local Plan.

16.2 Vision

CV16 Vision for Notting Hill Gate in 2028
Notting Hill Gate will be significantly strengthened as a District Shopping Centre, with improved shops and restaurants that reflect the needs of the local catchment. Boutiques and premium-quality retailers will become a feature of the area, as they are in Kensington Church Street and Pembridge Road. The centre will continue to be a major office location. Notting Hill has a long-standing reputation for arts and culture; Notting Hill Gate will capitalise on this in developing the arts and cultural offer. The street will become more pedestrian friendly, with improved crossing facilities, fewer barriers, less street clutter, reduced vehicle impacts and station entrances relocated within buildings. All development will be of the most exceptional design and architectural quality, creating a
16.3 Priorities for actions

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

Fostering Vitality

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

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

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

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

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

Renewing the Legacy

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282 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31.
283 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31.
284 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality, Chapter 31 and See Corporate and Partnership Action No.11, in the Fostering Vitality, Chapter 31.
285 See Policy CF5, Location of Business Uses, in the Fostering Vitality, Chapter 31.
286 See Policy CF7, Arts and Cultural Uses, in the Fostering Vitality, Chapter 31.
287 See Policy CF8, Hotels, in the Fostering Vitality, Chapter 31.
288 See Policy CF2, Retail Development within Town Centres, in the Fostering Vitality, Chapter 31.
16.3.7 Redevelopment within Notting Hill Gate presents the Council with the opportunity to correct the mistakes of the postwar period, and create a new distinctive identity of lasting value to future generations.²²³

16.3.8 Exceptional architectural and design quality will complement a significantly strengthened revitalised retail offer, drawing on innovative and modern approaches to create ‘iconic’ buildings and open space. Iconic does not necessarily mean tall, as Barkers in Kensington High Street demonstrates. Building heights will need to respect the character and appearance of adjoining conservation areas.²²⁴ The Council will work closely with land owners to bring this about²²⁵.

16.3.9 As an eyesore, the Council will adopt flexible planning standards to bring about the redevelopment of Newcombe House as a catalyst for the regeneration of the wider area²²⁶.

16.3.10 The Council will encourage the refurbishment of the Georgian properties along the northeastern side of Notting Hill Gate, and explore opportunities to improve their Victorian shopfronts and/or create wider pavements²²⁷.

16.3.11 The Council will also seek the full restoration of the Grade II listed Coronet Cinema²²⁸.

16.3.12 Applications for development proposals within the Site of Archaeological Importance are advised to have pre-application discussions with the Greater London Authority Advisory Service (GLAAS)²²⁹.

An Engaging Public Realm and Better Travel Choices

16.3.13 Improving the pedestrian environment by reducing vehicle dominance is a priority for Notting Hill Gate.²³⁰ A comprehensive package of proposals to reconfigure and update the public realm to the highest standards is needed, which will also contribute to creating an ‘iconic’ identity for the area.

16.3.14 The pedestrian environment may be significantly enhanced through the removal of street clutter, including the central guard railings; the relocation of the station entrances; narrowing vehicle lanes; widening pavements and central reservations; providing more informal and formal crossing facilities; improving wayfinding to Portobello Road; and a significantly improved or possibly relocated open space²³¹.

16.3.15 To significantly increase pavement capacity, the Council will work with partners to explore the relocation of the station entrances so they no longer block the pavements and provide a separate exit for visitors to Portobello Road²³². This will be achieved through

²²³ See Policy CL1, Context and Character, in the Renewing the Legacy, Chapter 34.
²²⁴ See Policy CL1, Context and Character and Policy CL2, Design Quality, in the Renewing the Legacy, Chapter 34 and the draft Building Heights Supplementary Planning Document and the Notting Hill-Gate District Centre Framework, 2009.
²²⁵ See Corporate and Partnership Actions No.1 and 9, in the Renewing the Legacy, Chapter 34.
²²⁶ See Policy CL2, Design Quality, in the Renewing the Legacy, Chapter 34.
²²⁷ See Policy CL2, Design Quality and Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34.
²²⁸ See Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34.
²²⁹ See Policy CL4, Heritage Assets, in the Renewing the Legacy, Chapter 34.
³³⁰ See Policy CT1, Improving Alternatives to Car Use, in the Better Travel Choices, Chapter 32.
³³¹ See Policy CT1, Improving Alternatives to Car Use, in the Better Travel Choices, Chapter 32; Policy CR2, Three-Dimensional Street Form and CR4, Streetscape, in the An Engaging Public Realm, Chapter 33.
³³² See Policy CR4, Streetscape, in the An Engaging Public Realm, Chapter 33.
contributions received from major development\textsuperscript{299} and working in partnership with London Underground and Transport for London\textsuperscript{300}.

Keeping Life Local

16.3.16—Notting Hill Gate will be enhanced and significantly improved as a District Centre for local people\textsuperscript{301}. Provision of a new food store could encourage greater local use of the centre, although servicing must be satisfactorily resolved\textsuperscript{302}. The Council will also support the relocation of the Notting Hill Gate library to a site within the centre, possibly on the first or second floor level overlooking a new or improved public space\textsuperscript{303}.

Diversity of Housing

16.3.17—Town centre living can improve the vibrancy and vitality of retail centres. The Council will protect the existing residential provision in Notting Hill Gate. There is also some opportunity for new residential uses on the upper floors above commercial floorspace\textsuperscript{304}.

16.3.18—The Council also acknowledges that refurbishment is the only viable option for improving Campden Hill Towers\textsuperscript{305}.

Respecting Environmental Limits

16.3.19—The Council will encourage proposals and design solutions which improve air quality and reduce noise along Notting Hill Gate\textsuperscript{306}. Major redevelopment of the centre will also offer an opportunity for a low pollution strategy and district heat and energy source, which will be especially efficient as energy loads can be shared between the mix of uses. This district heat source might be located in the basement of Newcombe House\textsuperscript{307}. The Council will also encourage the planting of street trees and living roofs, which will seek to meet the green infrastructure requirements in the centre.

16.4—Delivery

Development management

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

Policy CP16 Notting Hill Gate

The Council will require development to strengthen Notting Hill Gate’s role as a District Centre by supporting high trip generating uses; improving retail and restaurant provision including some

\textsuperscript{299} See Policy C1, Infrastructure Planning and Delivery Obligations, in the Policies and Actions, Chapter 29.
\textsuperscript{300} See Corporate and Partnership Action No.1, in the An Engaging Public Realm, Chapter 33.
\textsuperscript{301} See Policy CK2, Local Shopping Facilities, in Keeping Life Local, Chapter 30.
\textsuperscript{302} See Policy CF1, Location of New Shop Uses, in Keeping Life Local, Chapter 30.
\textsuperscript{303} See Policy CK1, Social and Community Uses, in Keeping Life Local, Chapter 30.
\textsuperscript{304} See Policy CH3, Protection of Residential Uses, in the Diversity of Housing, Chapter 35.
\textsuperscript{305} See Policy C12, Design Quality, in the Renewing the Legacy, Chapter 34.
\textsuperscript{306} See Policy CE5, Air Quality and CE6, Noise and Vibration, in the Respecting Environmental Limits, Chapter 36.
\textsuperscript{307} See Policy CE1, Climate Change and Corporate and Partnership Actions 4 and 5, in the Respecting Environmental Limits, Chapter 36.
anchor retail to serve the local catchment; and deliver new distinctive identity through high quality architecture and design of the public realm. The Council will also resist development which prejudices opportunities for wider regeneration of the area and compromises delivery of the vision.

Quantum of development

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

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

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

Infrastructure needs

16.4.5 The following infrastructure\(^{308}\) is specifically required to deliver the vision for Notting Hill Gate: creation of enhanced pedestrian links to Portobello Road Special District Centre through good design, legibility and clear wayfinding; improved pedestrian flows through the relocation of the Tube entrances; the provision of affordable shops to enhance Notting Hill Gate as a District Shopping Centre; the provision of a CCHP network, or similar, to deliver cooling, heat and energy in an environmentally-friendly way; green infrastructure in the form of street trees and living roofs/walls.

Future plans and documents

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

Monitoring

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

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

\(^{308}\) The Council's infrastructure requirements are set out in the Infrastructure Schedule in Chapter 37 of this Local Plan.
16.4.8 The priorities for action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.

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

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

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

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

17.1 Introduction

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

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

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

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

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

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

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

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

17.2 Vision

<table>
<thead>
<tr>
<th>CV17 Vision for Fulham Road in 2028</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fulham Road will continue to be a centre providing for the daily needs of local people, while also offering a variety of high quality specialist shopping. The proportion of food and drink uses, together with their hours of operation, will be carefully managed to ensure a complimentary environment with the retail uses and surrounding residential area. The appearance of the centre will be enhanced through improvements to shop fronts. Pedestrian and cycle links to the north and south will be improved. The Council will support the hospital’s role in contributing to the centre’s vitality.</td>
</tr>
</tbody>
</table>

208 The London Plan sets out a hierarchy/classification of centres across London, there are 160 district centres within London
17.3 — Priorities for action

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

Keeping Life Local

17.3.2 Fulham Road Town Centre provides local shops and community services, such as health care to local residents, workers and students. The Council recognises the importance of this district centre in catering for local needs and will work towards reinvigorating these facilities and services. The Council acknowledges the contribution that the Chelsea and Westminster Hospital plays in delivering health care, to both local and Londonwide residents alike.\(^{210}\)

An Engaging Public Realm

17.3.3 The Council will continue to maintain the public realm to a very high standard. The Council will also work in partnership with the hospital to bring about significant improvements along Fulham Road by continuing to encourage the removal of street clutter.\(^{211}\)

Key Issues and Potential Opportunities

\(^{210}\) See Policy CK1, Social and Community Uses, in the Keeping Life Local, Chapter 30 and Policy CF7, Arts and Cultural Uses, in the Fostering Vitality, Chapter 31.

\(^{211}\) See Corporate and Partnership Action 1, in the An Engaging Public Realm, Chapter 33.
17.3.4 The Brompton Cemetery is located at the western end of Fulham Road. Investigations have been made regarding the possible transfer of the management of Brompton Cemetery to the Council. The cemetery is the resting place for a large number of well known writers, explorers, musicians and scientists. Better use of this space for passive recreational purposes will be explored while still protecting the historic character of the cemetery.\(^{312}\)

**Better Travel Choices**

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

17.3.6 The Council will work with Transport for London and Crossrail Ltd to establish a new Underground station on the King’s Road as part of the planned Chelsea-Hackney line.\(^{313}\) The Chelsea-Hackney line is not expected to be open before 2025. The planned station near the Chelsea Old Town Hall in the King’s Road will improve public transport accessibility to the Fulham Road area. Improved pedestrian links to train and underground stations will be encouraged.\(^{314}\)

**Fostering Vitality**

17.3.7 The existing retail and restaurant offer contributes to the character of the centre. This must be balanced against the primary function of the centre to provide for local residents’ shopping needs and with the amenity of the surrounding residential areas. The proportion of food and drink uses, together with their hours of operation, will be carefully managed to ensure that residential amenity is maintained.\(^{315}\) Assessing food and drink uses will be done individually and cumulatively.

**Renewing the Legacy**

17.3.8 The Council will encourage uptake of shopfront improvement grants throughout the centre.\(^{316}\)

**Diversity of Housing**

17.3.9 The Council will protect existing residential uses above shops along Fulham Road, and encourage further residential uses of upper floors, where this is not at the expense of existing town centre uses.\(^{317}\)

**Respecting Environmental Limits**

17.3.10 Air quality, from the volume of traffic, is a particular concern. The Council will support initiatives set out in the Air Quality Action Plan and will encourage proposals and design solutions which improve air quality through low emission strategies.\(^{318}\) There is also the

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\(^{312}\) See Policy CR2, Three-dimensional Street Form; Policy CR3, Street and Outdoor Life; Policy CR4, Streetscape, in the An Engaging Public Realm, Chapter 33.

\(^{313}\) See Corporate and Partnership Action 1, in the Better Travel Choices, Chapter 32.

\(^{314}\) See Policy CT1, Improving alternatives to car use, in the Better Travel Choices, Chapter 32.

\(^{315}\) See Policy CF1, Location of New Shop Uses; Policy CF2, Retail Development within Town Centres; Policy CF3, Diversity of Uses within Town Centres; Policy CF5, Location of Business Uses, in the Fostering Vitality, Chapter 31.

\(^{316}\) See Policy CL1, Context and Character; Policy CL2, Design Quality to existing buildings; Policy CL4, Heritage Assets in Renewing the Legacy, Chapter 34.

\(^{317}\) See Policy CH2, Housing Diversity, in the Diversity of Housing, Chapter 35.

\(^{318}\) See Corporate and Partnership Action 16, in the Respecting Environmental Limits, Chapter 36.
potential for a green link to be created through the Brompton Cemetery to the King’s Road\textsuperscript{119}.

17.4 Delivery

Development management

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

Policy CP17 Fulham Road

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

Quantum of development

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

Infrastructure needs

17.4.3 The following infrastructure\textsuperscript{320} is specifically required to deliver the vision for Fulham Road: improvements to shop fronts; new pedestrian and cycle links in Brompton Cemetery.

Future plans and documents

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

Monitoring

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

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

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

17.4.7 Development management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the vision that can be controlled through

\textsuperscript{119} See Policy CE1, Climate Change; Policy CE5, Air Quality; Policy CE6, Noise and Vibration, in the Respecting Environmental Limits, Chapter 36.

\textsuperscript{320} The Council’s infrastructure requirements are set out in the Infrastructure Schedule in Chapter 37 of this Local Plan.
development are accorded due weight—it is thus the vision rather than the policy that should be the focus of monitoring.

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

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

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

*The Brompton Hospital, Fulham*
Section 2 Delivery Strategy

Chapter 19 Strategic Sites Allocations [moved into Places Chapters]

19.1 Introduction

19.1.1 [Moved to paragraph 4.6.1]
19.1.2 [Moved to paragraph 4.6.2]
19.1.3 [Moved to paragraph 4.6.3]

[Table moved to Chapter 4 and combined with Places table]

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<td>No strategic sites</td>
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<td>18</td>
<td>Lots Road / World’s End</td>
<td>No strategic sites</td>
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Chapter 20—Kensal Gasworks [moved into Chapter 5]
(sites north and south of the railway)

20.1 Introduction

20.1.1 There are eight sites (including the canal towpath) which make up the Kensal gas works site. Seven of these sites lie to the north of the railway: the west site (the current gas holders site itself), the central site (currently vacant), the east site (Sainsbury’s supermarket), Canalside House, the Water Tower, the Boathouse Centre and the canal towpath. To the south of the railway lies the south site (the North Pole railway depot). These sites have been combined into a single strategic site due to their regeneration potential.

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

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

20.1.4 Kensal gas works is located in the Kensal Place, Chapter 5. Particular attention is drawn to the vision for Kensal (section 5.2), and the Priorities for Action (section 5.3), which consider the wider Kensal area beyond this specific strategic site allocation. In the Priorities for Action section, the actions are set out under the heading of the Strategic
Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Kensal: Respecting Environmental Limits, Better Travel Choices, Diversity of Housing, Keeping Life Local, An Engaging Public Realm, Renewing the Legacy and Fostering Vitality. Why this site is of strategic significance to the borough.

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

20.1.6 — A new Crossrail station, which will provide a high speed link to the West End, The City and Canary Wharf will dramatically enhance accessibility and create the opportunity to develop homes and jobs.

20.2 — Allocation

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

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

20.2.3 — While a Crossrail station in Kensal is not provided for by the Crossrail Act, the railway tracks have been ‘plain lined’ to allow for a station to be built in this location. Further work is currently being undertaken but there would seem to be no technical reasons why this cannot be achieved. It is most likely to provide the ‘turnback’ facility which is currently planned for Paddington New Yard. This could be provided at Kensal, allowing simultaneous use as a station. Any additional costs incurred in this would fall to the developers of the site.

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

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

20.2.6 — Improved connections over both the railway lines and the canal which currently isolate the site will be necessary to knit the site into its surrounding context, aid permeability, create

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221 The revised London Plan was published for consultation on 12th October 2009
222 Kensal Canalside Pre-feasibility Study, 2009
223 London Plan Map 2A.3
a legible street network and make best use of the site’s assets and open spaces. A responsive public realm around the canal-side will be necessary as high quality spaces can help stimulate healthy and more engaged communities324. This should also utilise the invaluable and unique resource provided by the currently underused canal to attract leisure, education and business uses to provide an vibrant and responsive canalside environment.

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

20.2.8 On-site waste treatment facilities will be required as part of the development to handle waste arising from the new uses of the site (this could include recycling facilities and anaerobic digestion). This facilities will help towards the borough’s waste apportionment figure set out in the London Plan. Development must also achieve a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car use.

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

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

20.2.11 The development has the potential to become an exemplar of sustainable urban development and is encouraged in the Prefeasibility Study325 which states that development should balance social benefit and economic value without environmental harm to bring benefit to all. Central to this will be a Combined Cooling, Heating and Power (CCHP) plant or similar to serve the new development with the potential to form part of a wider network in future. To ensure a truly environmentally responsive redevelopment, use of sustainable building materials and techniques are also required. Borough Grade I and II Sites of Nature Conservation Importance and identified green corridors exist on site, notably along the railway and by the canal. Development should therefore be carefully managed. Ways to create biodiversity should also be considered.

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

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

324 Planning Policy Guidance 17: Planning for open space, sport and recreation
325 Kevin Murray Associates, 2009
Policy CA1 Kensal Gasworks
Allocation for Kensal Gasworks
The Council allocates development on the site to deliver, in terms of:

Land use allocation:

a. upwards of:
   i. 2,500 new dwellings;
   ii. 10,000 sq.m of new offices;
   iii. 2,000 sq.m of new non-residential floorspace, including social and community and local shopping facilities;

b. a Crossrail station, subject to approval by Crossrail Limited;

c. the relocation and reprovision of the existing Sainsbury’s supermarket in a location which provides a better relationship with Ladbroke Grove;

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

e. the provision of on-site waste management facilities to deal with the development’s waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);

Principles:

f. a high-density development with a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car dependency and ownership;

g. improved infrastructure including new pedestrian and cycling links, new roads which connect the site into its surrounding context and other public transport links, including improved connections over both the railway lines and the canal;

h. a usable, vibrant and responsive public realm around a mixed-use canalside which as well as residential, attracts leisure, education and business uses;

i. the improvement and relocation of the facilities currently provided by Canalside House and the Boathouse Centre on-site if relocation of these facilities is required to achieve a comprehensive redevelopment along the canalside and Ladbroke Grove;

j. the retention of the area west of the gas holders for the provision of electricity infrastructure. Part of this site may also be required for a gas pressure reduction station, replacing the gas holders. Any buildings must be of a high architectural standard and in keeping with the overall redevelopment of the site;

k. the ongoing access to the memorial site of the victims of the Paddington rail disaster through a redevelopment which will maintain its dignity;

Infrastructure and planning obligations:

l. a Crossrail station (subject to agreement in principle and detail with Crossrail Limited);

m. social and community uses (including health, education and police);

n. affordable housing;

o. construction and maintenance of bridges over the canal and railway;

p. improvements to Little Wormwood Scrubs and Kensal Green Cemetery (subject to access through the cemetery and linking bridge over the canal);

q. improved transport infrastructure including better bus links and new roads;

r. landscaping and amenity improvements to the Grand Union Canal;

s. other contributions as set out in the Planning Obligations SPD and the site specific SPD.

20.3 Delivery milestones

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

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

Related site specific supplementary planning documents or Area Action Plans planned or prepared

20.3.2 A supplementary planning document for the site will be produced.

Delivery agencies

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

Projected delivery milestones

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

2009: Scope planning framework and enter into planning performance agreement with landowners
2009-2011: Prepare and adopt planning framework

20.3.5 Phase 1 (central and eastern sites, the Boathouse Centre, Canalside House and the water tower):

2010-2011: Assess and grant planning permission (eastern and central sites)
2011/2012: Commence work on site
2017: Crossrail open and phase complete

20.3.6 Phase 2 (southern and western sites):

2017-18: Grant planning permission for southern and western sites
2018: Decommissioning of gas holders and commencing decontamination as necessary
2019: Start work on site
2023: Phase complete

Funding arrangements

20.3.7 Primarily private development

20.4 Site information

Site address

20.4.1 The addresses for each of the sites are:

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226 See chapter 39, where contingencies are set out
227 See 20.3.4 for milestones
• Kensal Gas works, Canal Way (west site);
• The Former Kensal Green Gasworks site, Canal Way (central site)
• 2 Canal Way (east site)
• Former North Pole Railway Depot, Barlby Road with the site extending into the
  London Borough of Hammersmith and Fulham (south site)
• 383 Ladbroke Grove (Canalside House)
• 1-16 Canal Close (The Boathouse Centre)
• The Water Tower, Canal Close

Wards

20.4.2 Golborne and St Charles

Site area

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

Site owners

20.4.4 The current site owners are:

• Western site - National Grid
• Central site - Ballymore
• Purple hatched area within the Central site (illustrated on the Site Plan) - Network Rail
• Eastern site - Sainsbury’s
• Southern site - British Rail Board (Residuary)
• Canalside House - Royal Borough of Kensington and Chelsea
• The Boathouse Centre - Royal Borough of Kensington and Chelsea
• Water tower - private ownership
• Canal and towpath - British Waterways

Current uses

20.4.5 The current uses of the site are:

• Western site - gas storage holders
• Central site - vacant brownfield land
• Eastern site - Sainsbury’s retail
• North Pole Depot - vacant, former North Pole Depot rail maintenance depot
• Canalside House - office and community space
• The Boathouse Centre - residential and community and sports facilities
• The Water tower - redundant

Existing permissions

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

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

Kensal Gasworks site from the Grand Union Canal
21.1 Introduction

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

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

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

Why the site is of strategic importance to the borough
21.1.4 The site is of strategic importance to the borough because of its size and the disruption that will be caused to local residents of the estate and to the surrounding area. In addition it will reconnect Portobello Road to Ladbroke Grove at the Barlby Road junction. This will make a significant improvement to pedestrian movement along Portobello Road, stimulating the northern end of Portobello Road and its market, and also helping Golborne Road and its market. Outline planning permission was granted on 30 March 2010 with all details submitted for phase 1 and all details reserved for phase 2-5.

21.1.5 It is also the first estate renewal scheme in the borough, and because of its potential to achieve significant shift in the diversity of housing is of strategic importance.

21.2 Allocation

21.2.1 The current housing in the estate fails to meet Decent Homes standards. Kensington Housing Trust, who own the site, have expressed a strong preference to redevelop the estate, using receipts from additional private housing and a potential grant from the Homes and Communities Agency to fund the reprovision of the social rented homes. A planning application for the redevelopment of the estate was granted in March 2010, subject to there being no Direction by the Mayor of London, planning conditions and signing of the necessary s106 agreements.

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

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

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

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

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

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

21.2.8 Several other buildings, such as the Kensington and Chelsea College, are also located within the site allocation but are not programmed for redevelopment unless this is beneficial to the wider community and sufficient funding is identified.
The scale of development and the mix of uses is also a good opportunity for the provision of a Combined Cooling, Heating and Power plant, which would form the starting point of a district heat and energy network in the area.

The site passed the sequential test required in accordance with former Planning Policy Statement 25: Development and Flood Risk.
**Policy CA2 - Wornington Green**

**Allocation for Wornington Green**

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

**Land use allocation:**

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

**Principles:**

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

**Infrastructure and Planning Obligations:**

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

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**21.3 Delivery**

**Risks**
21.3.1 The following risk will need to be taken into consideration:
- Funding: Phase 1 is dependent on achieving Homes and Communities Agency (HCA) funding. Discussions are currently taking place and this is not regarded as a high risk.

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

21.3.2 The Wornington Green Supplementary Planning Document was adopted in November 2009.

Delivery agencies

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

Delivery milestones

21.3.4 The delivery milestones are:

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

Funding arrangements

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

21.4 Site Information

Site address

21.4.1 Wornington Green Estate, Wornington Road

Ward

21.4.2 Golborne

Site area

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

Site owners

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

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See chapter 39, where contingencies are set out
Current uses

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

Existing permissions

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

Wornington Green estate
Chapter 22  Land adjacent to Trellick Tower

[moved into Chapter 6]

22.1 Introduction

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

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

Why the site is of strategic importance to the borough

22.1.3 Trellick Tower is a Grade II* listed building and is an iconic historic building within the borough, which is in need of costly restoration. Its maintenance and enhancement is crucial to the Renewing the Legacy Strategic Objective of the Local Plan, and therefore the development of the surrounding land is considered vital in funding the restoration. Failure to allocate the site will result in a delay in the implementation of the restoration of Trellick Tower.
22.2 — Allocation

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

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

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

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

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

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

Policy CA3 Land Adjacent to Trellick Tower
Allocation for Land Adjacent to Trellick Tower
The Council will require development on the site to deliver, in terms of:

Land use allocation:
a. a minimum of 60 residential units to fund regeneration;
b. improvements to social and community facilities and housing;

Principles:
c. the restoration of the Grade II* listed Trellick Tower;

Infrastructure and Planning Obligations:
d. additional social and community uses, including health provision to be included as part of any redevelopment;
e. other contributions may be required, as identified in the Planning Obligations and the site specific supplementary planning documents.
It would be possible to establish a trust fund to ensure that the profits from redevelopment are reinvested in the restoration of Trellick Tower and/or other social, community and regeneration benefits.

22.3 Delivery

Risks

22.3.1 No high risks have been identified for the delivery of this site.\(^{329}\)

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

22.3.2 Brief planned for 2010

Delivery agencies

22.3.3 Royal Borough Kensington and Chelsea (RBKC) and potentially a private developer and/or registered social landlord (RSL). Possibly NHS Kensington and Chelsea if a health facility was included

Delivery milestones

22.3.4 Within the first five years of the Plan, 2010 - 2015

Funding arrangements

22.3.5 RBKC, private investment, Homes and Communities Agency

22.4 Site Information

Site Address

\(^{329}\) See chapter 39, where contingencies are set out.
22.4.1 The Land adjoining Trellick Tower, defined as the land to the rear of 7-19 Golborne Road and the land to the rear of 1-13 Edenham Way

Ward

22.4.2 Golborne

Site Area

22.4.3 The site area is 0.77 hectares (1.9 acres)

Site Owners

22.4.4 Royal Borough of Kensington and Chelsea

Current Uses

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

Existing Permissions

22.4.6 None
23.1 Introduction

23.1.1 The Kensington Leisure Centre is located in the north west of the borough, to the south of the Westway. It is located in the Latimer Place, Chapter 9. Particular attention is drawn to the Vision for Latimer (see section 9.2), and the Priorities for Action (section 9.3), which consider the wider Kensington Leisure Centre area beyond this specific strategic site allocation. In the Priorities for Action section, the allocations are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Latimer: Renewing the Legacy and An Engaging Public Realm; Diversity of Housing; Keeping Life Local; Fostering Vitality; Better Travel Choices; and Respecting Environmental Limits.

Why the site is of strategic importance to the borough

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

23.2 Allocation

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

23.2.2 The site already contains a very popular sports centre, including adult and junior swimming pools, dance and sports halls, a gym and café, ball courts and play areas which are used by the local community. The Council has yet to decide whether this sports centre should be refurbished in situ or relocated elsewhere on site to facilitate the design of the new academy. If refurbished, extensive internal remodelling would be advantageous. However, the replacement of the facility is more desirable in the long-term.

23.2.3 Any sports facilities needed by the academy will be additional to the existing sports provision. The academy would provide the external sports facilities, which will need to be made available to the community. The public and academy sports facilities could be provided next to one another and linked, making the academy facilities more easily accessible by the community out of hours and aiding the management of both facilities.

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

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

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

Policy CA4 Kensington Leisure Centre
Allocation for the Kensington Leisure Centre
The Council will require development on the site to deliver, in terms of:

Land use allocation:
- a new academy with a minimum gross internal floor area of 10,000sq.m, including its own internal sports facilities to deliver the national curriculum but excluding external sports pitches;
- a refurbished or relocated sports centre on site, with equivalent sports facilities to the existing centre, including a swimming pool and other facilities identified through a demand assessment, built in a way that is flexible for the future;
- open space in the form of external sports facilities for the school, which should be shared with the sports centre;
- a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;

Principles:
- green turf, planting and landscaping at the external sports facilities to contribute to the visual amenity of the surrounding properties;
- improvements to the legibility and permeability of the street network in the area, through a new road connecting Grenfell Road and Lancaster Road;

Infrastructure and Planning Obligations:
22.3 Delivery

Risks

23.3.1 The following risk will need to be taken into consideration: The academy will be part funded by the ‘Building Schools for the Future’.

Related site specific supplementary planning documents or Area Action Plans planned or prepared

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

Delivery agency

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

Delivery milestones

23.3.4 A bid to ‘Building Schools for the Future’ will be made shortly, with a planning application to be submitted in 2010-11. The academy is likely to be completed by 2014 and fully utilised by 2018. The extent to which the existing sports centre will be renovated or replaced will be resolved as part of the detailed site design and related funding arrangements for the academy.

Funding arrangements

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

23.4 Site Information

Site address

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

Ward

23.4.2 Notting Barns

Site area

23.4.3 1.9 hectares (4.7 acres)

Site owners

23.4.4 Royal Borough of Kensington and Chelsea

Current uses

See chapter 39, where contingencies are set out.
23.4.5——Sports and leisure centre (Class D1: Nonresidential Institution), including dance, gym and sports halls, large and small swimming pools, café, football pitches, car parking and incidental open space

Existing Permissions

23.4.6——None

Kensington Leisure Centre
Chapter 24—The Former Commonwealth Institute

[to be deleted]

24.1 Introduction

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

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

Why the site is of strategic importance to the borough

24.1.3 This site has been allocated as a strategic site despite its relatively small size, given the potential that it has in assisting in achieving the vision for the Kensington High Street

331. The London Plan classifies London’s town centres into five levels. Kensington High Street is one of thirty five major centres, classed as an “important shopping and service centre.”
Place. The re-use of the site as a major trip-generating exhibition space could help anchor the western end of Kensington High Street and give it a new focus at a time where the centre is likely to be under considerable pressure from both the current market downturn and from the shopping centre at Westfield London. In addition, a use needs to be found to secure the long-term future of this unique Grade II* listed building.

24.2 Allocation

24.2.1 The former Commonwealth Institute building is a Grade II* listed building, built in the post-war period. It is located at the western end of Kensington High Street’s designated town centre. The site backs onto Holland Park, a park also listed as Grade II in the Register of Parks and Gardens of Historic Interest as well as being designated Metropolitan Open Land, and a Site of Nature Conservation Importance. It lies within and is surrounded by conservation areas. There are also a number of trees which occupy the site all of which are protected by Tree Preservation Orders.

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

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

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

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

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

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

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

Policy CA5 Allocation for the former Commonwealth Institute
The Council allocates development on the site to deliver, in terms of:

Land use allocation:
a. 9,300 sq.m (net) of exhibition or assembly and leisure floorspace within the ‘tent’ building;
b. the re-use of the Commonwealth Institute as a high trip-generating public institutional use;

Principles:
c. the preservation of the ‘tent’ building now and in the future;
d. include the creation of an active public space on High Street Kensington frontage;
e. the development should positively relate the ‘tent’ to Kensington High Street, while integrating with and enhancing the parkland setting;

**Infrastructure and Planning Obligations:**

f. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

*Roof detail on the Commonwealth Institute*
24.3 Delivery

Risks

24.3.1 No risks have been identified for the delivery of the site.\textsuperscript{332}

Related site specific supplementary planning documents or Area Action Plans planned or prepared

24.3.2 The ‘Tent in the Park’ Supplementary Planning Document (SPD) was adopted in June 2009.

Delivery agency

24.3.3 Site owners

Delivery milestones

24.3.4 A major planning application was submitted to the Council in April 2009 for the refurbishment and alteration of the property (including removal of the administration building and extension of the basement) for D1 (non-residential institution), retail, restaurant and café, office, storage and ancillary uses; the erection of two residential buildings and one mixed-use building containing 62 residential units, retail and ancillary D1 uses together with basement storage, car, motorcycle and cycle parking, and cinema, fitness centre, swimming pool and spa facilities; works of hard and soft landscaping; removal and replacement of trees; installation of plant and machinery; vehicle access arrangements; and associated works. The Council’s Major Development Committee has resolved to grant this application subject to the signing of a s106 agreement and the approval of various statutory bodies.

24.3.5 If this planning application was considered acceptable the refurbishment of the tent building is likely to take place between 2010 and 2012.\textsuperscript{333}

Funding arrangements

24.3.6 Private investment

24.4 Site Information

Site address

24.4.1 Commonwealth Institute, 250 Kensington High Street, London W8

Ward

24.4.2 Holland

Site area

24.4.3 1.37 hectares (3.4 acres)

Site owners

24.4.4 Chelsfield plc and the Ilchester Estate

\textsuperscript{332} See chapter 39, where contingencies are set out

\textsuperscript{333} This section will be kept under review, and updated accordingly
Current uses

24.4.5 Vacant exhibition space (Class D1)

Existing permissions

24.4.6 Planning permission (and listed building consent) was granted at the end of 2009, subject to the signing of the necessary s106 agreements, for refurbishment and alteration of the property (including removal of the administration building and extension of the basement) for D1 (nonresidential institution), retail, restaurant and café, office, storage and ancillary uses; the erection of two residential buildings and one mixed use building containing 62 residential units, retail and ancillary D1 uses together with basement storage, car, motorcycle and cycle parking, and cinema, fitness centre, swimming pool and spa facilities; works of hard and soft landscaping; removal and replacement of trees; installation of plant and machinery; vehicle access arrangements; and associated works.
Chapter 25  Warwick Road [moved into Chapter 8] (5 sites including 100 West Cromwell Road)

25.1 Introduction

25.1.1 These sites lie on the western boundary of the borough, bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line. There are five sites in total: Charles House, the former Territorial Army Site, Empress Telephone Exchange, Homebase and, further to the south, 100 West Cromwell Road. Three of the sites have planning permission and another has an agreed outline planning permission.

25.1.2 Warwick Road is located in the Earl’s Court Place, Chapter 10. Particular attention is drawn to the Vision for Earl’s Court Place (see section 10.2), and the Priorities for Action (section 10.3), which consider the wider Earl’s Court area beyond the specific site allocation. In the Priorities for Action section, the actions are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for the Earl’s Court Place: Better Travel Choices, Renewing the Legacy and Fostering Vitality, Keeping Life Local, Diversity of Housing, an Engaging Public Realm and Respecting Environmental Limits.

Why the site is of strategic importance to the borough

25.1.3 The sites will meet a significant proportion of the housing target in the borough by creating a high-quality residential environment with an opportunity for a coordinated
sustainable development and related infrastructure, including the provision of associated community facilities. The design of the development will incorporate high standard architecture and will need to consider community safety.

25.2 Allocation

25.2.1 A primarily residential development with mix-use will ensure that the borough’s housing targets are met. Non-residential floorspace is needed to service the proposed residential accommodation with an active frontage to Warwick Road.

25.2.2 Warwick Road presents a physical barrier to pedestrians due to the one-way system and the lack of good pedestrian facilities, which needs improvements. One hundred West Cromwell Road is constrained by the existing podium adjacent to the Tesco Store. There is a need to integrate the developments within its wider residential urban context, and to provide new public open space, private garden space and children’s play facilities that give a focus and sense of place. Public realm improvements, including street tree planting and new pavements are required on the Warwick Road frontage in addition to the internal access roads.

25.2.3 There is considerable and growing demand for primary school places in the central part of the borough and therefore a new primary school should be provided on-site. Residential institutions (Class C2) could also be provided, but are not a requirement. In view of the scale of development, it is likely to generate the need for additional police services in the area. A Safer Neighbourhood Police Base is therefore sought as part of the development. The floor area should be located at ground floor level and be at least 125sq.m. The size of the allocation is in line with the size and scale of the developments envisaged.

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

Policy CA6 Warwick Road
Allocation for the Warwick Road Sites
The Council allocates development on the site to deliver, in terms of:

Land use allocation:

- 1,550 total combined residential units across all five sites, with a minimum of:
  - i. 500 residential units on the Charles House site;
  - ii. 250 residential units on the Former Territorial Army site;
  - iii. a minimum of 150 residential units on the Empress Telephone Exchange site;
  - iv. a minimum of 300 residential units on the Homebase site;
  - v. a minimum of 350 residential units on the 100 West Cromwell Road site;

- On the northern four sites:
  - i. a primary school on-site, and
  - ii. on-site public open space, including outdoor play space;

- On the 100 West Cromwell Road site leisure, social and community uses (Class D1), provision of car parking and open amenity space;

Principles:

- e. sufficient non-residential uses on the northern four sites to provide active frontages to the ground floor of Warwick Road;
- f. four northern sites to be developed to a single masterplan;
**Infrastructure and Planning Obligations:**

- **g.** Affordable housing as part of residential development on all the sites to ensure a mixed and balanced community;
- **h.** Social and community facilities;
- **i.** Community sports hall and swimming pool;
- **j.** Health facilities;
- **k.** Crèche and education facilities;
- **l.** Landscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road site;
- **m.** Streetscape improvements to Warwick Road in connection to all development sites;
- **n.** Pedestrian and cycle improvements;
- **o.** Floorspace for Safer Neighbourhoods unit;
- **p.** A contribution to investigate and implement measures to return the Earl’s Court one-way system to two-way working;
- **q.** Other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning documents.

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25.3 Delivery

**Risks**

25.3.1 The risk identified for the delivery of this site is the reduction in housing provision, and the possibility the borough may not meet its housing targets, due primarily to the 2008-2009 recession.  

**Related site specific supplementary planning documents or Area Action Plans planned or prepared**

25.3.2 The related documents are 100 West Cromwell Road Planning and Design SPD (to be adopted late 2009) and Warwick Road SPD (adopted January 2008).

**Delivery agency**

25.3.3 Private developers/site owners

**Delivery milestones**

25.3.4 The delivery milestones will vary depending on each site. Consent has been granted at the Empress Telephone Exchange site. The applications at the Former Territorial Army, Charles House and 100 West Cromwell Road are pending determination. Land ownership issues and the current recession are delaying implementation at the moment but are expected them to be implemented within the next five years. The implementation of the remaining sites is expected within five to ten years. The different timescales for the site could affect the coordination of the infrastructure provision.

**Funding arrangements**

25.3.5 Private investment

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25.4 Site Information

**Site address**

25.4.1 There are five sites in all:

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See chapter 39 where contingencies are set out.
Ward

25.4.2 Abingdon

Site area

25.4.3 The total combined area is 5.84 hectares (14.43 acres)

- Charles House: 1.54 hectares (3.8 acres)
- Former TA Site: 0.81 hectares (2 acres)
- Empress Telephone Exchange: 0.60 hectares (1.48 acres)
- Homebase: 1.12 hectares (2.77 acres)
- 100 West Cromwell Road: 1.77 hectares (4.37 acres)

Site owners

25.4.4 The current site owners are:

- Charles House - Prudential Assurance Company Limited
- Former TA Site - Embassy Development Limited and Russian Federation
- Empress Telephone Exchange - British Telecommunications plc
- Homebase - Prudential Assurance Company Limited
- 100 West Cromwell Road - Tesco Stores Limited, Notting Hill Housing Trust and RBKC

Current uses

25.4.5 The current site uses are:

- Charles House - offices (class B1)
- Former TA site - vacant
- Empress Telephone Exchange - telephone exchange
- Homebase - retail warehouse (class A1)
- 100 West Cromwell Road - retail food store - Tesco (Class A1) and residential (Class C3)

Existing permissions

25.4.6 The existing permissions are:

**Charles House:** outline planning permission is pending for the redevelopment of the site to provide class C3 (residential use) consisting of 467 market units and 63 affordable housing units, a one-form entry primary school of up to 4,800 sq.m (43,000 sq.ft), 461 sq.m (5,000 sq.ft) of commercial floorspace in either class A1 (shops), class A2 (financial and professional services), class A3 (café/restaurant) and/or class A4 (drinking establishment) together with public open space forming part of a linear park.

**Former Territorial Army (TA) Site:** planning permission is pending for the redevelopment of the site to provide class C3 (residential use) comprising 174 market
units and 81 affordable units, 481sq.m (5,200sq.ft) of floorspace to be used in either class D1 (social and community use), class A1 (shops), class A2 (financial and professional services) or class A3 (restaurant and cafés), together with public open space forming part of a linear park.

Empress Telephone Exchange: planning permission has been granted for the redevelopment of the site to provide class C3 (residential use) comprising 99 market units and 59 affordable units, 542sq.m (5,800sq.ft) of floorspace to be used in either class D1 (social and community use), Class A1 (shops), class A2 (financial and professional services) or class A3 (restaurant and cafés), together with public open space forming part of a linear park.

**Homebase:** A planning application is yet to be submitted for this site. Homebase is operating from this site.

**100 West Cromwell Road:** Application submitted for a scheme for 367 residential units with crèche, health and fitness centre and community sports hall, which is yet to be determined. Revisions submitted to the above proposal, but with a reduction to 347 residential units (the subject of a separate application), which is yet to be determined. Outline planning permission was granted in 1996 for the redevelopment of the greater ‘Fenelon Place’ site to provide a three phase development. Phases one and three have been implemented and comprise the existing Tesco store with housing above and the Kensington Westside residential development respectively phase two was for an office building (14,864 square metres) and has not been implemented. The phase two site is now known as the 100 West Cromwell Road site.
Chapter 26—Earl’s Court Exhibition Centre
[moved into Chapter 8]

26.1—Introduction

26.1.1—This site lies on the western boundary of the borough, bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line.

26.1.2—Earl’s Court Exhibition Centre site is located in the Earl’s Court Place, Chapter 10. Particular attention is drawn to the Vision for Earl’s Court (see section 10.2), and the Priorities for Action (section 10.3), which consider the wider Earl’s Court area beyond this specific strategic site allocation. In the Priorities for Action section, the actions are set out under the heading of Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Earl’s Court Place: Better Travel Choices, Renewing the Legacy and Fostering Vitality, Keeping Life Local, Diversity of Housing, an Engaging Public Realm and Respecting Environmental Limits.

Why the site is of strategic importance to the borough

26.1.3—The site is of strategic importance because of its size and its current pan-London function as an exhibition centre, which contributes to the distinctive Earl’s Court cultural brand. The aim of this site is to provide a mixed-use development which will include residential, employment and other uses. The Earl’s Court Strategic Site falls within the Earl’s Court and West Kensington Opportunity Area, as designated in the draft London Plan 2009. The Opportunity Area also includes part of the Earl’s Court, West Kensington and North Fulham Regeneration Area, which is identified in the London Borough of Hammersmith.
and Fulham’s Core Strategy. A scheme for the whole Opportunity Area would need to be agreed with both boroughs.

26.2 Allocation

26.2.1 It is clear that the site has considerable potential. The draft London Plan indicates that the Earl’s Court and West Kensington Opportunity Area has the potential to provide over 2,000 dwellings and approximately 7,000 jobs. The draft London Plan further states that “the potential for a strategic leisure, cultural and visitor attraction and strategically significant offices should be explored together with retail, hotels and supporting social infrastructure”. Within the Royal Borough it is anticipated the scheme will be residential-led, as the strategic site can comfortably accommodate over 500 new homes. The full development capacity and exact disposition of uses across the Opportunity Area should be considered as part of the spatial planning for the Opportunity Area, through the joint supplementary planning document (SPD). This SPD will be prepared and adopted by both boroughs, and be capable of being adopted by the GLA as an Opportunity Area Planning Framework.

26.2.2 By bringing together this site, a comprehensive mixed-use scheme can be achieved on the Earl’s Court and West Kensington Opportunity Area, to provide housing, employment, hotels, leisure, offices, health and social and community facilities, with shops for day-to-day needs of the development and complement the existing neighbouring centres. The area of the strategic site is outside 400 metres or five minutes walk of a neighbourhood or higher order centre. The Council will therefore support the establishment of a new centre within the Earl’s Court and West Kensington Opportunity Area, with new retail provision to serve the day-to-day needs of the development and of a scale that does not have an unacceptable impact on the vitality and viability of existing centres in RBKC and LBHF. New public open space will also be required to improve accessibility to open space in this location.

26.2.3 Key to the long term success of the area is the redevelopment of the Exhibition Centre. Earl’s Court has a long-standing role as an important cultural destination of London, which contributes to the distinctive Earl’s Court ‘brand’. A new significant cultural facility is required. However, if that facility is located at Olympia (in the London Borough of Hammersmith and Fulham) which is in the same ownership as Earl’s Court Exhibition Centre, and it is likely to be refurbished and extended to accommodate some of the cultural, conference and exhibition uses at Earl’s Court then a significant cultural facility should also be retained in the Earl’s Court and West Kensington Opportunity Area to continue the long standing Earl’s Court brand. It is expected this will be located within the most public transport accessible part of the Opportunity Area. The exact location of any cultural or destination uses or attractions will be determined through the supplementary planning document to be prepared jointly by the Royal Borough and the London Borough of Hammersmith and Fulham and the Greater London Authority.

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

26.2.5 It will be necessary to deck over the TfL depot and West London line in multiple locations to allow for good connections. There may also be scope to build over the railway to increase the development capacity of the site. While the accessibility of the site is high,
with good Tube and rail networks, the quantity of development of different land uses, the capacity of these networks and the road network to absorb further growth, and the identification of deliverable improvements in the transport infrastructure needs considerable further research, in the context of a full Transport Assessment.

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

26.2.7 The redevelopment of the Earl’s Court and West Kensington Opportunity Area provides an opportunity to create a legacy for the future. It also offers the potential for regeneration of both North End Road, located within the London Borough of Hammersmith and Fulham, and Earl’s Court neighbourhood centre in the Royal Borough. A comprehensive mixed-use scheme should be carefully planned to ensure this potential is achieved.

26.2.8 High-density development is appropriate for this highly accessible location, but high density does not necessarily mean high rise, which can cause significant adverse effects on existing residential areas through overshadowing and microclimatic changes. The London Borough of Hammersmith and Fulham’s Core Strategy Options 2009 states that tall buildings may be appropriate in the Earl’s Court/North End regeneration area, subject to detailed justification.

26.2.9 On-site waste management facilities will be required as part of the development to handle waste arising from the new uses of the site (this could include recycling facilities and anaerobic digestion). This facility will help towards the borough’s waste apportionment figure set out in the London Plan.

26.2.10 The scale of development and the mix of uses is also a good opportunity for the provision of low or carbon neutral developments and the establishment of a district heat and energy source.

26.2.11 A grade I Registered Park and Garden of Historic Interest has been identified to the south west of the site and therefore development round this site should be carefully managed. Part of the strategic site is also designated as a Site of Nature Conservation Importance (Grade I), which forms part of the Green Corridor designated along the West London railway line.

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

Policy CA7 Earl’s Court Exhibition Centre Allocation for Earl’s Court Exhibition Centre

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

**Land use allocation:**

a. a minimum of 500 homes within the Royal Borough, which could be increased, in particular if (b) to (e) below are provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD;

b. a minimum of 10,000sq.m (108,000sq.ft) of office floor space;

c. retail and other uses within the class of the Use Classes Order 1987 (as amended) to serve the day-to-day needs of the new development;

d. a significant cultural facility to retain Earl’s Court’s long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility;
e. other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel and leisure uses;

f. social and community uses;

g. on-site waste management facilities to handle waste arising from the new uses of the site (including recycling facilities and/or anaerobic digestion), which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;

h. low or carbon neutral developments and a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network, which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;

Principles:

i. a new urban quarter which links well with its surroundings, especially to the west and east;

j. a design of the road network and connections with the surrounding area that significantly improves residential amenity, the pedestrian environment and public transport access in the area of the one-way system, and does not have an unacceptable impact on traffic congestion;

k. an open urban square, fronting onto Warwick Road, with land uses that provide positive active edges to the building frontages;

Infrastructure and Planning Obligations:

l. social and community facilities;

m. additional new public open space, including considering opportunities to create biodiversity;

n. securing highway contributions including the investigation, in consultation with TfL and the boroughs, into returning the Earl's Court one-way system two-way working; implementation of those measures identified during the investigation commensurate to the development proposal; and significant improvements to quality of residential amenity, the pedestrian environment and public transport access in the area of the Earl's Court one-way system;

o. improvements to Tube, bus and rail access, including interchange from the West London line to the Underground network and the extension of bus services into the site;

p. improved pedestrian links from and through the site and the surrounding area to public transport facilities and improved cycle links to enhance north/south cycle accessibility;

q. affordable housing as part of residential requirement;

r. education facilities;

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

26.3 Delivery

26.3.1 There is a risk that the Earl's Court brand is lost if no exhibition centre, convention centre or cultural use is included in the redevelopment. There is also a risk that redevelopment does not investigate, nor contribute to, returning the one-way system to two-way working. There is also a risk that the SPD is not adopted in advance of a planning application being submitted for the Strategic Site. If this risk is realised, the planning application will be considered in accordance with policy CA7 and any material planning considerations, which may include up to date evidence and viability being prepared for the SPD and a planning application.

Related site specific supplementary planning documents or area action plans planned or prepared

See chapter 39, where contingencies are set out.
26.3.2 A joint supplementary planning document will be produced working in partnership with the London Borough of Hammersmith and Fulham and the GLA. This document will provide a framework for a coordinated and phased development of the Earl’s Court and West Kensington Opportunity Area and may include some other land in Hammersmith and Fulham, and may fulfil the role of any Opportunity Area Planning Framework.

**Delivery agency**

26.3.3 Capital and Counties Plc. Other delivery agencies unknown at this stage.

**Delivery milestones**

26.3.4 The delivery milestones are:

- **2009**: agree scope and arrangements for preparation of a supplementary planning document with the London Borough of Hammersmith and Fulham
- **2009-2011**: preparation of the supplementary planning document
- **2012**: grant planning permission
- **2013**: start implementation on site
- **2023**: completion

**Funding arrangements**

26.3.5 Mainly private investment

26.4 **Site Information**

**Site address**

26.4.1 The sites’ addresses are:

- Earl’s Court Exhibition Centre, Warwick Road
- Land in Cluny Mews
- Land located between the railway line and the rear of Philbeach Gardens
- The site extends into the neighbouring borough of Hammersmith and Fulham

**Ward**

26.4.2 Earl’s Court

**Site area**

26.4.3 The strategic site area is 7.43 hectares (18.36 acres). The Earl’s Court and West Kensington Opportunity Area extends into the London Borough of Hammersmith and Fulham and covers an area of approximately 31 hectares (76 acres).

**Site owners**

26.4.4 Earl’s Court Limited and Transport for London (the Exhibition Centre site), Clear Channel and Empress Limited (Cluny Mews). The Earl’s Court and West Kensington Opportunity Area which extends into the London Borough of Hammersmith and Fulham includes further ownerships including Transport for London, Network Rail and the London Borough of Hammersmith and Fulham.

**Current uses**
26.4.5 Within the Royal Borough of Kensington and Chelsea: Exhibition Centre and associated ancillary uses (D1), and offices (Class B1).

26.4.6 The remainder of the Earl’s Court and West Kensington Opportunity Area includes a range of other uses such as Exhibition Centre and associated ancillary uses (D1), residential (C3), offices (B1) and shops (A1) amongst others.

Existing permissions

26.4.7 None. The Earl’s Court One Exhibition Centre has a Certificate of Immunity from Listing which expires in 2012.
Chapter 27–Lots Road Power Station [moved into Chapter 9]

27.1 Introduction

27.1.1 This site is not a strategic site allocation. There is a live planning permission which expires in 2011. However, we recognise that this is an important site which will play a significant role in meeting the borough’s housing target and on this basis, the site has been included for information purposes.

27.1.2 The site lies on the southern boundary of the borough, between Lots Road and the Thames. Lots Road Power Station is located in the Lots Road/World’s End Place, Chapter 18. Particular attention is drawn to the Vision for Lots Road/World’s End (section 18.2) and the Priorities for Action (section 18.3), which consider the Lots Road/World’s End area beyond the specific strategic site allocation. In the Priorities for Action section, the actions set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Lots Road/World’s End Place: Renewing the Legacy; an Engaging Public Realm; Keeping Life Local; Diversity of Housing; Better Travel Choices; Respecting Environmental Limits and Fostering Vitality.

27.2 Delivery

   Related site-specific supplementary planning documents or area action plans planned or prepared

27.2.1 None
Delivery agency

27.2.2 Private developers

Delivery milestones

27.2.3 The delivery milestones are:

- 2006: Permission granted
- 2009-2011: Start implementation on site, otherwise the planning permission expires
- 2015: Completion

Funding arrangements

27.2.4 Private investment

27.3 Site Information

Site address

27.3.1 The site address is 55 Lots Road

Ward

27.3.2 Cremorne

Site area

27.3.3 The site area is 1.77 ha (4.37 acres)

Site owner

27.3.4 Hutchison Whampoa Ltd

Current uses

27.3.5 Vacant power station

Existing permissions

27.3.6 Permission was granted in 2006 for:

- Shops (A1): 1,198sq.m (12,900sq.ft)
- Financial and professional services (A2): 82sq.m (883sq.ft)
- Food and drink (A3): 528sq.m (5,700sq.ft)
- Non-residential institutions (D1): 877sq.m (9,500sq.ft)
- Business (B1): 4,904sq.m (43,000sq.ft)
- Housing: 420 dwellings, including 166 affordable units
- Open space

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

27.3.7 As for existing permission, which includes:

- Contribution towards parking facilities, bus stops, riverbus services, and travel plans
- Improvements to Chelsea Harbour Pier
- Road junction improvements
- Cycle and pedestrian improvements
- Streetscape improvements
- Community facilities
- Contribution towards improvements to Westfield Park
- Affordable housing provision
- Works and maintenance of Chelsea Creek
- Adherence to design quality standards

Lots Road Power Station looking west
Chapter 28—Proposals Map [to be deleted]

28.1—Proposals Map

28.1.1—The map in this section details areas of change from the 2002 Unitary Development Plan Proposals Map (UDP). Where an area or designation is not included, there has been no change to the existing map.

28.1.2—The adopted Local Plan includes all the items covered by the existing 2002 Proposals Map, namely:

- Conservation Areas
- Metropolitan Open Land
- Areas of Metropolitan Importance
- Sites of Archaeological Importance
- Sites of Nature Conservation
- Areas Unsuitable for Diplomatic Uses
- The bridge over Chelsea Creek
- Employment Zones
- Strategic Roads
- Red Routes
- London Distributor Roads
- Local Distributor Roads
- Existing Thames Path
- Proposed Thames Path
- Rail Safeguarding Line
- Strategic Views of St Paul’s Cathedral from King Henry Mound, Richmond Park
- Thames Policy Area
- Archaeological Priority Area

28.1.3—The main areas for change are as follows:

- Identification of the borough’s Sites of Strategic Importance
- The amended employment zone boundary in Kensal
- Updated town centre boundaries in Kensington High Street, King’s Road (East) and King’s Road (West)
- Inclusion of the South Kensington Strategic Cultural Area

28.1.4—In addition, we are therefore taking the opportunity to update the proposals map with a wider range of information which was not contained on the 2002 Proposals Map to make it a more useful tool. This information is:

- Inclusion of the Colville Conservation Area
- Change to the Royal Hospital Conservation Area to include Chelsea Sorting Office
- Inclusion of Flood Risk Zones 2 and 3
- Town Centres as designated under London Plan’s hierarchy
- Central Activities Zone (CAZ) boundary (this defines the exact boundary—the boundary in the London Plan was conceptual)
- The safeguarded waste site at Cremorne Wharf (while this features in UDP Policy PU12, it does not feature on the map)
- HSE Land Use Planning/Consultation Inner Zone

28.1.5—A separate fold-out map with all the designations and allocations is also available.
NB: The areas of solid black as illustrated on Town Centre maps in Chapter 42 indicate railway lines within the borough.

Do you consider the proposed changes in the Proposals Map: satisfy the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
The entire Borough is designated as an Air Quality Management Area.

Proposal Maps for the
Royal Borough of Kensington and Chelsea
0 400 800 1,600 Meters

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Chapter 29  Policies and Actions

29.1  Introduction

29.1.1 This section of the plan sets out the policies and actions to deliver the seven Strategic Objectives which are set out in Chapter 3. This covers both planning policies to guide development, and other actions the Council and its partners are undertaking. We have taken great care to ensure that these Strategic Objectives are not bland topic statements, but express what the issue is for the topic here in the Royal Borough. The title of each of these expresses strategic intent. So for example, the Council’s Strategic Objective is to diversify our housing, to provide adaptable and high quality housing to cater for a variety of housing needs. It is not simply to maximise the supply of housing.

29.1.2 The seven strategic objectives are:

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

29.1.3 Each of the sections follows a similar format:

- An introduction summarising the strategic objective;
- A section ‘what this means for the borough’, identifying issues that are locally distinctive;
- Planning policies are set out with a summary of the relevant evidence being provided as reasoned justification for the policy that follows. The policies are set in boxes. Each of the planning policies starts with a strategic policy which stands in its own right. Below this are the criteria of how the policy can be complied with, but the list is not exhaustive and addressing all the criteria may not necessarily indicate that a proposal is in conformity with the strategic policy. These criteria represent the non-strategic policies. To meet the ‘basic condition’ of being in ‘general conformity’ with the strategic policies of the Local Plan, Neighbourhood Plans should assume this approach – more information can be found in National Planning Practice Guidance on Neighbourhood Planning.
- Corporate and Partner actions follow. This section summarises other strategies, and plans and actions prepared by the Council and partners that will also play a part in delivering the strategic objective. Actions to be taken by the Council or by partners are also listed. Planning may have a direct role in the implementation of these actions, but this will not necessarily be the case in all situations.

29.1.4 There is a requirement that the policies within a Local Plan must be monitored by the local planning authority to determine their effectiveness. The monitoring framework is included within Section 2D of the document.
29.2 **Infrastructure and Planning Obligations Contributions (Community Infrastructure Levy and s106)**

29.2.1 PPS12, paragraph 4.8 states: “The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations”. A Local Plan should be “realistic about what can be achieved and when (including in relation to infrastructure)” and local planning authorities need to pay “careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time … The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development.”

29.2.2 Delivery of infrastructure is critical to the delivery of all the strategic objectives of the Local Plan. Planning, through the use of Community Infrastructure Levy (CIL) and planning obligations (s106), is a prime way that the Council can gain the necessary resources to administer and assist in the delivery of this vital infrastructure. The infrastructure schedule is set out in Chapter 37, setting out key schemes required to facilitate development and secure delivery of the Local Plan, though infrastructure requirements from development will not be limited to these. The Council will have prepared an Infrastructure Delivery Plan (IDP) with partners and infrastructure providers, which will be regularly monitored and reviewed, forming the basis of site specific requests for infrastructure as part of development proposals.

29.2.3 Infrastructure planning is the process for ensuring the physical needs of an area can be delivered to keep pace with its population’s requirements. It will include utility services, transport, education, health and leisure provision. Sound infrastructure plans are needed to support the Local Development Framework Plan and to provide a robust base for developing planning obligations, and are a pre-requisite to introducing the Community Infrastructure Levy (CIL).

29.2.4 The Council’s CIL Charging Schedule, Instalments Policy and Regulation 123 List came into effect on 6 April 2015. The Regulation 123 List sets out the types of infrastructure that may be wholly or partly funded by CIL. CIL is a mandatory charge levied on the net increase in floorspace arising from development in order to fund infrastructure that is needed to support development in the area. CIL runs alongside S106 agreements which will continue to operate. Communities must be consulted on how to spend a neighbourhood portion of the levy revenues arising from the development that takes place in their area.

29.2.45 Planning obligations are intended to make acceptable development which would otherwise be unacceptable in planning terms. They might be used to prescribe the nature of a development; to secure a contribution from a developer to compensate for loss or damage created by a development; or to mitigate a development’s impact. Planning obligations should only be used where it is not possible to address unacceptable impacts through planning conditions. They must comply with the provisions of Circular 05/2005 ‘Planning Obligations’ and the Community Infrastructure Levy Regulations 2010.

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336 NPPG Local Plans paragraph 018
337 RBKC Local Infrastructure Delivery Plan 2016
338 15% of CIL revenues where there is no neighbourhood plan and 25% where a neighbourhood plan has been made
amended) and the NPPF. The Planning Obligations SPD sets out the type of planning obligations that will be negotiated through S106 agreements, and such measures may include:

29.2.6 Subject to the S106 tests, Planning contribution measures may include:

1. Environmental improvements - to buildings, the street (including townscape enhancements), improvements for inclusive design, utility provision, nature conservation and biodiversity measures, flooding and drainage and mitigating the effects of a development proposal
2. Economic initiatives - securing jobs for local residents, apprenticeships, work placements, community based initiatives, employment training schemes, the provision of small business units and affordable shops, and support for local procurement initiatives workspace nurseries, flexibly sized accommodation and partnership with regeneration initiatives
3. Provision of affordable housing - including an appropriate mix of residential units
4. Provision of community, social and health facilities - including welfare, childcare, information and advisory centres, social service uses and facilities, education facilities including nurseries, health facilities including primary health care facilities and specialist functions linked to the health service and dentists, libraries and associated facilities, police and fire services infrastructure, affordable premises for voluntary and community organisations and churches and other religious facilities
5. Provision of transportation facilities – including facilities for walking and cycling, inclusive public transport and highway improvements to cater for the impact of the development and impact of the construction of development in relation to traffic, air quality and noise on the amenity of residents, and towards Crossrail where development within the Central Activities Zone (CAZ) or in other circumstances, would require this as a result of London Plan Supplementary Planning Guidance (SPG), and permit-free development
6. Conservation of buildings of architectural or historic interest and other conservation projects such as archaeological investigation
7. Sports, leisure, recreational and visitor facilities
8. Green infrastructure improvements – to the network of multi-functional open spaces in the borough including the creation of new public open space, improvements to existing open space, and securing public access to private open space
9. Cultural facilities – securing the provision of arts, cultural and entertainment facilities, cultural place making such as new works of art or performing arts space in association with development proposals
10. Play facilities – providing play provision through publicly accessible play space and facilities in new residential developments
11. Energy efficiency and renewable energy
12. Utility infrastructure requirements – including water, foul drainage and sewage treatment, and energy utilities
13. Waste management and recycling to mitigate the impact of the development
14. Land charges, legal, project management, monitoring and implementation costs, and management and maintenance costs on completion

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339 Regulation 122 of the CIL Regulations 2010 (as amended). Replicated exactly in the NPPF paragraph 204 and NPPG Planning Obligations paragraph 001
340 The boundaries of the CAZ are shown on the Proposals Map
Policy C1 Infrastructure Delivery and Planning Obligations Contributions

Infrastructure Requirements and Delivery
New development will be coordinated with the provision of appropriate infrastructure to support the development. The Council will require that there is adequate infrastructure to serve developments, including through the use of planning obligations contributions, working with infrastructure providers and stakeholders to identify requirements.

In determining applications for planning permission, the Council will take into consideration the nature, scale and location of the proposed development, and whether the need arises from the development generates a need either because of its individual or cumulative impact, will seek prescriptive, compensatory or mitigatory measures will be sought to secure the necessary social, physical, green or environmental infrastructure, or improvements to the proposals submitted to enable the development to proceed, in accordance with advice in national guidance.

Planning Obligations Contributions
Community Infrastructure Levy will be applied in accordance with the Regulations and Planning obligations will be negotiated whenever appropriate on a case by case basis in accordance with current legislation, national policy and guidance. Circular 05/2005 Planning Obligations, and taking account of the proposed development, and its

In determining which measure receives priority planning obligations would make development acceptable in planning terms, account will be taken of the proposed development, individual characteristics of the site, the infrastructure needs of the site and the surrounding area, and the London Plan. Proposals that form part of potentially wider sites will be assessed in terms of the capacity of the site as a whole. The viability of the development will also be taken into account. In the case of an enabling development, or where the development is unable to deliver all the policy requirements for reasons of viability or where enabling development is necessary to bring development forward, a viability study will be required to accompany the planning application. SS 106 contributions will be reviewed in the context of this viability study. The viability study should use the GLA toolkit or an agreed alternative. The applicant will fund the independent assessment of the viability study, or other technical studies requiring independent assessment, prior to the application being determined.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
29.3 Planning Enforcement

29.3.1 The NPPF states that effective enforcement is important as a means of maintaining public confidence in the planning system and suggests that Councils should consider publishing a Local Enforcement Plan to manage enforcement proactively, in a way that is appropriate in their area. A Local Enforcement Plan should set out how the Council will monitor the implementation of planning permissions, investigate alleged cases of unauthorised development and take action where it is appropriate to do so. The Council intends to publish a Local Enforcement Plan as a separate document to the Local Plan.

Policy C2 Planning Enforcement

The Council will investigate reported breaches of planning control in accordance with its Local Enforcement Plan, once adopted. Cases will be prioritised according to the level of harm identified and the resources available. Enforcement action will be carried out proportionately in relation to the breach of planning control identified and the harm being caused.

Where informal negotiations (where appropriate) fail to resolve the identified breach of planning control, and where it is considered appropriate and expedient to do so having regard to the provisions of the development plan and any other material considerations, formal action will be taken.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Chapter 30  Keeping Life Local [not part of Local Plan Partial Review]

No changes are proposed to the existing Local Plan chapter on Keeping Life Local.
Chapter 31  Fostering Vitality
Town centres, retail, arts and culture and business

31.1  Introduction

31.1.1  The borough has a finely-grained mix of uses such as shops, businesses, arts and cultural facilities, some of which are world class. These uses have benefited from the borough’s high residential density and from visitors to the borough but have, of late, been under pressure from higher value residential development. There is a risk that they could decline to such an extent that the collective quality of life of the borough could be diminished.

31.1.2  Fostering vitality is an integral part of the Local Plan’s central vision of Building on Success. It lies at the heart of the Royal Borough’s reputation as a national and international destination.

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.

31.2  What this means for the borough

31.2.1  Most of these cultural, creative and commercial uses will continue to be concentrated within the borough’s higher order town centres, namely: Portobello Road, Notting Hill Gate, Knightsbridge, Kensington High Street, Earl’s Court Road, Fulham Road, Brompton Cross, South Kensington and the King’s Road. This ‘town centre first’ approach ensures that as many people as possible can enjoy the benefits that this borough has to offer, as it is our town centres which are the parts of the borough best served by public transport.

31.2.2  The Council will direct new shopping, large-scale offices, and other A Class town centre uses into existing higher order town centres where ever possible. The scale of such uses will reflect the nature and the function of the centre in which it lies. The Council will, however, continue to recognise the positive contribution that such uses can have elsewhere within the borough. Properly planned and of an appropriate scale, A class uses can add activity and provide the local services needed by an area, without harming the vitality of nearby centres. The Council does however, recognise that is likely that Knightsbridge, King’s Road, Fulham Road, Brompton Cross and South Kensington will need to be expanded to accommodate an increased need for shopping floorspace in the south of the borough over the next five to ten years.

31.2.3  New hotels will be encouraged in those higher order centres with excellent links to the rest of the capital, particularly Knightsbridge, King’s Road (East), Brompton Cross, South Kensington, Kensington High Street and Notting Hill Gate. They will also be supported in the wider Earl’s Court Opportunity Area, a highly accessible location with its own service the cultural use proposed.

31.2.4  The strength of South Kensington as an area which offers an exceptional cultural experience will be supported further by its designation as a Strategic Cultural Area, and the inclusion of the museums complex within the Mayor’s Central Activity Zone (CAZ).
31.2.5 The Council recognises that the borough is a dynamic place and that some areas will see improvements in their public transport accessibility in the lifetime of the plan. These areas, which are likely to include Kensal and south-west Chelsea, may prove suitable locations for new concentrations of commercial development. Improvements in accessibility will not, however, be allowed to cause the homogenisation of uses within the borough. The important role that the employment zones in the Latimer, Lots Road and Kensal Employment Zones areas play in providing a mix of office, of light industrial, and of warehousing uses and small and medium-sized office will continue to be supported. Whilst not enjoying the same accessibility levels of the town centres, the success of the Employment Zones rests on the diversity of the business uses within them. This can include large standalone premises, co-working hubs as well as the small office, workshop or hybrid use. Similarly, the important role that very small and smaller offices have throughout the borough will continue to be recognised. It is these premises that are both disproportionately staffed by the borough’s residents and are of particular value to the borough’s thriving creative and cultural business sector.

31.3 Planning Policies

Location of Town Centre Uses

31.3.1 The Council has published an update to its original Council’s Retail and Leisure Needs Assessment341. This predicts retail need up till 2028, the end of the plan period. While long term forecasts may be more susceptible to uncertainty, the Council is satisfied that need until 2015-2023 can be estimated to an acceptable degree of accuracy, - longer term forecasts are more susceptible to change. The Local Plan, therefore, seeks to plan for, and accommodate, retail need to 2023-2015 only. This approach is consistent with PPS4 which states that local planning authorities need only to allocate sufficient sites to meet identified need for the first five years of the plan. The Council will review retail and leisure need on a regular basis, and where necessary amend the Local Plan accordingly.

31.3.1.1 The Retail Needs Assessment states that to 2015 a total of 25,500sq.m (gross) (approximately 275,000sq.ft) of additional comparison retail floorspace is needed in the south of the borough if the borough is to take advantage of the expected increase in retail expenditure in the area. Some of this need is already in the development pipeline, with much of the remainder likely to be accommodated within the existing higher order centres (Knightsbridge, King’s Road, Fulham Road, Brompton Cross and South Kensington) as well as within the network of neighbourhood centres, by making better use of existing premises, the filling of vacant units, or by making better use of underused sites. The Council has, however, identified a number of edge-of-centre sites within the Knightsbridge, King’s Road, South Kensington and Brompton Cross Places (Chapters 12-15), as being potentially suitable for retail expansion. With a total site area of more than 21,000sq.m (approximately 225,000sq.ft), these sites should be capable of accommodating any additional retail need which cannot be provided within the existing centres. The suitability of any additional windfall sites for shopping floorspace will be assessed against policy CF1.

31.3.2 Over the same period 650sq.m (gross) (approximately 7,000Sq.ft)342 of additional comparison retail floorspace will be needed to meet expected demand in the main centres in the north and centre of the borough (Portobello Road, Notting Hill Gate and Kensington High Street). The Retail Needs Assessment suggests that all of this additional floorspace could be accommodated within existing centres through making better use of existing premises, the filling of vacant units or by making better use of under-used sites.

341 RBKC, Retail and Leisure Needs Study, Nathaniel Lichfield and Partners, July 2008-May 2016
342 Ibid
31.3.2 The Retail and Leisure Needs Assessment (RLNA) of 2016 paints a very different picture from that of 2009. It concludes that whilst the borough’s centres may be successful places they are currently trading at, or close to, equilibrium. The RLNA has considered the impact of adjoining centres including Westfield London, the increasing role of e-shopping, the impact of the 2008 recession on the retail sector as well as future estimates of local expenditure. It concludes that, at just 700 sq m, there will not be a significant need for additional comparison retail floorspace across the borough 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 or 11,000 by 2028. The RNLA 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.

31.3.3 The Council does recognise the uncertainty implicit within any assessment of future retail need. As such it remains prudent to identify a number of sites either within, or immediately adjoining, a centre which may have the capacity to accommodate new retail floorspace. These sites have been allocated within each of the Place chapters, and where appropriate, the site allocations.

31.3.3.4 The Council endorses the ‘town centre first’ approach and ‘sequential test’ for new town centre uses as set out within the NPPF PPS4 and the London Plan. The NPPF PPS4 definition of an edge-of-centre site for retail purposes (within 300m of a town centre boundary) is not however, considered to be relevant within this borough because almost the entirety of the borough would qualify as edge-of-centre within this definition. The Council considers edge-of-centre development to be that adjacent to an existing centre.

31.3.4 PPS4 notes that in assessing proposals for new town centre uses, local planning authorities must take into account the impact that proposals will have upon the physical regeneration, employment, economic growth and social inclusion in an area. This may be of particular relevance in the north of the borough, an area which is named within the Local Plan’s vision as requiring regeneration.

31.3.5 The Keeping Life Local Strategic Objective (Chapter 30) introduces the concept of walkable neighbourhoods, and includes a map which shows those parts of the borough that are not within a five minute walk of a centre. The main areas of existing deficiency are in the Latimer and Kensal areas and the area of the Earl’s Court Exhibition Centre Strategic Site. A significant amount of development is expected within the plan period in the Earl’s Court and West Kensington Opportunity Area. This site, designated within the draft London Plan as an Opportunity Area, straddles the boundary with Hammersmith and Fulham. Both the quantum of development, and the distribution of land uses across the Opportunity Area will be established within a future planning brief. This brief will be prepared jointly by LBHF, this borough and the GLA. It is likely that the Opportunity Area will include a significant amount of housing, as well as business uses, hotel floorspace, and a cultural destination. This development is likely to generate some retail ‘need’ in its own right.
This amended map is proposed to amend the map in Chapter 30 Keeping Life Local. Note that only the shopping centres and the deficiency area have been changed. No changes have been made to GP/Surgeries, Dental Surgeries or Schools.

31.3.6 Some progress has been made since the adoption of the Core Strategy in 2010 in addressing this deficiency. The planning permission for the development of the Earl's Court Strategic Site is currently in the process of being implemented. In Kensington and Chelsea this includes the creation of a new neighbourhood town centre, its function being to serve the day to day needs of those living in the vicinity. Across the boundary in Hammersmith and Fulham a larger centre has been consented. This includes a significant amount of housing, retail floorspace, as well as business uses, hotel floorspace, and a cultural destination. Any future expansion of either centre must be assessed against the relevant national, regional and local policies with care being taken to ensure that the
vitality of existing centres is not harmed. This development is likely to generate some retail ‘need’ in its own right.
31.3.6.7 The new centres at Kensal, Latimer and Earl's Court will serve a localised retail catchment, providing the convenience goods and services required by the local communities. The extent to which, from a retail perspective, there is scope for a larger centre in any of these sites, will depend on a detailed analysis of retail need, taking account of the vitality and viability of existing centres (both in this and within neighbouring boroughs) both at the time of the development and in the longer term. A new centre is ‘supported’ rather than ‘required’ within the Earl's Court wider area as it is possible that its eventual location may be in Hammersmith and Fulham.

31.3.78 The Council recognises that smaller scale parades of shops or isolated shops also have a role in serving the needs of residents across the borough. Out of centre units with a gross floor area of less than 400sq.m (4,300sq.ft) are likely to have a convenience function as
are of a scale which often equate to a ‘local’ format small supermarket. These are of a size which are usually considered a ‘small shop’ with regard to the restrictions for Sunday Trading (280sq.m (net) (3,000sq.ft)). Such units are unlikely to have a detrimental impact on the health of adjoining centres. Given the nature of the borough’s retail sector and the tightly knit network of centres across it, the Council is concerned that proposals that include a net increase of more than 400 sq m (gross external) retail floorspace may have the potential to cause harm. A retail impact assessment will allow the Council to assess each such proposal on its merits. The nature of the assessment should be proportionate to the scale of the development proposed.

**Policy CF1 Location of New Shop Uses**

The Council will ensure vital and viable town centres through a town centre first approach to new retail floorspace.

To deliver this the Council will:

a. support the creation of new shops **and new shop floorspace** within town centres;

b. require new retail development with a floor area of 400sq.m (4,300sq.ft) (gross external) or more to be located within existing **higher order** and **proposed** town centres, or where no suitable sites can be identified within these centres, **within sites immediately adjoining them**-within sites adjoining Knightsbridge, King’s Road (East and West), Fulham Road, Brompton Cross and South Kensington;

c. permit new shops (A1) of less than 400sq.m (4,300sq.ft) (gross external) in areas of retail deficiency as shown on the plan within Chapter 30 (Keeping Life Local);

d. require **support** the establishment of new centres in the Latimer and Kensal areas to address identified retail deficiency and support the establishment of a new centre in the Earl’s Court and West Kensington Opportunity Area and support the establishment of a new centre in the Earl’s Court and West Kensington Opportunity Area, with retail provision to serve the day-to-day needs of the development. Any new centre must comply with the requirements of **PPS4 the NPPF**, and be of a scale that does not have an unacceptable impact on existing centres;

e. require, where proposals for new retail development do not comply with parts (a) to (d), that it is demonstrated either:

   i. that the development would meet the requirements of the sequential assessment; and that the development will not have an unacceptable impact on existing centres; or

   ii. that the new floorspace would underpin the Council’s regeneration objectives and the vitality of any existing centre will not be harmed. **and when within an Employment Zone, support the business function of that area.**

Do you consider this policy: satisfies the **tests of soundness** *(positively prepared; justified; effective; and consistent with national policy)*; is **legally compliant**; and is in accordance with the **duty to cooperate**?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

**Character of Town Centres**

31.3.89 The borough contains some of London’s finest shopping areas; including Knightsbridge, the King’s Road, Kensington High Street and the Portobello Road. Each of these offers something special, be this access to world-class brands, to eclectic markets or to the quirky and the unexpected. Indeed, the significant contribution that Knightsbridge plays to the Capital’s retail draw is reflected by its inclusion within the London Plan’s CAZ. The boundary of the CAZ is shown on the Proposals **Map**.
31.3.1 The borough contains four levels of town centres. Three of these, the borough’s higher order centres, form part of the London town centre network as designated within the London Plan. These are:

- International Centre: Knightsbridge
- Major Centres: King’s Road (East) and Kensington High Street
- District Centres: South Kensington, King’s Road (West), Notting Hill Gate, Fulham Road (Fulham Road (West) in the London Plan), and Brompton Cross (Fulham Road (East) in the London Plan) and Earl’s Court Road.

Portobello Road and Westbourne Grove have been designated by the Council as separate Special District Centres to reflect their unique function in having both a substantial local and international draw. Earl’s Court Road has been classed as a Neighbourhood rather than a District Centre, as designated within the London Plan, to recognise its scale and its primary function in serving the day-to-day needs of local people and those visiting the Earl’s Court Exhibition Centre. As such, part (d) of policy CF3 is relevant in the determination of planning applications for this centre.

These higher order town centres are the main shopping areas in the borough, offering both comparison and day-to-day convenience shopping for residents and for those visiting the borough or working within it.

The Council has drawn up visions for each of the borough’s higher order centres. These are included within the Places section of the Local Plan (Chapters 5-18). Detailed changes to specific town centre boundaries are set out in the Places section where applicable.

The fourth type of centre, the borough’s Neighbourhood Centres, have a different role, to meet the day-to-day needs of those living and working in the borough. Neighbourhood centres are therefore integral to building up the walkable neighbourhood as outlined in Chapter 30 (Keeping Life Local).

The Neighbourhood Centres are: Barlby Road, Ladbroke Grove (North), Golborne Road (North), North Pole Road, St Helen’s Gardens, Ladbroke Grove Station, All Saints Road, Talbot Road, Latimer Road Station, Westbourne Park Road, Clarendon Cross, Holland Park Avenue, Holland Road, Napier Road, Kensington High Street (West), Thackeray Street, Pembroke Road, Earl’s Court Road, Earl’s Court Road North, Kensington High Street (Warwick Road), Stratford Road, Gloucester Road, Cromwell Road Air Terminal, Gloucester Road (South), Old Brompton Road (West), Old Brompton Road (East), Ifield Road, The Billings, Fulham Road (Old Church Street), Walton Street, Lowndes Street, Pont Street, Sloane Avenue, Elystan Street, Chelsea Manor Street, Lower Sloane Street, and the World’s End, and Fulham Road/Brompton Cemetery.

Golborne Road has been designated a Special Neighbourhood Centre to reflect its wider function and the close links between the Golborne and Portobello markets. The boundaries of the centres are shown on the Proposals Map and repeated in Chapter 42.

Each of the designated centres are considered to be a “key shopping area” in terms of Schedule 2, Part C of the General Permitted Development Order 2015 (as amended). The Retail and Leisure Needs Assessment concludes that the Council is in a fortunate position and that our centres are healthy and vibrant in character. However, the Council recognises that the borough is not immune from the changes in the local retail market, be

344 The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
these increasing competition from shopping centres outside the borough, or the pressure on diversity from an increasingly homogeneously retail sector. The Council is currently concerned about what impact the new shopping centre in Hammersmith and Fulham, ‘Westfield London’ will have upon the health of the borough’s centres. The higher order centres north of the Cromwell Road, and in particular Kensington High Street are likely to be the most affected as visitors choose to visit Westfield rather than the established centres in this borough. While anecdotal evidence does suggest that, to date, the impact of Westfield on Kensington High Street has not been as great as originally feared, the Council will continue to monitor the health of the borough’s centres very carefully.

31.3.179 The Council endorses the view of the Retail Commission in recognising that the health of a centre does not depend merely on the number of shops within it. A successful centre is one which contains a diverse mix of uses and one which retains a distinct character. There are threats to this diversity, and while the Council recognises that multiple retailers are likely to form the spine of many of the borough’s centres, some of the borough’s iconic town centres are in danger of becoming ‘cloned high streets’. Eighty-nine Ninety-two per cent of the shopping floorspace within Knightsbridge, 81 per cent of Kensington High Street and 68 per cent of King’s Road (East) is occupied by multiple retailers, although many of these are top name international brands which have a limited representation in Britain.

31.3.182 Despite the threats, many of our centres currently retain a high proportion of retailers which are either independent or are not part of national chains. This is true for the Portobello Road, with only 18 twenty-eight per cent of the total retail floorspace of the centre being occupied by multiple retailers. The Council cannot however, be complacent, and recognises that it is the low proportion of national multiples that helps maintain the special character of some of our centres. The Council recognises that the planning system does not allow a local planning authority to consider the nature of a particular shopkeeper when determining a planning application. Councils are, however, encouraged to promote diversity within town centres, using the tools available to them.

31.3.192 The ‘town centre first’ approach to new shopping development is central to maintaining the character of successful and diverse centres. Similarly, the Council recognises that for new retail development to help support the function of a centre and its position within the town centre hierarchy, it must be of an appropriate scale and provide a mix of shop unit sizes.

31.3.22 The Council endorses the view of the Retail Commission that, in order to ensure the continued supply of small units that are more likely to be occupied by start-up, independent or specialist traders it may be appropriate to use s106 agreements (or conditions) to provide both a mix of unit sizes and affordable shops. This in both cases, the use of such methods will only normally be suitable within major shopping developments (with a net increase in retail floor area of 1,000sq.m gross or more), where the viability of the wider scheme is not jeopardised. The Council’s favoured method for the provision of ‘affordable shops’ is for developers to provide premises to be managed under the Council’s Neighbourhood Shopping policy, although the Council does recognise that other mechanisms for the provision of affordable shops, secured through s106 agreements

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345 A Balance of Trade: Everyone can help, Report of the Commission on Retail Conservation to RBKC, May 2007
347 Ibid
agreements, may also be appropriate. The Council recognises that there may be circumstances where it would be appropriate for the affordable shop to be provided off site, but within the same centre. These could include, for example, where the proposed retail development has a narrow street frontage, and where the provision of an additional shop on the site could jeopardise the successful operation of the principal shop. Where an affordable unit cannot be provided, the Council will seek financial contributions, through planning obligations (where appropriate, feasible and viable), to provide the mitigation necessary to support retail diversity within the centre or the rest of the borough. The onus will be on the applicant to successfully demonstrate where a contribution to the retail diversity of the centre, be this by ‘on’ or ‘off’ site provision of an affordable unit, or by financial contribution, is not appropriate.

31.3.2 The Council does recognise that the planning system does not normally allow a local planning authority to control the amalgamation of shop units as amalgamation is not normally considered to be development which requires planning permission. Conditions do, however, allow the Council to protect newly created small units where they are considered to play a significant role in maintaining the character of a centre, and to help support a dynamic, competitive and diverse town centre.

Policy CF2 Retail Development within Town Centres
The Council will promote vital and viable town centres and ensure that the character and diversity of the borough’s town centres is maintained.

To deliver this the Council will:

a. require the scale and nature of development within a town centre to relate to the size, role and function of that town centre, to reflect the position of the centre within the retail hierarchy and to assist in the implementation of the vision for that centre as set out within Section 1B Places (Chapters 4-185); and

b. require a range of shop unit sizes in new major retail development, and resist the amalgamation of shop units, where the retention of the existing units contributes to achieving the vision for the centre;

c. seek the provision of affordable shops in new large scale retail development or mixed use development with a significant retail element, to provide affordable shops, or where this is not appropriate, to provide a financial contribution through planning obligations to support retail diversity within the centre. Affordable shops can be provided off site within the same centre where appropriate.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

Diversity within Town Centres

31.3.24 The Glossary to the National Planning Practice Guidance (NPPG) on Ensuring the Vitality of Town Centres PPS4: Planning for Sustainable Economic Growth lists the main town centre uses. These are include retail shops as well as banks, building societies and other professional services, leisure and entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, bars and pubs, night-clubs, casinos, health and fitness centres); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). The NPPG PPS also notes that housing may can be an appropriate possible town centre use when on upper floors. Social and community uses, are also considered to be appropriate
town centre uses. Some, including police contact points, are particularly suited to central town centre locations. Social and community uses and local convenience shopping are considered in both this chapter and in Keeping Life Local (Chapter 30).

31.3.25 It is important to keep concentrations of shops together at the heart of a town centre to make it easy to compare goods between retailers. This ‘critical mass’ of shops is necessary to encourage shoppers into a centre and to encourage its vitality. Town centres are, however, about more than just shopping. They are preferred locations for other town centre uses, uses which support the borough’s function as a place to live and which to work, and uses such as restaurants and bars, which draw people into the centres and encourage them to linger. These supporting uses can play an important role in ensuring that a centre offers something that the internet cannot.

31.3.26 The Council recognises that these differing roles are served by different parts of the borough’s larger centres. It is the primary retail frontages which provide the critical mass of shops, and the secondary retail frontages, while still being mostly shops, contain a greater diversity of town centre uses serving non-shopping needs of visitors. Taken together, the primary and secondary retail frontages provide the range of town centre uses necessary to make the borough’s centres the diverse and successful places that they are. This is an approach supported by the provisions of the NPPF and not diminished by the recent liberalisation of the relevant statutory instruments. The Council will continue to have regard to the mix of uses within particular parts of a centre whenever planning permission is required.

31.3.27 The Council is concerned with the mix uses within differing parts of the centre, as well as in the centre as a whole. In any one street frontage (between successive intersecting vehicular highways) the Council will take account of the concentration of units in any non-shop use and the length of break in the retail frontage. The primary and secondary retail frontages of the borough’s higher order town centres are set out in Chapter 42. These will be reviewed as necessary.

31.3.28 The Council recognises that restaurants and drinking establishments continue to have an important role in supporting the diversity of the borough’s town centres and in providing a useful day-to-day service to our residents. Care must be taken to ensure that an over concentration of such uses does not harm the function of an area. In addition the Council recognises that such uses can, however, be unneighbourly and cause particular problems to the quiet enjoyment of our residential areas. The impact of such uses on residential amenity are considered elsewhere in the Local Plan.

31.3.29 It is not appropriate to draw such a distinction between the primary and secondary retail frontages within the borough’s neighbourhood centres. The maintenance of strong neighbourhood centres is integral to the creation of walkable neighbourhoods, and all shops in such locations will be essential to the centres’ character. The only exception to this is where a new social community use is to be provided, as the function of the neighbourhood centres is to serve both the shopping and other day-to-day need of the residents of the area. The main retail function cannot, however, be allowed to be lost.

31.3.30 There have been particular problems associated with the concentration of estate agents (a Class A2 use) in Notting Hill Gate. - a concentration that has harmed the retail character of parts of the centre. In 2015 the GPDO was amended and removed the need for planning permission for changes of uses from shops to estate agents. This liberalisation could allow the retail character of both Notting Hill Gate and of other areas to be weakened still further. Unchecked a proliferation of estate agents will detract from the

349 The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)
retail function of the centre. Whilst ordinarily planning permission is no longer required for a change of use from a shop to an estate agent, the Council will continue to seek to resist such changes of use which will harm the character of an area, when it has the powers to do so.

31.3.31 South Kensington is an unusual centre in that it serves both local residents and the many millions of people who visit the South Kensington Museums each year. In order to balance the needs of both sets of users, the Council will allow greater freedom for changes of uses from A1 shops to A3 and A4 uses in the northern part of the centre, or the "service retail frontages".

31.3.312 In 2016 the St Quintin and Woodlands Neighbourhood Plan was made. This Plan takes a different approach to Council’s Local Plan with regard to the appropriate balance of uses within the St Helens Gardens, North Pole Road and Barlby Road Neighbourhood Centres. Within these centres any change of use between an A1, A2, A3, D1 and D2 use will be permitted, subject to amenity considerations (Policies S1 and S2 of the Neighbourhood Plan.)

Policy CF3 Diversity of uses within Town Centres
The Council will secure the success and vitality of our town centres by protecting, enhancing and promoting a diverse range of shops and by ensuring that these uses will be supported, but not dominated by, a range of complementary town centre uses. To deliver this the Council will:

a. **p**rotect all shops and shop floorspace at ground floor level in primary retail frontages of:
   i. Knightsbridge, King’s Road (East and West), Fulham Road, Brompton Cross, South Kensington, Kensington High Street, **Earl’s Court Road** and Westbourne Grove town centres unless the change is to another town centre use and where 80 per cent of the ground-floor units in the relevant street frontage will remain in an A1 (shop) use and the non-shop use is not adjacent to another non-A1 use;
   ii. Notting Hill Gate unless the change is to another town centre use, but not an estate agents, bureaux de change (Class A2) or hot food takeaway (Class A5) use and where 80 per cent of the ground-floor units in the relevant street frontage will remain in an A1 (shop) use and the non-shop use is not adjacent to another non-A1 use;
   iii. Portobello Road Special District Centre;

b. **p**rotect all shops and shopping floorspace at ground floor level within the secondary retail frontages of:
   i. Knightsbridge, King’s Road (East and West), Fulham Road, Brompton Cross, South Kensington and Kensington High Street, **Earl’s Court Road** and Portobello Road town centres, unless the change is to a town centre use and where **66 50** per cent of the ground-floor units in the relevant street frontage will remain in an A1 (shop) use and there are no more than 3 non-A1 uses in a row;
   ii. Notting Hill Gate District Centre unless the change is to another town centre use, but not an estate agents, bureaux de change (Class A2) or hot food takeaway (Class A5) and the change is to a town centre use and where **66-50** per cent of the ground-floor units in the relevant street frontage will remain in an A1 (shop) use and there are no more than 3 non-A1 uses in a row;

c. allow the loss of shop uses (Class A1) to restaurants and cafes (Class A3) within the service retail frontage of the South Kensington town centre.

cd. protect **shop retail**-uses above or below ground floor level within town centres unless it is successfully demonstrated that their loss will not adversely affect the essential shopping character and function of the centre;
de. protect all shops within neighbourhood centres, unless the proposal is to change to a social and community use, and where 66 per cent of the relevant street frontage remains in an A1 use (shop).

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

**Street Markets**

31.3.332 Street markets are a form of shopping greatly valued by many of the borough’s residents. Their role is diverse, supporting the day-to-day shopping needs of local people, as well as, in the case of the Portobello and Golborne Road markets, attracting large number of visitors from outside the borough. The existing markets are considered to be an integral part the borough’s retail offer and to play a vital role in maintaining the special character and the diversity of the borough’s centres. Storage for market traders is essential for the market to operate successfully. This storage will be for both the goods sold and for the stalls themselves, and, as such, must be in reasonable proximity to the market pitches if they are to serve any useful function. The expansion of the Portobello Road Street market, north up to the Golborne Road, has been supported within both the Golborne and Portobello/Notting Hill Places, in Chapters 6 and 7 respectively, as it is considered to be an initiative that will greatly assist in generating increased footfall in this part of the borough.

**Policy CF4 Street Markets**

The Council will ensure that street markets remain a vibrant part of the borough’s retail offer.

To deliver this the Council will:

a. protect all of the borough’s street markets including those at Portobello Road, Golborne Road and Bute Street;

b. support new, or the expansion of existing, street markets where this fits in with our broader retail strategy and our strategic objectives for the town centres in which they would be located within or adjacent to;

c. require the protection of existing storage lockups for street traders, or their equivalent re-provision.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

**Location of Business uses**

31.3.283433 Business uses are considered to be those which fall under class B of the Use Classes Order, and include office, light industrial, and storage and distribution uses. The retail, catering and hotel sectors are therefore excluded.
Offices

31.3.293534 While the borough has not been designated by the Mayor of London as a strategic office location, it does contain locally important concentrations of offices, particularly in the wards around Kensington High Street and South Kensington. There are also concentrations within the other higher order centres, within the remaining predominantly commercial mews and within the borough’s employment zones. There are some 4,000 office occupiers within the Borough350, occupying nearly 720,000 sq m of business floorspace351. Whilst this stock of premises is widely distributed across the borough, there are particular concentrations around Kensington High Street, and South Kensington, Knightsbridge, Notting Hill Gate and within the Employment Zones.

31.3.3065 Business uses employ some 34,500 people within the borough, or 31 per cent of all jobs within Kensington and Chelsea. This is less than the national average of 41 per cent, a figure which reflects the small proportion of industrial jobs, at just five per cent compared to the national average of 21 per cent352. The office sector is significant, providing 29,000, or a quarter of all jobs in the borough. This proportion is greater than the national average, and with 587,000sq.m of floorspace makes the Royal Borough of Kensington and Chelsea the twelfth largest office provider in the capital353. The borough has a cross section of business types. However, in the same way as the City of London is known for its financial and insurance services, so Kensington is known for its music, fashion and creative businesses. Some of these are of national and international significance. The borough is, for example, home to the four major record labels, some 400 associated independent studios and production facilities, providing an estimated 28 per cent of all the country’s employment in the music publishing sector.

31.3.3276 The importance of the borough’s office sector was recognised by the Government in 2013 when the Council was one of only two authorities in the country granted a borough-wide exemption to the office to residential permitted development rights. This exemption was on the grounds that the borough’s businesses had been shown to be both “locally” and "nationally significant." They employ an estimated 20,300 people, have a turnover of £5.8 billion and an economic output of £1.5 billion (GVA).354

31.3.3387 One of the strengths of the borough’s office sector is its diversity, both in terms of location and in terms of premises type. A larger office in, for example, a town centre location, will serve a different need from a shared workspace within an Employment Zone. It is the Council’s ambition to support this diversity through the provision of a wide range of office types in different locations with a distribution across the borough. The borough can build upon its strengths as an increasingly popular location for the creative sector, whilst retaining the premises required by the more traditional accounting, legal or real estate sectors. Reconfiguration and re-provision of business floorspace within a single property, or within a number of properties within the immediate area, may allow the more efficient uses of space without reducing this diversity. Land use swaps which result in the migration of office floorspace from one area to another, or one type of area to another, will reduce diversity. This will be particularly problematical when the loss of floorspace is from an accessible high value area within a town centre. The Council will have regard to the benefits associated with an uplift in the quantum of the business floorspace over the swap sites, over and above that which could reasonably be expected to have come forward.

353 Ibid
354 TBR: Impact of Proposed Change to Permitted Development 2013
over the lifetime of the plan. This will be assessed against the dis-benefits associated with any loss of diversity.

31.3.31 The average business unit in the borough measures 230sq.m (2,475sq.ft)—less than half the London average of 425sq.m (4,550sq.ft). The data however, shows that a high proportion of business premises within the borough are considerably smaller, at less than 100sq.m (1,075sq.ft). Offices of this size (and indeed, smaller) are often home to local businesses including those providing a community or voluntary sector function.

31.3.32 There is a forecast demand—of 15 per cent growth of office jobs between 2004 and 2026. This equates to a net increase of 60,000sq.m (750,000sq.ft) of office floorspace between 2008 and the end of the plan period. For industry and warehousing, the forecast is for a small reduction of required stock of just 4,500sq.m (50,000sq.ft) or just 180 jobs. The type of units sought does vary. For light industrial uses, most take up is in units to about 230sq.m (2,500sq.ft), whereas for offices, most take up is for units between 45sq.m and 75sq.m (500sq.ft and 800sq.ft). This is not to say that there is no demand for larger units within the borough. The recent building out of some large scale office developments indicates that there is of 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 86,600 93,100 sq m. Whilst the Council has identified some 52,000 sq m of additional B1 office space likely to come forward outside of the recognised pipeline, this still leaves an under supply of approximately 84,600 sqm, or some 6,500 sq m pa from 2014-6 to the end of the plan period.

31.3.33 On the supply side, office floorspace under construction, outstanding permissions (as of March 2008) provide a net addition of 37,000sq.m (500,000sq.ft). This level of building will meet office demand until 2017. The Council therefore recognises that a further 23,000sq.m of office floorspace needs to be developed, within the plan period for the predicted need to be met. The Council has allocated 20,000sq.m (215,000sq.ft) of business floor space within the Strategic Site Allocations for the Earl’s Court Exhibition Centre and the Kensal gas works sites. Any remaining need would be likely to be met by other smaller windfall sites, particularly by very small and small office developments across the borough.

31.3.34 The continued concentration of large (greater than 1000sq.m GEA) and medium scale (300sq.m to 1000sq.m GEA) business premises on the upper floors of sites within town centres, on sites in town centres and in other accessible areas is important as it assists in the provision in the range of premises needed, supports the continued vitality of the borough’s town centres and ensures that as many people as possible can reach these areas without having to rely on the private car. This is a central tenet of a sustainable pattern of development. The relationship is symbiotic with offices benefiting from, as well as contributing to, the range of facilities which may be available from an accessible town centre location.

31.3.35 While medium-size offices do benefit from proximity to a town centre, their wider distribution across the borough shows that they can also thrive in other locations. They are an integral part of the mix of premises available to those who wish to locate, or expand their business within the borough. As such, they will also be supported in all accessible locations, within the employment zones and within primarily commercial mews.

356 Ibid
358 RBKC, Employment Land Review Update, Roger Tym and Partners, Draft September 2009
31.3.4039 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. Any loss of the existing business stock will widen the under supply still further.

31.3.410 Land owners may seek to reconfigure existing office floorspace in order to allow an increase in value through the introduction of residential uses on a site. It is essential that the overall quality of the existing floorspace is not degraded by, for example, the re-provision of floorspace within a basement with little or no natural light.

31.3.36421 The Council wishes to meet provide for the objectively assessed identified need for new office floorspace within the plan period. As a ‘town centre use’, offices are subject to the requirements of the NPPG on Ensuring the Vitality of Town Centres PPS4. The Council, therefore, seeks to direct new large and medium-sized office premises to town centre locations, or to edge of centre sites immediately adjoining these locations, to other accessible areas or to the Employment Zones. New offices may, however, be appropriate in any accessible location, with the Council considering an area which has a Public Transport Accessibility Level (PTAL) score of 4 or greater to be accessible. The Council is satisfied that employment zones are suitable locations for very small, small and medium offices, be these stand alone or forming a part of a larger business development. While the employment zones are not well served by public transport, and are not centred on existing town centres, they have formed successful clusters of business uses, clusters which the Council wishes to support further. This will assist in the provision of the range of premises needed, support the continued vitality of the borough’s town centres and ensure that as many people as possible can reach these areas without having to rely on the private car. This is a central tenet of a sustainable pattern of development. The relationship is symbiotic with office premises benefiting from, as well as contributing to, the range of facilities which may be available from an accessible town centre location. Large scale office proposals may be appropriate in other areas including within the Employment Zones, when shown to meet the requirements of the sequential test. The Council recognises that any large scale business developments may have the potential to cause a material increase in traffic congestion and, therefore, will be carefully assessed against the requirements of Policy CT1.

31.3.37 The Council considers that a small, medium-sized or large business development is one with a total floor area of between 100sq.m and 300sq.m, between 300sq.m and 1,000sq.m and more than 1,000sq.m respectively. It may be a development which will contain a single occupier or one which will contain a number of smaller units.

31.3.432 An ‘accessible location’, is one with a Public Transport Accessibility Level (PTAL) score of 4 or greater.

31.3.443 While medium-size offices do benefit from proximity to a town centre, their wider distribution across the borough shows that they can also thrive in other locations. They are an integral part of the mix of premises available to those who wish to locate, or expand their business within the borough. As such, they will also be supported in all accessible locations, within the employment zones and within primarily commercial mews.

359 A large office is one with a floor area of more than 1000 sq m (GEA)
360 For office development the NPPF defines an edge of centre location as one within 500 metres of a public transport interchange.
361 A medium sized office is one with a floor area of between 300 and 1,000 sq m (GEA)
31.3.384 The availability of small (floor area of 300sq.m GEA or less) and very small (floor area of 100sq.m GEA or less) business premises across the borough is also valued as these are the premises which are in the greatest demand by both the creative sector and by the borough’s residents. They are not ‘high trip generators’, and do not require a highly accessible or a town centre location to be successful. These smaller units are often provided within purpose built business centres. These offer flexibility and the scope for a successful business to expand in situ. The use of s106 agreements to control amalgamation may, however, be appropriate for newly built business centres and other proposals which provide small workspaces. This will allow the Council to support the expansion of growing businesses but resist the incremental creation of large scale single occupier buildings outside of higher order town centres and other accessible areas.

Industrial and warehouse uses

31.3.465 The borough’s light industrial and warehousing sectors are much smaller in scale, estimated by the GLA to be some 4.5 ha. Much of this is made up by studios and hybrid workshop/office uses, rather than traditional factories, workshops or warehouses. The general industrial sector is smaller, located largely in the north of the borough.

31.3.476 The borough’s remaining stock of light industrial premises continues to decline as property owners make the use of the freedoms offered within the GPDO and convert to higher value B class office uses. Uses evolve organically, and it has become increasingly difficult to distinguish the light industrial from the hybrid use, the workshop or the makerspace. This is a pattern which reflects the changing nature of the borough from an area with a small but functionally important manufacturing base to one now increasingly sought by entrepreneurs, by creative professionals and by small business employers. The Council does not wish to hinder this process.

31.3.487 There are a number of car repair garages and MOT centres across the borough which serve a particular need for many of the borough’s residents. This is akin to a form of social and community use. The Council recognises that these uses may not sit neatly within the use classes order. Their “use” will depend on the actual operation, and whether neighbourly or not. In many cases these garages may be best considered to be a sui generis use. Where planning permission is required, such uses will be protected.

31.3.498 The borough contains a small number of storage and distribution uses. Whilst these are not of a scale that serve a strategic function they do provide a particular service which is used by both residents and by the small businesses scattered across the borough. As with industrial premises, this dwindling sector is under pressure form changes of use to higher value uses. Whilst loss to office uses may see a change of function it will ensure that the important business function is retained. This will not be the case if the loss of storage and distribution uses is to a residential use. Such a change of use will have a detrimental impact on the borough’s economy and upon employment opportunities with it.

Employment Zones

31.3.39504 The Kensal, Freston Road/Latimer Road and Lots Road employment zones are the principal concentrations for the borough’s remaining light industrial uses, although other parts of the north of the borough, as well as Campden ward, do make a significant

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362 A very small and small office premises have floor area of less than 100 sq m and between 100 and 300 sq m respectively (All GEA)
363 London Industrial Land Supply and Economy Study, GLA 2015
364 RBKC Commercial Property Study, Peter Brett Associates, 2013
contribution to this sector. These uses are valuable as it is the smaller business units that usually provide disproportionately more jobs for local people than larger units. In particular it is these smaller units which are of particular demand for the borough’s creative and cultural industries. The borough’s Employment Zones continue to evolve from concentrations of industrial, warehousing and office uses to highly dynamic employment areas so popular with the creative industries. If these areas are to become the innovation districts of the future they must be allowed to provide a wide range of premises to attract the widest range of businesses and occupiers. To this end, the Council will support the provision of a spectrum of business types and premises which encourage the successful start-up company, and which then allows this start up to grow and to thrive. There is a need for micro-offices for start-up businesses, the premises suitable for the larger well established businesses, and for everything in between.

31.3.5.40 Whilst many of the business uses within the Employment Zones do still fall within the traditional classification of office, light industrial or warehouse use, many do not. The Council does not wish to constrain the evolution of such uses and support flexibility within the B class uses in these areas and across the borough.

31.3.5.21 A range of non-business uses will be welcomed within the borough’s Employment Zones where they help provide the range of facilities used by those working within, and visiting the Employment Zones. These are the uses which are often an integral part of the new models of business premises and could include shops, cafes and other A class uses, gyms, or cultural spaces. They are the uses which may help creative vibrant and exciting places. Places which thrive through the linkages associated with the synergies of a creative sector. Whilst these supporting uses have value, it is essential that a balance is retained and these uses are only encouraged where they support the business function of these areas. For clarity it should be noted that the Employment Zones have not been identified as locations for new town centres. Any new town centre use with a floor area greater than 400 sq m will also be subject to the sequential test and an impact assessment.

31.3.5.32 As a borough with some of the highest land values in the country, there is a danger that lower value land uses, such as light industrial or small offices, will be replaced by higher value uses such as housing (including student accommodation) or large scale offices. In addition the Council notes that none of the borough’s employment zones are located in areas which are well served by public transport and therefore that, as major trip generators, large scale offices in these areas are likely to increase car use and congestion. It is therefore essential that the function of the Employment Zones is clear – that these are commercial areas, areas whose function is to accommodate a range of B class business types which support the local and the wider economy.

31.3.5.43 The Council does, however, recognise that the introduction of some residential floorspace within an Employment Zone can help bring forward new business development and deliver housing supply. In order to ensure that business uses are maximised, residential uses will only be permitted when they can be shown to be necessary to enable a significant uplift in business floorspace. As well as being a significant uplift, this floorspace must be of at least equal quality to that being re-provided with no more residential floorspace being provided that that necessary to enable the uplift. It is also essential that the commercial character and function of an Employment Zone is not jeopardised by the introduction / expansion of residential uses. This will normally be ensured through appropriate design, the retention of the business character of ground floor frontages and through ensuring that only a small proportion of the floorspace of a given site is

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365 RBKC, Employment Land Study, Roger Tym and Partners, January 2007
366 Ibid
residential. If the Council is not satisfied that the business character can be retained, the introduction of residential floorspace will be resisted.

31.3.40 In order to maintain a broad mix of employment opportunities, to protect the small business units favoured by local employees, and to ensure diversity of uses within the borough, the Council will support the employment zones as the remaining concentrations of light industrial uses, workshops, creative and cultural industries and small business uses outside the town centres. The Council recognises that business centres make an important contribution to the function of the employment zones, as they assist in providing the flexible workspace which is in particular demand from the borough’s creative and cultural industry. While new business centres or office developments should contain a mix of unit sizes, the majority of the units should be of the type and size which are suitable for the small business sought by the Council. The Council does, however, recognise that any large scale business developments may have the potential to cause a material increase in traffic congestion and, therefore, will be carefully assessed against the requirements of policy CT1.

31.3.554 The St Quintin and Woodlands Neighbourhood Plan takes a different approach to the Council’s Local Plan with regard to what is seen as appropriate uses within the part of the Freston/Latimer Road Employment Zone which lies north of the Westway. In this area any A1, A2, A3, A4, D1 or D2 use will be encouraged “where such uses contribute to the vitality of the street and to the wider neighbourhood area” or where "increase employee numbers on sites” (Policies LR2 and LR3 of the Neighbourhood Plan). In addition Policy LR1 allows residential uses on the upper floors in redeveloped buildings at Units 1-14 Latimer Road provided that the ground (and any mezzanines) remain a commercial use.

31.3.41565 The protection of offices as set out in Policy CF5 includes the protection of both units and floor space.

**Policy CF5 Location of Business Uses**

The Council will ensure that there is a range of business premises within the borough to allow businesses to grow and thrive; to promote the consolidation of large and medium offices within town centres; support their location in areas of high transport accessibility; and protect and promote employment zones for a range of small and medium business activities which directly support the function and character of the zone.

To deliver this the Council will, with regard to:

**Offices**

a. protect offices and office floorspace very small and small offices (when either stand alone or as part of a larger business premises) throughout the borough; medium sized offices within the employment zones, higher order town centres, other accessible areas and primarily commercial mews; large offices in higher order town centres and other accessible areas, except where:
   i. the office is within an employment zone and is being replaced by a light industrial use, workshop or other use which directly supports the character and function of the zone;
   ii. the office is within a town centre and is being replaced by a shop or shop floorspace, by a social and community use which predominantly serves, or which provides significant benefits to, borough residents; or by another (not residential) town centre use where this allows the expansion of an adjoining premises;

b. permit very small, small and medium-sized offices anywhere in the borough save for ground floor level of town centres;
c. require new large scale office development to be located within a town centre, other accessible areas or within an Employment Zone unless the development would meet the requirements of the sequential test and not have a detrimental impact on traffic generation in the area;

c. permit small office developments anywhere in the borough; require medium-sized office developments to be located in town centres, in other accessible areas, in employment zones and in commercial mews; require large office developments to higher order town centres and other accessible areas, except where the proposal:

i. results in shared communal residential/business entrance;

ii. results in the net loss of any residential units or floorspace; or

iii. in the case of a town centre, harms the retail function of that centre;

d. permit business centres at upper floor levels of higher order town centres, within accessible areas and within employment zones;

e. require all new business floorspace over 100sq.m to be flexible, capable of accommodating a range of unit sizes;

**Light Industrial and Warehouse Uses**

f. protect all general and light industrial uses and warehousing throughout the borough unless where the loss is to an alternative B Class business use;

gf. protect vehicle repair garages and MOT centres throughout the borough;

g. require new light industrial uses to be located within Employment Zones, predominantly commercial mews and other areas where amenity is not harmed;

h. require the provision of a mix of unit sizes suitable for the creative and cultural businesses, as appropriate;

**Employment Zones**

i. protect light industrial uses, workshops, very small, small and medium offices, and business centres;

ji. require there be no net loss of business floorspace unless to uses which directly support the function and character of the zone;

kj. resist large office developments except when consisting entirely of very small, small or medium units; support A class and other town centres uses where they help support the business character and function of the Employment Zones;

kl. resist residential uses including for student housing or any form of living accommodation, unless the use can be shown to be necessary to support a significant uplift in both the quantity and the quality of the business use on the site;

ml. promote employment zones as centres for innovation, locations for large and small businesses and for workshops (whether stand alone or part of large business centres).

n. to restrict, through the use of s106 planning obligations, the amalgamation of small and very small business units.

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Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

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**Creative and Cultural Businesses**

31.3.42576 As a share of total employment in the borough, the cultural and creative sector is unusually large, accounting for around 15,000 people across over 2,500 firms.367 30 per

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367 Evidence to inform Article 4 Direction to restrict the future relaxation of planning regulations to allow changes of use from office to residential. TBR (2016)
cent of all business units in the borough, or about three times the national average. Some 16,600 people were employed in the borough in the ‘creative jobs’ in 2006, in 4,000 separate businesses. These industries are well represented across the borough, but particularly within the Employment Zones and the town centres.

31.3.43587 The borough has long been a centre for innovation, initially attracting artists and artisans, and now as a centre for the new media, for the film, music and fashion businesses, for advertising and publishing, for architects and for the antiques trade. These remain vibrant industries that contribute to the borough’s economy and to its reputation as a desirable place in which to work.

31.3.44598 As a local planning authority it is difficult for the Council to use the planning system to promote one form of business over another. However, it does recognise that the provision of a mix of unit sizes, flexible work-spaces, co-working spaces and lower cost units can all help the creative and cultural sector set up, expand and thrive within the borough.

31.3.456059 The Council also recognises that the creative industry thrives on the linkages associated with being parts of wider ‘clusters’. Therefore, while the policies within this chapter support the creation of premises suitable for the creative and cultural business sectors across the borough, concentrations of creative industries are specifically supported in the Kensal, Earl’s Court and Lots Road Places (Chapters 5, 10 and 18).

Policy CF6 Creative and Cultural Businesses
The Council will promote and protect the workspaces needed to support the creative and cultural industries across the borough.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

Arts and Culture uses

31.3.46610 The borough contains a number of major arts and cultural attractions, including the Natural History, Science and Victoria and Albert museums, the Earl’s Court Exhibition Centre, the Royal Court Theatre and the Saatchi Gallery, as well as hosting the Notting Hill Carnival and the Chelsea Flower Show. It also contains a wealth of more local attractions, including the Museum of Brands, nine cinemas and eight smaller theatres, as well as being home to more than six hundred arts organisations and artists.

31.3.47621 Arts and cultural uses at local level can help underpin and secure communities which are central to the residential character of the borough. They can be a means of retaining and enhancing familiar landmarks and can increase stability by reinforcing neighbourhood identity. In short, they add variety and richness to the life of the borough.

31.3.48632 The South Kensington cultural institutions’ museums’ international reputation and their strategic role in defining London as a world city is reflected by their inclusion within the London Plan’s Central Activities Zone. Their popularity and their importance is

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368 RBKC, Understanding the creative and cultural sector in Kensington and Chelsea, BOP Consulting, 2008.
369 16 RBKC, Employment Land Review Update, Roger Tyms and Partners, Draft September 2009
370 RBKC, Arts Strategy 2004 – 2008,
indisputable, with 12 over eight and a half million visits being made to the Natural History, the Victoria and Albert and Science museums in 200715.

31.3.49643 The borough’s arts and cultural uses include museums, art galleries, auction houses, exhibition spaces, theatres, cinemas and studios. Several of these facilities are enjoyed by more than just a local audience, but have a national, and, in some cases, an international draw.

31.3.50654 The requirements of arts and cultural operators change over time. Sometimes new requirements that it may be necessary to be pragmatic and to support enabling development on a given site where the proposal will result in an overall improvement to the arts and cultural use provided in the borough. The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town centre locations.

31.3.665 The Council recognises that in a climate of reduced core funding, the borough’s cultural institutions need to expand their own sources of revenue. Retail and cafes associated with these institutions can play a significant role. Where ancillary to the principal use, they will not be subject to the requirements of a retail impact assessment.

Policy CF7 Arts and Cultural Uses
The Council supports the borough’s role in both local and world-class arts and culture. The Council will welcome new cultural institutions and facilities across the borough and protect, nurture and encourage those which already exist. In particular the Council will support proposals which enhance the cultural draw of South Kensington, King’s Road/Sloane Square, the Notting Hill Gate and Portobello Road area and Kensington High Street.

To deliver this, the Council will:

a. protect all land and/or buildings where the current or last use is/was an arts and cultural use unless that use is re-provided to an equivalent or better standard on site, or if this is not possible, in the immediate vicinity of the site;

b. permit new arts and cultural uses, or the expansion of these uses, which are likely to generate large numbers of visitors in higher order town centres and other areas of the borough which have a PTAL score of 4 or above, or will achieve this level through improvements to public transport during the lifetime of the plan. Smaller scale arts and cultural uses which are likely to attract fewer visitors will be welcomed throughout the borough;

c. permit enabling development on land and/or buildings where the current or last use is/was an arts and cultural use, in order to provide alternative arts and cultural uses on site or improve arts and cultural uses elsewhere within the borough, where it is successfully demonstrated that there is greater benefit to the borough resulting from this proposal.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Hotels

31.3.5166 Tourism is one of the borough’s key economic drivers. In 2008, it was estimated that some £3.1 billion was spent by tourists in the borough. About half of this is spent in the borough’s shops. A quarter relates to stays in hotels. With an estimated 19,300 "visitor" rooms the borough is one of London’s main providers of visitor accommodation. In 2014 19,210 people were employed in the “accommodation” and “food and beverage service activities”, the concentration of those employed in the “accommodation” sector being nearly three and a half times greater than one would expect in London. Thirty-nine per cent of the borough’s jobs are in the hotels and restaurant sector, a figure significantly greater than any other sector of the local economy. This compares with a figure of 21 per cent for the wider Central London area.

31.3.5267 The borough has not been identified within the London Plan as an area that is 'strategically important' for new hotels. The Council does, however, recognise that it can play a role in assisting the London Plan in achieving its ambition of creating an additional 40,000 bedrooms across the capital by 2036. The need within the borough has been identified as being 2,700 additional rooms. The Council also recognises that its hotel stock is essential in helping ensure that the expected influx of visitors into the capital for the 2012 Olympics and Paralympics will have somewhere to stay.

31.3.68 The upgrading of existing hotels can have considerable benefits to the nature of the borough’s stock of visitor accommodation. It can keep the borough’s hotel offer relevant and, by allowing overnight stays, can ensure that the vitality of our town centres is supported. Often refurbishment will not require planning permission, but where it does it is essential that it is not at the expense of existing permanent residential units or of the living conditions of those living nearby. Refurbishment which results in the loss of a modest number of bedspaces or floorspace may be appropriate where it can be shown to be necessary to allow the quality of the of the remaining rooms, or of the associated facilities, to be improved significantly.

31.3.5368 While hotels contribute greatly to both the borough’s economy and to its reputation, they are not always good neighbours. Poorly run hotels can cause problems, and a concentration of hotels in a residential area can change the area’s character. This has been the case in the Earl’s Court ward. The Council does however, recognise that the benefits of hotels can be maximised, and their negative impact minimised, when hotels are located in the borough’s international or major centres; when they lie close to major tourist attractions; or when they lie in areas which enjoy excellent links to Central London. This is not to say that the expansion of existing hotels elsewhere within the borough will necessarily be inappropriate. Thoughtfully designed and managed, such expansion could make a significant contribution to meeting the need for additional rooms and not harm the character of residential areas. The Council considers that there is likely to be a significant net increase of hotel bedrooms through the borough (and the wider area) and it is not therefore expecting the policy approach taken in Earl’s Court to result in significant or strategic loss in hotel capacity in the borough. Should evidence show this not to be the case as part of Annual Monitoring, the Council will review the policy in the light of the evidence.

373 Understanding the demand and supply of visitor accommodation in London to 2036, GLA, August 2013.
374 Evidence to inform Article 4 Direction to restrict the future relaxation of planning regulations to allow changes of use from offices to residential, TBR (2016).
376 Understanding the demand and supply of visitor accommodation in London to 2036, GLA, August 2013.
Policy CF8 Hotels
The Council will ensure that the visitor economy is supported through appropriate hotel provision.

To deliver this the Council will:

a. protect hotels and hotel bedrooms across the borough; except in Earl’s Court ward
b. require new hotels to be located within, or immediately adjoining, the borough’s higher order town centres, and in particular Knightsbridge, South Kensington, Kensington High Street, King’s Road (East), Brompton Cross and Notting Hill Gate and within the Earl’s Court Exhibition Centre Strategic Site;
c. encourage the upgrading of existing hotels where:
   i. this will assist in maintaining the vitality of the centre;
   ii. this will not result in the loss of any residential accommodation;
   iii. there will be no material harm to amenity.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

No changes are proposed to the existing Local Plan sections and policies on Temporary Sleeping Accommodation (Policy CF9) and Diplomatic and Allied Uses (Policy CF10).

South Kensington Strategic Cultural Area

31.3.57742 In recognition of its outstanding universal value as a visitor destination, the Council and the London Plan have designated the museums complex as a Strategic Cultural Area. We will work with the City of Westminster to widen the area designated to include the Royal Albert Hall and Albert Memorial. We will also work with the City of Westminster to investigate the merits of designating the wider area as a World Heritage Site. A vision for the area forms part of the South Kensington Place (Chapter 12) section of the Local Plan.

31.3.58723 The Council recognises that any development within the Strategic Cultural Area must be of the highest quality and reflect the historic and architectural interest of the area. This is considered in detail within An Engaging Public Realm (Chapter 33) and Renewing the Legacy (Chapter 34). The Council also recognises the changing commercial reality of the institutions that give the area raison d’être. These two demands do not have to conflict.

31.3.59734 The boundary of the Strategic Cultural Area is shown on the Proposals Map.

Policy CF11 The South Kensington Strategic Cultural Area
The Council will protect and enhance arts and cultural uses in the South Kensington Strategic Cultural Area.

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377 The designation within the London Plan relates to the South Kensington Museums and to the Royal Albert Hall. The latter does not lie within the Royal Borough, and as such does not form part of this policy.
Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

31.4 Corporate and Partner Actions

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

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

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

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

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

31.4.32 Published in June 2009 by the Council’s Arts Service, this document considers the role of the arts and cultural sector within the Royal Borough and makes 15 recommendations as to how the Council can best meet the interests of support the sector to the benefit of local residents and others who live or work within the borough. While the implementation of these recommendations will require the cooperation of a number of Council departments, it is the Arts Service which are responsible for their implementation. No date has been set for the document’s review.

The Royal Borough of Kensington and Chelsea Restart Scheme

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

Corporate and Partner Actions for Fostering Vitality

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

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

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

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

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

6. The Council’s Economic Development and Regeneration team will work with members of the Worklessness team NOVA New Opportunities to support local residents into employment, help people into work in Kensington and Chelsea. This will be an ongoing process.

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

8. The Council’s Directorate of Economic Development Team will work with JobCentre Plus, local health services and partners in the central London Working Capital pilot. This pilot provides access to one-to-one support for long term Learning and Skills Council and NHS Kensington and Chelsea to address the needs of unemployed leaving the Government’s Work Programme, and under-employed residents and promote effective links with employers within Kensington and Chelsea and in neighbouring boroughs.

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

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

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

8. The Council will deliver cultural place-making initiatives to ensure that residents and visitors are aware of the full range of cultural facilities that are available, particularly in King’s Road, Kensington High Street, Portobello Road and the South Kensington Strategic Cultural Quarter.
Chapter 32  Better Travel Choices

32.1  Introduction

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

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

CO3 Strategic Objective for Better Travel Choices
Our strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.

32.2  What this means for the borough

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

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

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

32.2.4  An integral part of reducing the negative impacts of car use in the borough is to ensure that car parking levels are minimised in new development. Over the lifetime of the plan maximum parking standards will be reduced and new residential development will increasingly include no car parking at all except for essential need. The current adopted car and cycle parking standards will be set out in a supplementary planning document.
BETTER TRAVEL CHOICES
PTAL (Public Transport Accessibility Level)

Access to Public Transport
PTAL

0  Little or no access
1a Very poor
1b Very poor
2  Poor
3  Moderate
4  Good
5  Very Good
6a Excellent
6b Most Excellent
32.3 Planning Policies

No changes are proposed to the existing Local Plan section and policy on Improving Alternatives to Car Use (Policy CT1).
New and enhanced rail infrastructure

32.3.14 New rail infrastructure would greatly improve access to public transport in the northwest and extreme south of the borough where public transport access is not currently as good as elsewhere.

32.3.15 A new station on the West London line at North Pole Road Westway Circus would significantly improve access for local residents to public transport, both on the West London line and, via Willesden Junction through interchanges, the wider London Overground and Underground network. The Chelsea Hackney line Crossrail 2 will provide access for the south of the borough to the Underground network for parts of Chelsea, where access is currently poor. A Chelsea Hackney line station at Imperial Wharf would allow interchange onto the West London line and would provide an important new link into central London for existing residents and for the substantial new developments that are taking place in the area. It will put 5,000 more homes in Chelsea within walking distance of an underground station, make it much easier for patients, staff and visitors to reach the area’s three hospitals, and help to maintain the vitality and viability of the area’s businesses by making access easier for customers and staff.

32.3.16 A new Crossrail station at Kensal would unlock significant regeneration opportunities. There is also scope to increase line capacity, quality and accessibility of the existing stations on the West London line.

Policy CT2 New and enhanced rail infrastructure

The Council will require improved access to existing and planned new rail infrastructure in the borough.

To deliver this the Council will:

a. require developments at the allocated Kensal Canalside Opportunity Area gas works site to establish a Crossrail in Elizabeth Line Station, subject to approval by Crossrail Limited;
b. promote support the creation of a new station on the West London line at North Pole Road Westway Circus, as proposed by the St Quintin and Woodlands Neighbourhood Plan;
c. protect the safeguarded route and associated land for the Elizabeth Line (Crossrail 1) (Elizabeth Line) and Crossrail 2 the Chelsea Hackney line, including for the latter a station located between 250 King’s Road and 151 Sydney Street at Sloane Square and near Chelsea Old Town Hall on the King’s Road;
d. promote a station further west, potentially at Imperial Wharf, as part of the Chelsea Hackney line;
e. require new development to contribute to step-free access at West Brompton Station, measures to increase the capacity of the West London line and improvements to its interchange with the Underground network, particularly at Earl’s Court and, if feasible, as part of the redevelopment of the Earl’s Court Exhibition Centre.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
32.4 Corporate and Partner Actions

Introduction

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

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

RBKC Transport and Streetscape Policies 2008

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

RBKC Second Local Implementation Plan 2011-2014-2017

32.4.43 The Greater London Authority Act 1999 requires London boroughs to prepare Local Implementation Plans (LIPs) containing their policies and proposals for the implementation of This sets out how the Council intends to implement the Mayor of London’s Transport Strategy as well as other sub-regional and local transport-led priorities.

Mayor’s Transport Strategy 2010

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

Central London Sub-regional Transport Plan 2013-15

32.4.65 This document, produced by TfL with input from the seven central London boroughs, sits between the MTS and the LIP. It identifies the main transport challenges for the Central London subregion, and summarises projects and investment by both TfL and the boroughs that contribute to tackling those challenges.

Corporate or Partnership Actions for Better Travel Choices

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

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

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

4. The Transport and Highways Department will work closely with TfL which is the relevant highway authority for the Earl’s Court one-way system, to investigate and implement improvements to the street environment in the area.

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

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

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

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

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

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

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

12. The Council will support the Mayor of London in promoting a rail freight bypass for London to relieve pressure on the London Overground network.
Chapter 33  An Engaging Public Realm
A sense of place, attractive streets, parks and outdoor spaces

33.1 Introduction

33.1.1 Kensington and Chelsea is distinguished by a high quality network of streets, squares and public spaces. The public realm is widely recognised and valued for providing the setting for our rich architectural heritage. This is a strategic matter for the Royal Borough, being central to our success as an attractive place to live, work and visit. Establishing a new street network, based on our historic patterns, will be at the heart of the successful regeneration of the north, and enhancing the public realm will be a key part of maintaining the success of the borough as a whole.

33.1.2 The public realm is not just the two-dimensional streetscape, although that is an important component. The public realm is the full three-dimensional space of streets and parks, and how they connect together and contribute to making our neighbourhoods and centres distinctive and memorable. It is the public realm therefore which gives the borough its strong sense of place. The way buildings relate to streets, and the way streets relate to one another, are thus as important as the management and maintenance of the streetscape and our parks and gardens.

33.1.3 An Engaging Public Realm is an integral part of the Local Plan’s central vision of Building on Success. It is regarded as critical by residents to their quality of life, and also underpins the national and international reputation of Kensington and Chelsea.

<table>
<thead>
<tr>
<th>CO4 Strategic Objective for An Engaging Public Realm</th>
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<tbody>
<tr>
<td>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.</td>
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</table>

33.2 What this means for the borough

33.2.1 The streets, spaces and places provide a range of opportunities for external living, while making it easier and more attractive to walk, cycle and take public transport. They are also the location of the world renowned Notting Hill Carnival.

33.2.2 Open spaces support physical as well as passive activities, from playing sport to sitting and relaxing. They are places where people meet and come together. Paying particular attention to making the public realm safer and more enjoyable improves external living, while also enhancing the appearance of the borough.

33.2.3 The Exhibition Road redevelopment is a prime example of the Council’s innovative approach to single surface and de-cluttering of the streets. The design principles of single surface rests on making drivers more aware of other road users and their surroundings, thereby lowering traffic speeds in the presence of pedestrians and improving safety. This approach has been modelled on Kensington High Street, which has received international praise for its groundbreaking approach to clutter reduction and streetscape improvements.

33.2.4 There is very high public satisfaction with the appearance and maintenance of our streets and public spaces, with success derived from inherent design quality, use of high quality materials and craftsmanship, and regular maintenance. The Royal Borough is ranked
third out of all London boroughs in terms of residents’ overall satisfaction with the local area.\(^{378}\)

33.2.5 However, there are parts of the borough where the public realm is of a lesser quality and in need of significant attention. Areas such as the Westway, Cromwell Road, the Earl’s Court one-way system, Kensal, World’s End and Latimer. Establishing a new and improved street network, drawing from the borough’s historic patterns and public spaces, will be at the heart of the successful regeneration of these areas.

33.3 Planning Policies

No changes are proposed to the existing Local Plan sections and policies on Street Network (Policy CR1), Three-Dimensional Street Form (Policy CR2) and Street and Outdoor Life (Policy CR3).

Streetscape

33.3.16 Much of the borough lies within one of 378 conservation areas. The Council has a duty to ensure that new development within a conservation area preserves or enhances the character or appearance of that area. Street furniture, such as guardrails and signs, can both detract from this local character and hinder the safe passage for people with sensory and mobility difficulties.

33.3.17 The excellent quality of our public realm is constantly under threat from poorly designed or uncoordinated development and the paraphernalia used to control traffic and pedestrians, public utility equipment, street furniture and advertising. This undermines the very quality that everyone values. The Council’s Renewing the Legacy: 21 Projects for the 21st Century included the creation of the Royal Borough Streetscape Guide. This sets out principles of good design, such as more white lighting, the use of York stone, less clutter, sensitively designed street furniture and more public art.\(^{379}\)

33.3.18 Advertising hoardings and freestanding adverts can have a negative impact on visual amenity and can also have serious implications for public and road safety.

33.3.19 Front gardens offer a valuable contribution to the streetscape. The loss of front gardens to offstreet parking has long had harmful effects upon visual amenity and townscape quality. It can also reduce public safety.

33.3.20 Public art can promote civic pride and help create a sense of place and promote local distinctiveness. To achieve high standards of design both concept and execution the Public Art Panel advises and comments on proposed public art projects in the borough.

Policy CR4 Streetscape

The Council will require improvements to the visual, functional and inclusive quality of our streets, ensuring they are designed and maintained to a very high standard, that street clutter is removed and that street furniture, advertisements and signs are carefully controlled to avoid clutter to support the Council’s aim of driving up the quality of the borough’s streetscape.

To deliver this the Council will:

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\(^{378}\) Provisional scores for the National Indicators via the Place Survey 2009

\(^{379}\) RBKC Streetscape Guide 2006\text{\textsuperscript{12}}
a. require all work to, or affecting, the public highway, to be carried out in accordance with the Council’s Streetscape Guidance;
b. require all redundant or non-essential street furniture to be removed;
c. retain, and seek the maintenance and repair of, historic street furniture such as post boxes and historic telephone kiosks, where this does not adversely impact on the safe functioning of the street;
d. require that where there is an exceptional need for new street furniture that it is of high quality design and construction, and placed with great care, so as to relate well to the character and function of the street;
e. resist adverts that by reason of size, siting, design, materials or method of illumination, including on street furniture, harm amenity or public or road safety;
f. resist freestanding structures such as telephone kiosks where the function for the display of adverts over-dominates the primary purpose for the structure, whether sited on streets, forecourts or road sides;
g. resist pavement crossovers and forecourt parking;
h. require all major development to provide new public art that is of high quality and either incorporated into the external design of the new building or carefully located within the public realm. Where such provision is not appropriate, the Council may seek planning contributions for the provision of public art. New public art proposals should be designed developed in consultation with the Public Art Panel.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

Parks, Gardens, Open Spaces and Waterways

33.3.21 The benefit of open space is wider than pure aesthetics, it also provides a valuable recreational resource, and contributes to wildlife habitats and biodiversity and has benefits in minimising noise and air pollution. The borough has a long history and tradition of high quality parks and gardens, such as Kensington Gardens, the Physic Garden, Holland Park, Royal Hospital and Ranelagh Gardens.

33.3.22 There are 100 garden squares within the borough. There are also 15 open spaces on England’s Registered Parks and Gardens380, including Kensington Gardens, Holland Park, Brompton and Kensal cemeteries and Kensington Roof Gardens, the latter being the only roof garden on the national register.

33.3.23 The borough contains four areas of Metropolitan Open Land (MOL): Kensington Gardens, Holland Park, Brompton and Kensal cemeteries. These areas provide attractive breaks in the built-up area, provide open air facilities and contain features or landscapes of historic, recreational, or natural importance.

33.3.24 Holland Park and Kensington Gardens are the main public open spaces in the borough. Hyde Park, although entirely in the neighbouring borough of the City of Westminster, also makes a particular contribution to open space which is accessible to residents of the borough. However, much of the borough, particularly in the south, lies beyond a five minute (400m) walk to the nearest public open space381. In spite of this, there is a strong green amenity to the area, with numerous garden squares and street trees.

380 Register of Parks and Gardens of Special Historic Interest in England compiled by English Heritage
381 PPG17: Planning for Open Space, Sport and Recreation 2002
33.3.25 The Parks Strategy, Local Biodiversity Action Plan, the Play Strategy and regular updating of Playable Spaces Audits provide both a qualitative and quantitative audit of play and open spaces in the borough. There are limited opportunities to create larger areas of public open space because of the location and potential size of development opportunities and the fact that many sites have constrained boundaries. Small areas of open space might be possible, but these are often better managed if they are communal to the adjacent development, rather than public - as the garden square tradition of this borough demonstrates. The provision of new publicly accessible open space is therefore not seen as a strategic issue for this borough, and will be assessed on a case by case basis, using the up-to-date information from on-going audits of play and open space. Planning contributions towards the maintenance of the existing public open spaces with appropriate play facilities will be sought from developers while communal external open space which can greatly improve the quality of life of residents, can be designed into quite small schemes. This will therefore, be the focus of our policy.

33.3.26 Maintaining open spaces ensures the ecological and biological diversity of the borough and contributes positively not only to wildlife habitats but also to the quality of life for residents and those visiting and working here. Optimising wildlife habitat ensures that the borough and London provides feeding, breeding and nesting areas for a variety of bird and mammal species, which are often marginalised by increasing development pressures.

33.3.27 In the north, the borough is bounded by the Grand Union Canal, which is currently viewed as a physical barrier to movement. However, it is a valuable public realm asset and its potential to provide for improved biodiversity as well as amenity space and pedestrian and cycle links should be exploited.

33.3.28 The River Thames forms the southern boundary, and like the Grand Union Canal to the north, the potential of the Thames as a leisure, recreation, biodiversity and transport resource remains under utilised. The River Thames is an important transport route, and with its foreshore and banks is a unique open space with a special environmental character. Permanently moored vessels or the extension of riverside sites into the river can have a detrimental effect and reduce the river’s potential as a navigable waterway.

Policy CR5 Parks, Gardens, Open Spaces and Waterways
The Council will protect, enhance and make the most of existing parks, gardens and open spaces, and require new high quality outdoor spaces to be provided.

To deliver this the Council will, in relation to:

Parks, Gardens and Open Spaces
a. resist the loss of existing:
   i. Metropolitan Open Land;
   ii. public open space;
   iii. private communal open space and private open space where the space gives visual amenity to the public;

b. resist development that has an adverse effect upon the environmental and open character, appearance and function of Conservation Areas, Metropolitan Open Land or sites which are listed within the Register of Parks and Gardens of Special Historic Interest in England, or their setting;

c. resist development that has an adverse effect on garden squares and communal gardens, including proposals for basements;

382 such as a private garden square
d. require all major development outside a 400m radius of the closest entrance to the nearest public open space to make provision for new open space which is suitable for a range of outdoor activities for users of all ages, which may be in the form of communal garden space. Where this is not possible for justified townscape reasons, that a S106 contribution is made towards improving existing publicly accessible open space; require development to make planning contributions towards improving existing or providing new publicly accessible open space which is suitable for a range of outdoor activities and users of all ages;

e. require all major developments to provide on site external play space, including for under fives, based on expected child occupancy;

f. require all green open space to optimise biodiversity and wildlife habitat;

g. protect the open spaces surrounding the Royal Hospital from inappropriate development both in the landscaped areas themselves and in the neighbouring streets.

Waterways

h. require opportunities to be taken to improve public access to, and along the Thames and the Grand Union Canal, and promote their use for education, tourism, leisure and recreation, health, well-being and transport.

j. resist permanently moored vessels on the river, except where they would not have:

i. a detrimental effect on the river as a transport route and its special character, including biodiversity;

ii. an adverse affect on the character or appearance of the existing residential moorings at Battersea Reach;

k. permit residential moorings on the Grand Union Canal provided that:

i. there are adequate services for permanently moored vessels;

ii. other canal users (both water and landbased) are not adversely affected.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

No changes are proposed to the existing Local Plan sections and policies on Trees and Landscape (Policy CR6) and Servicing (Policy CR7).

33.4 Corporate and Partner Actions

Introduction

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


33.4.2 The Council’s Environment, Leisure and Residents Services Department (ELRS) has a 10-year Parks Strategy to improve and invest in its main parks. This Strategy includes an
aspiration to increase the number of public open spaces managed by the Council, a vision to ensure all residents will have easy access to a green, open space for relaxation, leisure and quiet reflection that is safe and pleasant to use. It also includes a rolling programme of consultation followed by a major programme of maintenance and park improvements over the lifetime of the Local Plan.

The Royal Borough of Kensington and Chelsea Streetscape Guide 2012

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

The Royal Borough of Kensington and Chelsea Tree Strategy 2015

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

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

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

Renewing the Legacy: 21 Projects for the 21st Century 2006

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


33.4.76 In December 2015 the Government published Sporting Future: A New Strategy for an Active Nation. The In response to this Sport England’s Strategy ‘Towards an Active Nation Strategy 2016-21’ aims to address the fundamental challenges facing sport, and particularly community sport, in England. The Strategy states that Sport England will build on the legacy of the 2012 Olympics and draw in other partners such as local authorities who drive local provision and are key to delivering a world leading community sport infrastructure, increase the number of people who engage in sport and activity, not for its own sake but for the wider benefits it can bring, in terms of physical and mental wellbeing and individual, community and economic development.

Corporate or Partnership Actions for An Engaging Public Realm

1. The Council will work in partnership with Transport for London and the Council’s Transport and Highways department to encourage streetscape improvements which remove barriers and improve access for local residents.

2. The Planning and Borough Development Directorate will work in partnership with the Council’s Transport and Highways Department to implement the Local Implementation Plan.
3. The Planning and Borough Development Directorate will work closely with Tri-Borough Children’s Services to help increase access to play and adventure facilities across the borough.

4. The Planning and Borough Development Directorate will work with the Council’s Environment, Leisure and Residents Services Department to ensure the Implementation of the Streets and Physical Activity Strategy.

5. The Planning and Borough Development Directorate will work in partnership with the Council’s Arboricultural Department to Team will deliver the Tree Strategy.

6. The Planning and Borough Development Directorate will work in partnership with the Council’s Arboricultural Department to Team will continue the programme of street tree maintenance and replacement planting in accordance with good arboricultural practice.

7. The Planning and Borough Development Directorate will work in partnership with Sport England to help deliver their its strategy, particularly in relation to providing community sport infrastructure.

8. The Planning and Borough Development Directorate will work in partnership with Natural England to help deliver improved Green Infrastructure.

9. The Planning and Borough Development Directorate will work in partnership with British Waterways the Canal and River Trust and the Port of London Authority to help deliver improved ‘blue infrastructure’.

10. The Planning and Borough Development Directorate will continue to work in partnership with the City of Westminster to achieve a shared vision for Knightsbridge and investigate the possibility of implementing public realm improvements in Montpelier Street.

11. The Planning and Borough Development Directorate will maintain existing street trees and will extend tree coverage across the borough.
Chapter 34  Renewing the Legacy

Conservation, quality and design

34.1  Introduction

34.1.1 The borough has inherited a remarkable historic townscape and a large number of historic buildings. The exceptional quality of the built environment and finely grained mix of uses underpins the borough’s success as a highly desirable place in which to live, work and invest. Over 4,000 buildings are ‘listed’ and there are over 100 garden squares. Conservation areas cover more than 70% per cent of the borough. The Royal Borough is known for its legacy of Georgian, Victorian and Edwardian architecture, interspersed with corner shops, pubs, studios and small pockets of mixed uses, but there are also a number of twentieth century buildings which continue the legacy of high quality design. Our listed buildings and conservation areas contribute immensely to local distinctiveness both within the borough and to London as a whole.

34.1.2 Renewing the Legacy is an integral part of the Local Plan’s central vision of Building on Success. The exceptional quality of the built environment underpins the reputation of both Kensington and Chelsea, and our residents’ quality of life.

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. This will be achieved by taking great care to maintain, conserve and enhance the glorious built heritage we have inherited and to ensure that where new development takes place, it enhances the borough.

34.2  What this means for the borough

34.2.1 Careful incremental improvement is needed to ensure our conservation areas remain of the highest quality. However, there are a number of small areas in the south and two large areas in the north of the borough which are not within conservation areas. It is important that these areas are not regarded as ‘second class’ in terms of the future quality and contribution for which we should be striving. We should aspire for these areas to be our future conservation areas and a high design quality is needed to create a new design legacy for the borough.

34.2.2 There is inevitable pressure for change, as the existing, often historic, building stock is updated, renewed or replaced to meet today’s needs and changing lifestyles. These changes are not only physical. The mixed uses in the borough – as set out in Keeping Life Local and Fostering Vitality – are an integral part of the borough’s character. Even small changes of use, that reduce the finely grained mix of uses that are interspersed in our residential areas can be damaging to the quality of the borough.

34.2.2A3 Maintaining and improving the mixed-use and architectural character, quality, inclusivity and setting of the Royal Borough’s exceptional built environment is vital. Past approaches, where no worsening was good enough, are no longer acceptable. The prevailing philosophy will be to drive up the quality of design to improve the quality of the borough’s built environment. The local context is of primary importance in achieving this.

34.2.34 To ensure continued design excellence in the Royal Borough, the Council and the Royal Institute of British Architects (London) have appointed an Architectural Appraisal Panel. The purpose of the panel is to review key planning proposals and offer support and advice to the Council’s officers, planning application committees and its Design
Champion, and for planning applicants to deliver high quality architecture within the Royal Borough.

34.3 Planning Policies

No changes are proposed to the existing Local Plan sections and policies on Context and Character (Policy CL1), Design Quality (Policy CL2) and Heritage Assets – Conservation Areas and Historic Spaces (Policy CL3)
Heritage Assets – Listed Buildings, Scheduled Ancient Monuments And Archaeology

34.3.26 There are about 4,000 listed structures in the borough. In addition to buildings, local historic features such as memorials (particularly war memorials, including those on private land or within buildings), statues, plaques, coal plates, horse and cattle troughs and historic bollards, post boxes and historic telephone boxes are historic assets worthy of protection, whether listed or not. The borough contains two Scheduled Ancient Monuments: the Brick Kiln in Walmer Road and Kensington Palace.

34.3.27 Listed buildings and scheduled ancient monuments can be negatively affected not only by inappropriate additions, internal and external alterations, and demolition, but also by
inappropriate use and unsympathetic neighbouring development. Such changes can
diminish the architectural and historic value and detract from their setting.

34.3.28 The setting of a listed building and the surroundings in which it is experienced can also contribute to its special interest. The extent of relevant setting will be proportionate to the significance of the asset.

34.3.29 The special architectural or historic interest of listed buildings goes beyond appearance. It includes the integrity of the building as a whole, the location and hierarchy of rooms, historic floor levels, the structure of the building including foundations, as well as features such as original staircases, original roof structures, later additions, and other features identified as being of significance.

34.3.30 When development takes place to listed buildings, it is appropriate to take opportunities to reinstate missing features which are considered important to their special interest or to remove additions or modifications that harm the significance of the building.

34.3.31 Listed buildings are best used for their original purpose. Where that original purpose has become obsolete, sensitive adaptation can be possible.

34.3.32 The standard of workmanship in carrying out modifications to historic structures is not something that is readily controlled through the planning system. It is, however, of vital importance to the quality of the building, and owners are urged to employ the appropriate specialists.

34.3.33 Archaeological remains constitute the principal some of the most important surviving evidence of the borough's past, but are a finite and fragile resource. The destruction conservation, protection or setting of such remains, must not be threatened by development, should be avoided directly or indirectly, to ensure the borough's past is not lost forever. Such remains (and their settings) should not be harmed, directly or indirectly, without clear justification taking into account the significance of the remains and the need for the development, to ensure the borough's past is not needlessly lost. An Archaeological Priority Area (APA) is a defined area where, according to existing information, there is significant known archaeological interest or particular potential for new discoveries. APAs have been categorised into one of Tiers 1-3 while all other areas within the borough will be regarded as being in Tier 4. Tier levels indicate when there is a need to understand the potential impact of the proposed development on the heritage asset's significance.

34.3.34 The Borough has two Tier 1 APAs and five Tier 2 APAs which are set out in the Proposals Map. Any major development proposal within these areas must be accompanied by desk based archaeological assessments and where necessary field evaluation. For small developments (those below the threshold of major development) within APAs and major developments outside of APAs (Tier 4) pre-application advice should be sought from GLAAS about the need to undertake a desk based archaeological assessments and where necessary field evaluation. Guidelines on consulting the Greater London Archaeological Advisory Service (GLAAS) are available from Historic England. As a minimum the relevant historic environment Greater London Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.

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383 https://historicengland.org.uk/images-books/publications/greater-london-archaeological-priority-area-guidelines/
Policy CL4 Heritage Assets - Listed Buildings, Scheduled Ancient Monuments and Archaeology

The Council will require development to protect the heritage significance of listed buildings, scheduled ancient monuments and sites of a archaeological interest Priority Areas.

To deliver this the Council will:

a. require all development and any works for alterations or extensions related to listed buildings, scheduled ancient monuments and sites of a archaeological interest Priority Areas, to preserve the heritage significance of the building, monument or site or their setting or any features of special architectural or historic interest;

b. resist the demolition of listed buildings in whole or in part, or the removal or modification of features of architectural importance, both internal and external;

c. require the preservation of original architectural features, and later features of interest, both internal and external;

d. take opportunities to:

i. reinstate internal and external features of special architectural or historic significance, commensurate with the extent of proposed development;

ii. take opportunities to remove internal and external features that harm the architectural or historic significance of the asset, commensurate with the extent of proposed development;

iii. better reveal or reinterpret archaeological remains and discoveries for the local community;

e. resist the change of use of a listed building that would materially harm its character;

f. require any work to a listed building to sustain the significance of the heritage asset and as such strongly encourage any works to a listed building to be carried out in a correct, scholarly manner by appropriate specialists;

g. require desk based assessments and where necessary archaeological field evaluation before development proposals are determined, where for major developments proposed on sites of a archaeological Priority Areas significance or potential;

h. require desk based archaeological assessments and where necessary field evaluation for small developments within Archaeological Priority Areas and major developments outside of Archaeological Priority Areas unless pre-application advice has been obtained from the Greater London Archaeological Advisory Service that this is not necessary.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

No changes are proposed to the existing Local Plan sections and policies on Living Conditions (Policy CL5), Small-scale Alterations and Additions (Policy CL6), Basements (Policy CL7), Existing Buildings (Policies CL8 and CL9), Shopfronts (Policy CL10), Views (Policy CL11) and Building Heights (Policy CL12)

34.3.63 Archaeological remains are a finite and fragile resource. The conservation, and protection or setting of such remains must not be threatened by development, directly or indirectly, to ensure the borough’s past is not lost forever. Policy CL4(g) of the Local Plan requires development to protect the setting of sites of a Archaeological interest Priority Areas.
34.4 Corporate and Partner Actions

Introduction

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

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


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

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

34.4.3 This document outlines a series of Council and partner-led projects that will help keep Kensington and Chelsea to be one of the world’s best places to live.

Corporate or Partnership Actions for Renewing the Legacy

1. The Planning and Borough Development Directorate will continue to run the Architecture Appraisal Panel;

2. The Planning and Borough Development Directorate will work in partnership and consult with design and conservation bodies including *English Heritage* Historic England and the Design Council;

3. The Planning and Borough Development Directorate will review conservation areas and Article 4 directions as resources allow;

4. The Planning and Borough Development Directorate will continue to reduce the number of buildings and monuments at risk on *English Heritage* Historic England’s Heritage at Risk Register and the borough’s own Buildings at Risk Register;

5. The Planning and Borough Development Directorate will continue to use Article 4 Directions and Section 215 powers;

6. The Planning and Borough Development Directorate will continue to produce additional and update existing design guides and update Conservation Area Proposal Statements with Conservation Area Appraisals;

7. The Planning and Borough Development Directorate will work in partnership with the Council’s Property Services and Housing Department to deliver housing renewal;

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384 An Article 4 Direction is made and confirmed by the Council and confirmed by in consultation with the Government. It serves to restrict permitted development rights, 2004/5 to 2008/9
8. The Planning and Borough Development Directorate will work in partnership with Police Architectural Liaison to ensure that ‘Secured by Design’ is embedded in all design, including as part of Building Regulations;

9. The Council will encourage architectural competitions to help select architects for developments on major sites, leading to better quality design.
Chapter 35  Diversity of Housing
Affordable and Market Housing, Housing Mix, Estate Renewal–Regeneration

35.1  Introduction

35.1.1  Median house prices in the Royal Borough are among the highest in the country with the affordability ratio (median sale prices to median earnings) almost five times the national average. 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 are built, we cannot begin to satisfy demand, either for private sale or ‘affordable’ homes. Our strategic focus is therefore on increasing the supply of housing and achieving a diversity of housing in mixed communities, to reduce the potential of further polarisation between, in broad spatial terms, the north and south of the borough.

35.1.2  In terms of the Local Plan ‘vision’, the housing policies will have a positive impact by facilitating both the North Kensington and ‘areas of change’ regeneration and reinforcing Kensington and Chelsea’s international and national reputation as an attractive place to live, with prime residential areas. Residents’ quality of life should be improved by increasing the diversity of housing, providing more affordable housing and maintaining the quality of areas which are already sought after residential locations.

35.1.3  Diversity of housing is an integral part of the Local Plan’s central vision of Building on Success. It is central to stimulating regeneration in North Kensington and the ‘areas of change’, and vital to the residential quality of life.

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

35.2  What this means for the borough

35.2.1  The strategic objective means that there will be a better mix of housing types and tenures throughout the Royal Borough, and more housing overall. It is estimated that over 65 percent of the net increase in new housing will occur in Golborne (north), Abingdon (central) and Cremorne (south) wards. Significant sites in these wards are included in the Site Allocations section of the Local Plan and include the Kensal gas works site and Wornington Green (both Golborne ward), the various Warwick Road sites (Abingdon ward) and Lots Road Power Station (Cremorne ward).

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385 Affordable Housing is defined in the Glossary.

396 The percentage figure is based on individual site figures which are used to provide ward totals. A lapse rate has not been applied to individual sites. However, a lapse rate has been applied to the borough-wide housing figures because it is considered to be appropriate at this level.
35.3 Policies

Housing Targets

35.3.1 A minimum of 3,500 homes should be provided between 2007-08 and 2016-17 (350 units per year). This housing target is based on evidence of the housing capacity in the borough, which formed the basis of the London Plan target. The work on the London-wide Strategic Housing Land Availability Assessment (SHLAA) indicates that this could go up significantly, principally because of the large strategic sites that have been identified through the Local Plan. These sites have additional potential capacity, and subject to

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[388] GLA (2004), Housing Capacity Study, GLA
development, will deliver the required number of dwellings in the Royal Borough. The target is awaiting confirmation through the revised London Plan however; the borough will be planning for 600 net additional units per annum, once the revised London Plan is adopted\textsuperscript{389}. These targets are derived from the SHLAA and monitoring evidence to identify sufficient specific deliverable sites in the initial five years of the Local Plan, with a further supply of developable sites for years 6-10. Beyond this, the Local Plan sets broad locations for future growth. Delivery will be monitored to manage the supply of land to deliver the housing requirements over the next five years of the housing trajectory. The Housing Trajectory (see Section 0.1) shows the annual requirement for dwellings judged against the target, and further information on the delivery from strategic sites is provided in section 40.2. Combined, these sites account for over 5,400 dwellings, in excess of 90 per cent of the borough’s overall target. In common with other inner London boroughs, there is therefore, a necessary reliance on a relatively small supply of housing from windfall sites. These have, historically, provided an important supply of housing for the borough, and based on monitoring of past trends will allow annual targets to be exceeded. Contingency plans exist (see Chapter 39 Contingencies and Risks) so that, in the event that monitoring identifies possible risks to delivery, the Council has a strategy to address the risk.

35.3.2 The agreed affordable housing target in the draft Mayor’s Housing Strategy (May 2009) is 90 units a year, from all sources, between 2008 and 2011. The revised affordable housing target is 2000 units (200 units per year), to be provided over a ten year period starting from the commencement of the new London Plan (estimated as 2011-12).

35.3.3 This target has been derived by taking account of the overall annual housing target of 600 units, estimated affordable housing delivery on site allocations, the typical affordable housing delivery rate as a proportion of overall housing together with the objective of increasing affordable housing in the borough to meet local needs\textsuperscript{390}. 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.

35.3.4 Average residential property prices in the borough in July 2009 were £712,000. In the third quarter of 2008 the average price was £1.18 million, the highest average in England\textsuperscript{391}.

35.3.5 The tenure profile in the borough is: 43 per cent owner occupation, 26 per cent social rented housing, 25 per cent private rented housing, 5.3 per cent other. The private rented sector has the highest turnover of households compared to the other tenures\textsuperscript{392}, with 20 per cent of the population estimated to change each year. These figures can be compared to those for Inner London as a whole, which indicate that around 40 per cent of homes are owner occupied, 40 per cent are social rented housing and 20 per cent of the inner London stock is in the private rented sector. By comparison, over two-thirds of outer London dwellings are owner occupied, 18 per cent are in the social rented sector and 12 per cent are private rented. Between 2001 and 2006 there was a 25 per cent increase in the number of private rented properties in the capital\textsuperscript{393}.

35.3.6 Research has been undertaken to ascertain the type of affordable housing that should be provided in the borough, taking into account the ability of a sample of households to

\textsuperscript{389} The 600 units figure may be tested further at the Examination in Public of the London Plan.
\textsuperscript{390} The need for affordable housing is set out in Fordham Research (2009) Strategic Housing Market Assessment.
\textsuperscript{391} Land Registry (2008).
\textsuperscript{392} source: Census 2001.
\textsuperscript{393} Greater London Strategic Housing Market Assessment, 2008.
afford different products. This research suggests that four per cent of affordable housing should be equity based intermediate housing, 11 per cent should be intermediate rented housing, and 85 per cent should be social rented housing.394

35.3.7 Key workers are more likely than non-key workers to be living in the social rented sector. This may be because they are less likely to be able to afford market housing than non-key worker households395. Fifty per cent of intermediate affordable housing is targeted at key workers on the Council’s affordable ownership register. In 2009, there were approximately 200 key workers on a register of about 1,300 interested in intermediate housing396.

35.3.1 The Council supports boosting the supply of new homes both to cater for the demand for private homes and much needed affordable homes in the borough. Evidence set out in the borough’s 2015 Strategic Housing Market Assessment (SHMA)397 identifies an objectively assessed need (OAN) of 11,291 dwellings over the period 2015-2035, or 575 dwellings per annum. These figures are based on the GLA’s long-term migration household projections plus an allowance for vacant dwellings and second homes. This is set out in the SHMA (based on the DCLG 2012 household projections and the GLA short term migration scenario) but are assessed as the most realistic for using the longer term migration trend data determined at the London level.

35.3.2 The London Plan 2016 (as amended) sets out a housing target of 733 dwellings per annum398 that the borough should seek to meet and exceed. The target is supply based and exceeds the annual OAN by about 27%. The target is for ten years between 2015 and 2025 and has been rolled forward399 to 15 years resulting in an overall target of 10,995 units. The target is derived from monitoring evidence and the London Strategic Housing Land Availability Assessment (SHLAA) 2013 which was developed in partnership with London Boroughs. The Mayor of London has committed to revise the target by 2019/20400 and work on a new SHLAA has commenced.

35.3.3 In accordance with the NPPF401, the Council must ensure that the Local Plan meets the full OAN for market and affordable housing. It must also demonstrate a 5 year supply of specific deliverable402 sites sufficient to meet the borough’s housing target plus an additional 20% buffer (moved forward from later in the plan period) for the first 5 years due to a record of persistent under delivery. The additional buffer is to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land. The Council’s net residential completions over the last 5 years (2011/12 to 2015/16) have averaged around 3,250 units per annum403 whilst net residential approvals over the same period have averaged around 7,890 units per annum. There is no clear guidance on how many years of residential completions need to be monitored before the conclusion can be drawn that there is a persistent under delivery. Nevertheless the Council has included a 20% buffer over the housing target for the first 5 years which results in an annual target of 880 units per annum for the first 5 years. The

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394 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment.
395 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment.
396 Housing Department Information, August 2009
397 Available from www.rbkc.gov.uk/planningpolicy
398 Table 3.1 London Plan 2016 (as amended)
399 Policy 3.3D Increasing Housing Supply, London Plan 2016 (as amended)
400 Paragraph 3.24 London Plan 2016 (as amended)
401 Paragraph 47
402 Deliverable is defined in the Glossary
403 It should be noted that the housing target was previously 350 units per annum from 2007/08 to 2010/11 and 600 units per annum between 2011/12 and 2014/15
Local Plan also identifies a supply of specific, developable sites or broad locations for growth for years 6-15.

35.3.4 The Housing Trajectory shows a total development pipeline of 10,734 - 11,694 net additional units for the 15 year period 2015-2030 and further information on the housing trajectory and delivery from strategic sites allocations is provided in Chapter 40. The housing trajectory is based on a combination of the capacity from strategic sites allocations, the development pipeline of planning permissions, those sites where pre-application responses have identified a potential for housing development, assumptions on windfall from small sites and vacant buildings returning to use. It is estimated that about 4,400 of these units will be delivered within the first five year period enabling the borough to demonstrate a five year housing land supply plus an additional 20% buffer required by the NPPF. The Local Plan also identifies a supply of specific, developable sites or broad locations for growth for years 6-15.

35.3.5 Over the next 15 years, the strategic site allocations are expected to deliver about 8,100 units with the largest site Kensal Gasworks (3,500 units) likely to deliver in the latter years. Given the extremely dense built up character of the borough and limited number of large sites, in common with other inner-London boroughs, the Council also relies on a supply of housing from small windfall sites which is taken from the small sites estimate provided in the London SHLAA. These have, historically, provided an important supply of housing for the borough.

Amalgamations

35.3.6 Given the overwhelming need for additional homes across the borough and London as a whole, planning policies should resist the loss of existing homes. Evidence suggests that in recent years a significant number of existing homes have been joined together to create a smaller number of larger units. Prior to August 2014 the Council considered that planning permission was not required for schemes resulting in the loss of fewer than five units. Monitoring of Certificates of Lawful Use or Development relating to the loss of residential units through amalgamations indicates that around 290 residential units were lost between 2009/10 and 2013/14 due to amalgamations. Evidence for the 2014/15 financial year sourced from Council tax records indicates a further 93 units were lost through amalgamations. Together this adds up to nearly 400 dwellings, which is equivalent to the borough’s combined net completions over three years from 2011/12 to 2013/14. It should also be noted that the losses could be of an even greater magnitude as applying for a Certificate of Lawful Use or Development for something that was not considered permitted development is not mandatory.

35.3.7 The Council considers that the impact of amalgamations in reducing the number of residential units across the borough has significant planning consequences that render them a material change of use. Consequently, the Council is of the view that all such proposals should be subject to planning permission so that impacts of the proposed change of use can be assessed against development plan policies.

35.3.8 Policy CH1 b. resists the loss of units through amalgamations with some exceptions. The combination of the significant loss of smaller units resulting from amalgamations, the borough’s increased housing target, residential completions at levels consistently below target, and the need to be in general conformity with the requirements of the London Plan

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404 Developable is defined in the Glossary.
405 The housing trajectory will be updated annually in the 2016 Monitoring Report.
406 Developable is defined in the Glossary.
407 As defined in section 55 of the Town and Country Planning Act 1990 (as amended).
which protects existing residential densities, all support the approach proposed in Policy CH1.

35.3.9 Criterion b. recognises that combining two residential units resulting in the net loss of one residential unit may be acceptable up to the specified maximum floorspace limit of 170 sq m gross internal area (GIA). The floorspace limit based on an analysis of planning application data is considered appropriate to restrict a large proportion of losses through amalgamations. It also recognises of that the traditional housing stock in the borough which typically has large areas dedicated for circulation which reduce the habitable floorspace. This approach has been taken as it can help serve a need by providing family sized accommodation in the borough and enable families to stay and expand without moving home. The SHMA 2015 supports 50% of new housing to be family sized accommodation (3 to 4 bed plus units). Limiting the extent of amalgamations can also help improve sub-standard accommodation and meet the nationally described space standards. For the policy to be effective, criterion c. ensures that a stepped approach to amalgamations cannot be applied.

Restrict very large units

35.3.10 In recent years the borough has seen an increase in planning applications for ‘super-prime’ developments. These are very large luxury, high-end, high-specification developments with multi-million pound sales values known as prime and super prime housing. There is no fixed definition of prime or super prime housing. The borough’s SHMA 2015 concludes that super prime properties are those valued at more than £10 million and prime properties between £2 million and £10 million. This approach is supported by research prepared by central London estate agents with the prime residential market identified as that for properties priced over £2 million but slightly different from a recent report prepared by Westminster City Council which identified super prime properties as those over £5 million.

35.3.11 In terms of new build housing within the borough, for properties to achieve these prime and super prime values, the Council has seen an increase in the number of very large residential units coming forward for development which are significantly above the nationally described space standards.

35.3.12 There are clear aspirations at the regional level that London retains and extends its role as a global city and this includes continuing to attract significant overseas investment in London’s economy and infrastructure. The vision for the borough also seeks to ‘enhance the reputation of our national and international destinations’. Whilst this is focused more on the unique retail and cultural offer of the borough there is an argument that different London boroughs should fulfil different roles and that the prime residential market is important for encouraging economic growth and making London an attractive city in which to invest.

35.3.13 However, the provision of these larger units has an impact on the ability of the borough to meet its housing supply targets as the sites for these developments are often capable of accommodating a much larger number of smaller units. Given the increase in the borough’s housing supply target to 733 units per annum in the 2015 London Plan, the borough is under increasing pressure to ensure that the delivery of new housing is optimised on all sites. The number of residential units delivered on a site can be optimised by taking into account the relevant range within the London Plan Density Matrix. In addition the provision of new very large units to meet the requirements of prime

408 Adopted by the London Plan 2016 (see Table 3.3)
and super prime buyers is unlikely to contribute to meeting local housing needs as identified through the borough’s SHMA. This approach may reduce the opportunities within the borough for catering to the market for international investors from new build developments but opportunities will continue to remain within the second-hand market.

35.3.14 Linked to the issue of very large units is the phenomenon of homes in the borough being bought purely as investments with the intention of leaving them unoccupied or for occasional use only – so-called ‘buy to leave’ housing. Having reviewed Council tax records, the electoral register, census data, empty homes data and information on the usage of utilities, the Council’s report on Buy to Leave, 2015 found evidence that there are empty homes or they are seldom occupied, especially in the south eastern corner of the borough. The Council is concerned about the impact that large numbers of empty properties will have on the sense of community in these areas and the ability of local businesses and services to survive when the number of potential customers is in decline. The buy to leave homes are normally very large units and therefore restricting the size of units together with the restrictions on amalgamations may also help address this issue in the new build market.

Protection of Residential Uses

35.3.3415 Loss of housing through deconversion, and, additionally to other uses, can reduce the overall provision of housing stock. The AMR monitors losses of residential use, and has identified the need to further prevent against losses. To achieve the annual housing target in Policy CH1, which takes account of net losses of units, it is therefore important to protect residential units and floorspace in most circumstances. However, there are a limited number of situations in which losses will be permitted in order to meet various policy objectives of this plan. These are set out in the policy below Policy CH1.

35.3.3516 Arts and cultural uses referred to in Policy CH1 include museums, art galleries, exhibition spaces, theatre, cinemas and studios. Policy CH31 refers to very small offices, which have a floorspace of 100 square metres or less.

Policy CH1 Housing Targets Increasing Housing Supply

The Council will boost the supply of homes in the borough to ensure that sufficient housing sites are allocated in order to ensure the housing targets are met.

To deliver this the Council will:

Housing Target

a. make provision for a minimum of 350 seek to meet and exceed the London Plan target for new homes in the borough, which is currently a minimum of 733 net additional dwellings a year, until the London Plan is replaced (estimated as 2011-12) based on the overall ten year housing target of 3,500 net additional units. From adoption of the London Plan the Council is planning to make provision for a minimum of 600 net additional dwellings a year, until 2027-28, based on the ten year housing target of 6,000 net additional units. The exact target will be set through the London Plan process;
b. make provision for the maximum amount of affordable housing with a target of a minimum of 200 units per annum from 2011-12 until 2027-28 from all sources, the exact target will be set through the London Plan process;
c. require affordable housing tenures to be provided such that they work towards a borough-wide target of 85 per cent social rented housing and 15 per cent Intermediate housing.

Amalgamations
b. resist the loss of residential units through amalgamations of existing or new homes unless the amalgamation will result in the net loss of one unit only and the total floorspace of the new dwelling created will be less than or equal to 170 sq m gross internal area (GIA);

c. [Existing Policy CH2g] require development that results in the amalgamation of residential units to be subject to a s106 agreement to ensure the resultant units are not further amalgamated in the future;

Restrict very large units

d. optimise the number of residential units delivered in new developments by taking into account the relevant range within the London Plan density matrix.

[Existing Policy CH3] Protection of Residential Uses

e. protect market residential use units and floorspace except:

i. in higher order town centres, where the loss is to a town centre use;

ii. in employment zones, where the loss is to a business use, or other use which supports character and function of the zone;

iii. in a predominantly commercial mews, where its loss is to a business use;

iv. where the proposal is for a very small office; or

v. where the proposal is for a new social and community use which predominantly serves, or which provides significant benefits, to borough residents; or an arts and cultural use;

vi. where proposals meet criterion b. above.

f. resist the net loss of both social rented and intermediate affordable housing floorspace and units throughout the borough;

NOTE: Other policies within the Local Plan set out where the Council will permit new residential uses and floorspace. Refer to policy CF3 in relation to introducing new residential use at ground floor level within town centres; CK2 in relation to loss of shops outside of town centres; CF5 in relation to business uses and in relation to new development within employment zones; CF8 in relation to hotels and policy CK1 in relation to social and community uses.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

**Housing Diversity Affordable Housing**

35.3.8 It is estimated that there is a shortfall of around 3,950 affordable housing units per annum\(^{409}\). Given that the overall ten year housing target for the borough is 3,500 net additional units (based on an assessment of land availability and capacity), this figure is clearly unachievable. What it shows, however, is that there is a significant need for affordable housing in the borough.

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\(^{409}\) Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment
Between 50 per cent and 70 per cent of the housing stock in Golborne, St Charles, and Notting Barns wards is social rented housing. In Colville, Norland, Earl’s Court and Cremorne wards between 25 per cent to 49 per cent of the housing stock is social rented. It is important that future housing development does not reinforce this existing broad spatial pattern.

There is an overall shortage of all sizes of affordable homes in the Royal Borough. The greatest shortage relative to supply of social rented housing is for properties with four or more bedrooms: 45 per cent of homes are recommended to include one and two bedrooms and 55 per cent three and four or more bedrooms. The main identified shortfalls in terms of market housing are for three and four or more bedroom homes. Over the next 20 years, the size of new market housing likely to be required in the borough is 20 per cent one and two bedroom units and 80 per cent three and four or more bedroom units. For intermediate affordable housing the reverse is true, with nearly 70 per cent of the demand being for one and two bedroom homes, with only 30 per cent for larger homes of three or more bedrooms. Intermediate affordable housing includes key worker housing. It is estimated there are around 7,000 households in the borough headed by a key worker.

It would be unrealistic to expect all housing schemes to comprise dwellings built to these exact ratios. However, in the private market sector, they underline the need for as high a proportion of large dwellings to be provided as possible, with a similar emphasis in the social rented sector. In intermediate housing the reverse is true. The exact mix of houses of any proposal will also take into account factors such as the characteristics of the site such as its location, size and built context, as well as the way housing need will change over time.

Size of dwellings is not just a matter of their number of habitable rooms or bedrooms. The absolute size of the dwelling matters, both in terms of floorspace, and floor to ceiling heights. Increasingly it is being realised that planning has a legitimate role to play in setting standards not only for affordable housing, but for private housing as well, to ensure the dwellings we build today are flexible and provide quality accommodation in the long-term.

The Mayor has proposed the introduction of minimum housing standards in the draft replacement London Plan (policy 3.5 and table 3.3), and space standards which must be met as a minimum for new developments are contained within the London Housing Design Guide. The Housing Design Guide also sets minimum floor to ceiling heights within habitable rooms. These standards will inform requirements within the borough.

The cost of intermediate housing should be set at the ‘usefully affordable’ point, defined by Fordham Research in the Strategic Housing Market Assessment 2009. It is the mid-point between the cost of social rented housing and the cost of entry level market housing. It represents a cost that is feasible to produce intermediate housing that will be affordable to a reasonable proportion of households unable to access the market, therefore providing a genuine step on the housing ladder.

The Council caps the cost of developing affordable housing, therefore in terms of costs to the developer, there is little financial difference in providing a social rented unit compared to an intermediate affordable unit. Land values in the borough, however, make the provision of intermediate housing at the usefully affordable point very difficult. Although the evidence indicates just 15 per cent of homes should be intermediate, this is in large

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410 source: Census 2001
411 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment.
part because of the affordability of the homes, rather than a reflection of need. There are, however, other models of intermediate housing provision that may better overcome the affordability issue. The borough wide target of 15 per cent is therefore a pragmatic response to balancing affordability and demand.

35.3.16 [Moved to new paragraph 35.3.34]

35.3.17 Reasons for providing off-site affordable housing may include:

- On-site affordable housing may not be feasible due to there only being one entrance (e.g. in a conversion). It is normal practice to have separate service charges for the market and affordable housing, and therefore separate entrances enable the separation of charges for maintenance/heating communal hall ways etc.
- It may also be the case that on small sites it is not practical from a design or management perspective to provide a small number of on-site affordable units.
- It may be easier to provide a particular type of affordable housing, such as large affordable units, off-site rather than on-site.

35.3.18 The creation of larger homes by amalgamating smaller ones is not uncommon in the borough. Planning permissions granted between January 2006 and March 2008 indicate that 174 units were lost through all forms of deconversion/amalgamation of units. During the same period, 88 dwellings were lost through deconversion to a single dwelling unit, predominantly in Hans Town, Holland, Brompton, Queen’s Gate and Redcliffe wards. However, as stated above, there is also a demand for larger residential dwellings of three or more bedrooms in the borough. On this basis, an appropriate balance needs to be struck between the loss of residential units and the need for larger family dwellings. Therefore, in order to limit the loss of residential units while allowing some flexibility in terms of the creation of larger residential units, a policy has been developed which resists proposals which result in the net loss of five or more residential units. Future amalgamation will be restricted to ensure that successive developments do not lead to loss of residential units.

35.3.19 While the prime residential market has been affected by the recession, there is still demand for large, luxury properties particularly in the south of the borough. It is envisaged that over the long term this market will remain important. Proposals for housing schemes including dwellings with a floorspace of 250-300sq.m (2,690-3,230 sq.ft), or larger, are not uncommon. Often schemes of this nature involve fewer than ten units, and therefore fall below the London Plan ten unit trigger for affordable housing. A floorspace threshold, rather than unit threshold, is therefore considered most appropriate as a trigger for affordable housing in the borough, as identified in the Affordable Housing Viability Study. This is because more schemes will be required to provide affordable housing which should increase the likelihood of delivery. Appendix 2 of Chapter 40 (supporting information) explains the affordable housing threshold and target in further detail.

35.3.20 In order to ensure we are delivering the maximum amount of affordable housing, developments proposing less than 50 per cent will need to demonstrate a viability case, using the GLA toolkit or an agreed alternative. The target is based on the high level of need, and takes account of the Council’s Affordable Housing Viability Study. The intention

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412 Source: Council Development Monitoring System
413 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment.
414 Ibid
415 Fordham Research (2009) RBKC Affordable Housing Viability Study
is to provide certainty to those developing housing in the Royal Borough as to the level of affordable housing that is expected.

35.3.21—In assessing any viability assessments the Council will have regard to the ‘dynamic viability model’ developed by Fordham Research and individual site circumstances. The Dynamic Viability Model allows for changing market circumstances to be assessed annually, and therefore allows for the proportion of affordable housing sought to be closely related to market conditions. This model can also take into account other planning obligations. A statement demonstrating the exceptional site circumstances or the weight attached to other benefits from the scheme should accompany any application proposing less than 50 per cent affordable housing target, to justify to the Council a reduced level of affordable housing provision. Targets should be applied flexibly, taking account of individual site constraints, the availability of public subsidy and other scheme requirements.

35.3.22—Due to the very high need for affordable housing in the borough, it is important that the delivery of affordable housing is not delayed. For this reason, applications for affordable housing should be provided concurrently with the main planning application.

35.3.23 [Moved to new paragraph 35.3.46]

35.3.24—In the future, most older people will continue to live in their own homes. However, some older people will no longer be able to live at home or may not wish to do so. It is estimated that the borough’s population of people aged 65 and above will increase by 10.6 per cent and the population of people aged 85 and above is projected to increase by 10.8 per cent between 2008 and 2025. Older people are most numerous in the relatively affluent south of the borough. There are 1,186 sheltered housing units in the borough, mostly in the north and south, with little provision in the four central wards. There are three social rented extra care housing schemes in the north of the borough but there are no schemes in the south, and none for sale or shared ownership within the borough. There is a need for a mixed tenure, extra care housing scheme in the south of the borough due to a current lack of provision in that location.

The Council should review the fitness of the sheltered housing stock for future needs, in terms of its size, number of bedrooms and wheelchair accessibility, as there appears to be a large number of bedsits with little provision for the likely increase in older couples.

35.3.25—It is estimated that there are 11,700 households (14 per cent of all households) in the Royal Borough with one or more members in an identified ‘additional needs’ group, such as people with a physical or learning disability, as well as the frail elderly. Research has indicated that the households in the north of the borough are more likely to have an additional need. Households with additional needs have much lower than average incomes and are far more likely to be in unsuitable housing (i.e. requiring adaptations to the home) compared to households overall. A proportion of households with physical disabilities will require wheelchair accessible housing.

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416 Ibid.
417 The Council will not seek affordable housing from proposals for care homes or extra care housing schemes. The Council regards extra care housing as falling within Use Class C2: Residential Institutions.
418 Institute of Public Care (May 2008), Older People’s Housing Needs—Research Paper, Royal Borough of Kensington and Chelsea.
419 Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment.
420 For further information on wheelchair accessible housing standards to be met see GLA (September 2007) ‘Wheelchair Accessible Housing: Best Practice Guidance: Designing Homes That Can Be Easily Adapted for Residents Who are Wheelchair Users.’
35.3.26 Lifetime homes standards will be used to address this issue. New homes will incorporate basic design criteria to ensure that the properties are convenient, flexible and adaptable. They are designed to meet a family’s changing needs over time, but are not intended to be fully wheelchair accessible. The standards exceed those in Part M of the Building Regulations which are only concerned with enabling disabled people to visit a dwelling. The criteria include issues which relate to parking, the approach to a dwelling, entrance treatment and the design of internal spaces.\footnote{For further information on the standards to be met see GLA (April 2004) SPG Accessible London: achieving an inclusive environment, Appendix 4 Lifetime Homes Criteria.}

35.3.27 [Moved to new paragraph 35.3.55]

35.3.28 [Moved to new paragraph 35.3.64]

35.3.29 [Moved to new paragraph 35.3.65]

35.3.30 [Moved to new paragraph 35.3.78]

35.3.31 [Moved to new paragraph 35.3.85]

35.3.32 [Moved to new paragraph 35.3.56]

35.3.33 The evidence on housing diversity shows that we need to have a policy to address housing mix, older people’s housing, affordable housing, inclusive housing, flat de-conversions and gypsy and traveller issues.

35.3.17 With the highest median house prices in the country, the issue of providing new affordable homes for those on low and moderate incomes who wish to live in Kensington and Chelsea is a key planning policy issue. With significant reductions in the availability of government funds to subsidise the building of affordable homes over the last few years, the majority of provision is made through Section 106 planning obligations cross funded by the sale of private market housing.

**Affordable Housing Target**

35.3.18 The Council has a general duty to promote the supply of Starter homes as set out in the Housing and Planning Act 2016. The Government intends to include Starter homes as a new form of affordable housing. Eligibility for Starter homes is linked to age which is set in the Housing and Planning Act 2016 as between 23 and 40 years. The intention is to help young first time buyers on to the housing ladder. Starter homes should be discounted at 20% below market value with a maximum price cap of £450,000 in Greater London. The requirement for Starter homes is set nationally and is not based on local needs assessment. The Local Plan supports the provision of starter homes on qualifying sites. The detailed requirements for provision of starter homes are expected to be crystallised in the forthcoming Starter Homes Regulations.

35.3.19 Locally, the Council’s SHMA estimates that the overall net annual need for affordable housing is 1,171 units per annum. This figure is around twice as large as the objectively assessed need (OAN) figure of 575 dwellings per annum. It should be noted that there is little relationship between the two figures, with the OAN based on projected net growth in households and the affordable housing requirement based on working through the backlog of existing affordable housing need.

\footnote{Defined in the Glossary}
35.3.20 Despite the distinction in methodology, a comparison of the two figures makes it clear that the primary objective of the revised affordable housing target should be to ensure that the Council achieves the maximum reasonable amount of affordable housing in all instances.

35.3.21 In order to set a planning policy target that achieves the maximum reasonable amount of affordable housing, the Council must take account of need but also deliverability. Firstly, the Council’s housing target of 733 dwellings per annum is supply based which is limited. Furthermore, even if the borough’s entire housing requirement for the next fifteen years were to be delivered as affordable homes, the cumulative affordable need figure for the same period could still not be met. The second issue that must be taken into account is the economic viability of delivering affordable housing. Paragraph 173 of the NPPF requires that new developments should not be subject to such a scale of obligations and policy burdens that their ability to be viably developed is threatened.

35.3.22 The London Plan requires boroughs to set an overall target in the Local Plans for the amount of affordable housing provision needed together with separate targets for the different types of affordable tenures. Such targets may be expressed in absolute or percentage terms. The Council considers that since the annual housing target is absolute, the overall affordable housing target should be set as a percentage. Such an approach will provide certainty to applicants on the level of affordable housing expected in each scheme as opposed to an overall number of affordable homes per annum with uncertainty about how it will be distributed across sites.

35.3.23 The Council’s Affordable Housing Target Viability Study, 2016 update demonstrates that a proportion of affordable housing is viable in all residential developments, and all mixed use developments with 30% of commercial floor space. However, the level of viability varies significantly by area. The range for a generally viable affordable housing target is shown to be between 35% and 40% in the majority of the borough. The Viability Study and Policy CH2 have factored in the starter homes requirement in these targets, assuming the Government will implement its proposed 20% starter homes requirement and include starter homes within the definition of affordable housing.

35.3.24 The Mayor’s Draft Affordable Housing and Viability SPG, November 2016 makes it clear that the Mayor is committed to a long-term strategic aim of half of all new homes in London being affordable. Supported by the Council’s Affordable Housing Target Viability Study, 2016 and the ‘threshold approach’ in the Mayor’s SPG the policy sets a borough wide target of 40% without the use of public subsidy. Schemes providing this level of affordable housing do not need to submit a financial viability appraisal negating the need for protracted negotiations and offering consistency and certainty for applicants. In-line with the Mayor’s SPG all applicants should explore the use of grant and other public subsidy to increase the level of affordable housing to the Mayor’s strategic aim of 50%. This approach would help maximise the provision of affordable housing and cater to the overwhelming need. It is considered that a borough-wide target would offer consistency and certainty for applicants.

**Affordable Housing Threshold**

35.3.25 National policy requires that contributions for affordable housing should not be sought from developments of 10-units or fewer, and which have a maximum combined gross

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423 The SPG introduces a ‘threshold approach’, whereby schemes meeting or exceeding 35% affordable housing without public subsidy are not required to submit viability information nor be subject to review mechanisms where an agreed level of progress has been made on implementing the permission within two years of the permission being granted.
floorspace of no more than 1000 sq m\(^{424}\) (gross internal floorspace - GIA). This measure was introduced to tackle the disproportionate burden of developer contributions on small-scale developers, custom and self-builders.

35.3.26 The London Plan normally requires boroughs to seek affordable housing on sites which have a capacity to provide 10 or more homes applying the London density guidance in the London Plan. The London Plan policy further encourages boroughs to seek a lower threshold through the development plan process where locally justified.

35.3.27 The Council’s evidence on the Affordable Housing Target Viability Study 2015 included a range of typologies including a scheme comprising four houses and another with five flats. The floorspace of these schemes ranges between 600 sq m and 629 sq m GIA\(^ {425} \). Despite the national policy stated above the evidence together with the extremely high land values suggests that a local floorspace threshold enabling maximisation of affordable housing should be set. Therefore to further support scheme viability, the larger of the two figures from the Viability Study i.e. 629 sq m GIA rounded up to 650 sq m or 5 units is taken as a suitable threshold. Schemes which meet or exceed this threshold are required to provide affordable housing in-line with Policy CH2. It is considered that setting the threshold at 650 sq m is generally unlikely to affect the exemption in the national policy intended for custom and self builders as these typically involve building a single unit. In terms of small scale developers, the extremely high land values in the borough mean that affordable housing contributions are not a disproportionate burden on development.

Affordable Housing Target Viability Study

35.3.28 Affordable housing\(^ {426} \) provision currently consists of three different types of tenure – social rent, affordable rent and intermediate which meet the requirements of households whose needs are not met by the market. Eligibility for each of these types of housing is primarily determined with regards to income.

35.3.29 Social rented housing typically meets the needs of those on the lowest incomes and is let to people on the Council’s housing register. Affordable rented housing can also only be let through Councils or private registered providers to those groups that would also be eligible for social rented housing. The rents are subject to rent controls nationally of no more than 80% of market rent. The Council has an adopted housing policy for new affordable rent tenancies to ensure that they remain affordable to those in housing need.

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels. The eligibility is linked to household income levels which are set in the London Plan and revised annually in the London Plan Monitoring Report.

35.3.30 It is expected that starter homes will also be included in the definition of affordable housing in the future.

35.3.31 In terms of the existing three affordable housing tenure types, the London Plan requires that the Council sets a separate target for the provision of social/affordable rented housing and intermediate housing. Policy 3.11 'Affordable Housing Targets' of the London Plan proposes a strategic target of 60% of affordable housing provision as social/affordable rent and 40% for intermediate rent or sale. The Royal Borough is a

\(^{424}\) Policy set out in WMS of 28 November 2014 and Paragraph 31 NPPG on Planning Obligations

\(^{425}\) See Chapter 40 for detailed calculations.

\(^{426}\) Affordable housing and various tenures are defined in Annex 2 of the NPPF and included in the Glossary for ease of reference
borough of contrasts with extreme wealth and deprivation and its housing stock caters to those on the opposite end of the spectrum. The Council considers there is a need to increase the provision of intermediate housing which caters to those in between and a 50:50 tenure split in criterion c. of Policy CH2 supports this. The SHMA 2015 included various scenarios for the affordable housing tenure split including one similar to the 50:50 tenure split in criterion c.

35.3.32 The updated evidence on the need for each type of tenure is set out in the borough’s SHMA. The level of need for each tenure is determined by the affordability threshold which is calculated as the entry level monthly cost. The lowest cost market tenures start at £1,712 for a one bed which is equivalent to a gross household income of £68,480 (assuming 30% of gross income is spent on housing costs) rising to £95,320 for a two bed unit. Given that the median average wage of a borough resident is just under £40,000 this indicates that market housing will be unaffordable to a significant proportion of borough residents.

35.3.33 The tenure mix in Policy CH2 has been tested for viability and can be delivered with no impact on the overall affordable housing target. The Council’s viability evidence demonstrates that the tenure mix is viable and deliverable.

35.3.34 In almost all cases in the Royal Borough, affordable housing is negotiated as part of a s106 agreement associated with a larger development scheme including market housing as set out in Policy CH2. The Council will expect applicants to provide the affordable units on the same site as the market housing in order to ensure a diversity of housing at a local level. However, on site provision is not always possible, in which case provision should be within the area that does not reinforce the existing broad spatial pattern of housing tenure in the borough. (see the Housing Diversity map).

Off-site provision of Affordable Housing and Payments in Lieu

35.3.35 Where schemes meet the affordable housing threshold, national guidance states that policies should require on-site provision unless off-site provision or a financial payment can be robustly justified.

35.3.36 The London Plan stresses maximisation of affordable housing provision on individual sites. The London Plan policy supports provision on-site and in exceptional circumstances off-site (where a robust justification can be demonstrated for on-site provision being inappropriate in terms of the policies in this Plan). Where neither on-site or off-site contribution is possible, it provides guidance on the exceptional circumstances where cash in lieu of provision ring fenced, and if appropriate ‘pooled’, to secure efficient delivery of additional affordable housing on identified sites elsewhere may be accepted (paragraph 3.74). The criteria for these exceptional circumstances are tailored to address the specific requirements for the borough as follows:

- secure a significantly higher level of provision; and/or
- better address priority needs, including a greater need for one bed, followed by two bed affordable homes as indicated in the Council’s most up-to-date published needs assessment.

35.3.37 The question then arises about calculating the cash in lieu payment. The Council’s Affordable Housing Target Viability Study 2015 update recommended an approach for calculating the value of payments in lieu for affordable housing taking into account difference in sale values and build costs across the borough. The approach put forward is

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427 www.nomisweb.co.uk/reports/lmp/la/1946157252/report.aspx
based on the principle that replacing on-site affordable housing provision with a payment in lieu should be financially neutral for the developer. To achieve this an alternative option for calculating the payment in lieu sum is proposed which is calculated by deducting the residual land value of a scheme that incorporates a viable percentage of affordable housing on-site from a scheme that assumes 100% private housing i.e. the difference in residual land value between the two schemes is the value of the payment in lieu. This approach allows for the most accurate assessment of the value of the payment in lieu based on the principle of the provision of off-site affordable housing being a financially neutral option for the developer.

35.3.38 The Council intends to spend affordable housing payments in lieu on its estate regeneration programme, amongst other projects such as 'Hidden Homes', to deliver more affordable housing.

Viability Assessments

35.3.39 Given the significant level of need for affordable housing, it is essential that the Council ensures that it is securing the maximum reasonable amount of affordable housing on all schemes. Therefore schemes which propose affordable housing at levels below the target for affordable housing in Policy CH2 are required to submit an open book financial viability appraisal. Viability appraisals should be submitted in an open book format so that the Council can test and vary assumptions and observe the impacts on overall scheme viability. This will also help ensure that the Council’s planning decisions are based on robust and consistent evidence. In addition, recent Information Commissioner’s Office and First Tier Tribunal decisions on requests to release financial appraisals, submitted as part of planning applications under the Environmental Impact Regulations 2004, have been upheld. Therefore in the interest of increasing public trust in the planning process confidential information in financial viability appraisals should be kept to the minimum.

35.3.40 Valuations should be done on a residual value basis as this allows account to be taken of planning policies, and that provisions maybe put in place for re-appraising the viability of schemes to take account of economic uncertainties. Such an approach is also supported by policies and guidance set out in the London Plan which in requiring the maximum reasonable amount of affordable housing supports the use of the residual value approach.

35.3.41 The Mayor’s Draft Affordable Housing and Viability SPG, November 2016 Housing SPG March 2016 includes a section on Viability Appraisals. Importantly the Housing SPG on balance supports the use of ‘Existing Use Value plus’ approach in viability appraisals. It states: “The Mayor considers that the Existing Use Value plus (EUV+) approach is generally usually the most appropriate approach for planning purposes...”. The Council supports this approach as it allows policy considerations to be included at the outset in the process of determining viability. The Council also supports the ‘Existing Use Value plus’ approach where a development site includes existing affordable housing, which should be included in any viability appraisal at its Existing Use Value rather than using other measures of Benchmark Land Value, such as Market Value or Alternative Use Value.

35.3.42 The Council also supports using a review mechanism when financial viability assessments demonstrate that current market conditions will support less than the target for affordable housing in Policy CH2. The further financial viability assessment as part of the review mechanism should be based upon the actual known finances of the scheme.

428 Residual Land Value is defined in the Glossary
429 Existing Use Value plus is defined in the Glossary
Such an approach would be in accordance with paragraphs 50 and 205 of the NPPF which require flexibility to take account of changes in market conditions.

35.3.43 National policy provides an incentive for brownfield development on sites containing vacant buildings. Generally known as the vacant building credit, it requires that the developer should be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought. Affordable housing contributions may be required for any increase in floorspace. It is considered that vacant building credit does not apply to development in the borough. This is because given the central London location and highly dense character of the borough all sites are brownfield and the vacant building credit will not bring forward more development. Where affordable housing targets are not met only viable levels of affordable housing are required following consideration of detailed viability appraisals. As previously mentioned the borough also has the highest property values in the UK and development has always come forward in the borough without the need to incentivise it. Applying vacant building credit would run counter to the London Plan’s objective of maximising the provision of affordable housing. This approach has been endorsed by the Mayor’s Draft Affordable Housing and Viability SPG, November 2016.

35.3.44 Should the vacant building credit be applied, the Council will take the approach that where a building benefits from being deemed ‘in use’ as per the CIL regulations, it will not be deemed as a vacant building for the purposes of the vacant building credit. The Council will also ensure that the floorspace not subject to the vacant building credit will provide the maximum reasonable amount of affordable housing.

35.3.45 The Council may introduce guidance in terms of the information and assumptions which should be included within financial appraisals to speed up the consideration of viability issues as part of the planning application process.

35.3.2346 The affordable and market housing should be designed so that it is not possible to identify either tenure - known as ‘tenure blind’ - to ensure all residents enjoy the same high standards of design and to aid integration of the various communities living within a housing development.

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**Policy CH2 Housing Diversity**

[Moved to new Policy CH3] The Council will ensure new housing development is provided so as to further refine the grain of the mix of housing across the borough.

[Moved to new Policy CH3] To deliver this the Council will, in relation to:

**Housing Mix and Type**

[Moved to new Policy CH3] a. require new residential developments to include a mix of types, tenures and sizes of homes to reflect the varying needs of the borough, taking into account the characteristics of the site, and current evidence in relation to housing need;

[Moved to new Policy CH3] b. require new residential developments, including conversions, amalgamations and changes of use, to be designed to as a minimum achieve all the following standards:

i. lifetime homes;

ii. floorspace and floor to ceiling heights;

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430 Policy set out in WMS of 28 November 2014 and Paragraph 31 NPPG on Planning Obligations
iii. wheelchair accessibility for a minimum of 10 per cent of dwellings; where compliance with the above standards is not possible because of other policy requirements, to require new residential developments to demonstrate that all reasonable measures to meet them have been taken;

c. encourage extra care housing, particularly in the south of the borough;

[Moved to new Policy CH4] d. _______ protect houses in multiple occupation except where a proposal concerns conversion into self-contained studio flats, and require any such proposal to be subject to a s106 agreement to ensure the flats remain as studios in perpetuity;

[Moved to new Policy CH4] e. _______ resist the loss of residential hostels except where the site will be utilised as a different form of affordable housing;

[Replaced by Policy CH1] f. _______ resist development which results in the net loss of five or more residential units;

[Moved to new Policy CH1] g. _______ require development that results in the amalgamation of residential units to be subject to a s106 agreement to ensure the resultant units are not further amalgamated in the future;

[Moved to new Policy CH3] h. _______ require housing schemes to include outdoor amenity space;

[Replaced by new Policy CH2] **Affordable Housing**

i. _______ require developments to provide affordable housing at 50 per cent by floor area on residential floorspace in excess of 800sq.m gross external area;

j. _______ require provision to be in the form of a commuted sum in lieu of the equivalent amount of affordable housing floorspace where in excess of 800sq.m but less than 1,200sq.m of gross external residential floor space is proposed;

k. _______ require affordable housing provision of affordable homes on site where more than 1,200sq.m of gross external residential floor space is proposed, unless exceptional circumstances exist;

l. _______ require any off-site affordable housing to be provided in any wards except the following: Golborne, St Charles, Notting Barns, Colville, Norland, Earl’s Court and Cremorne;

m. _______ require an application to be made for any ‘off-site’ affordable housing concurrently with the main planning application and that the two applications are linked through a s106 agreement or unilateral undertaking;

n. _______ require that affordable housing and market housing are integrated in any development and have the same external appearance;

o. _______ require the affordable and market housing to have equivalent amenity in relation to factors including views, daylight, noise and proximity to open space, playspace, community facilities, and shops;

p. _______ where a scheme over 800sq.m does not provide 50 per cent of gross external residential floorspace for affordable housing, the applicant must demonstrate:

i. the maximum reasonable amount of affordable housing is provided through the provision of a viability assessment, using the GLA toolkit or an agreed alternative

ii. the exceptional site circumstances or other public benefits to justify the reduced affordable housing provision;

q. _______ require that affordable housing includes a minimum of 15 per cent intermediate housing in Golborne, St Charles, Notting Barns, Norland, Colville, Earl’s Court and Cremorne wards. In all other wards a minimum of 85 per cent social rented housing should be provided;

r. _______ require that the provision of intermediate housing is provided at the ‘usefully affordable’ point.
[Replaced by new Policy CH6] Gypsies and Travellers

- protect the existing Westway travellers’ site which the Council jointly manages with the London Borough of Hammersmith and Fulham. Additional sites for temporary or permanent use will be identified in the forthcoming Gypsy and Traveller DPD and should meet the following criteria:
  
i. the site can provide for a satisfactory arrangement of pitches, permanent buildings and open space;
  
ii. use of the site would have no significant detrimental effect on the amenity of occupiers of adjoining land;
  
iii. use of the site would be acceptable in terms of the visual amenity;
  
iv. the use could be supported by adequate physical and social infrastructure in the locality.

Policy CH2: Housing Diversity Affordable Housing

The Council will seek the maximum reasonable amount of affordable housing.

To deliver this the Council will require:

a. a proportion of starter homes on qualifying sites as defined in the Regulations;

b. developments to provide 40 35% of all residential floorspace as affordable on sites that provide 650 sq m or more of gross residential floorspace (gross internal area), once the threshold is met all gross residential floorspace is liable for an affordable housing contribution;

c. separate to any starter homes provision, 50% of the remaining affordable housing provision to be social rent / affordable rent and 50% to be intermediate;

d. provision of affordable housing to be on-site unless exceptional circumstances justified by robust evidence exist which support provision off-site or providing a payment in lieu;

eg. require an application to be made for any ‘off site’ affordable housing concurrently with the main planning application and that the two applications are linked through a s106 agreement or unilateral undertaking;

pf. where a qualifying scheme over providing 800650 sq. m or more gross residential floorspace (gross internal area) does not provide 540 35% per cent of gross external residential as affordable floorspace on-site, (gross internal area) for affordable housing the applicant must demonstrate all of the following:

i. the maximum reasonable amount of affordable housing is provided through the provision of an open book financial viability assessment, using the GLA toolkit or an agreed alternative;

ii. supporting evidence for the exceptional site circumstances or other public benefits to justify the reduced affordable housing provision;

iii. to calculate payments in lieu for affordable housing, two viability assessments comparing residual land values on a site-by-site basis – one reflecting policy compliant the maximum reasonable amount of affordable housing provision on-site and the second with 100% private housing;

ng. require that affordable housing and market housing are to be integrated in any development and have the same external appearance;

oh. require the affordable and market housing to have equivalent amenity in relation to factors including views, sitting, daylight, noise and proximity to open space, playspace, community facilities and shops.
Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

**Housing Size Mix and Standards**

35.3.47 In accordance with the NPPF, the borough has updated its evidence base on local housing requirements through the 2015 SHMA. This is shown as a breakdown by bedroom size of the objectively assessed need (OAN) for all types of housing. The evidence as presented in the table below is of a 50/50 split between smaller (1-2 bedrooms) and larger (3-4+ bedroom) units.

<table>
<thead>
<tr>
<th>Dwelling Size</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bed</td>
<td>23%</td>
</tr>
<tr>
<td>2 Bed</td>
<td>29%</td>
</tr>
<tr>
<td>3 Bed</td>
<td>30%</td>
</tr>
<tr>
<td>4+ Beds</td>
<td>18%</td>
</tr>
</tbody>
</table>

Summary of Dwelling Size Requirements taken for SHMA

35.3.48 The SHMA also identifies the specific needs for those in need of affordable housing by tenure as shown in the table below.

<table>
<thead>
<tr>
<th>Dwelling Size</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bed</td>
<td>575</td>
<td>49%</td>
</tr>
<tr>
<td>2 Bed</td>
<td>240</td>
<td>21%</td>
</tr>
<tr>
<td>3 Bed</td>
<td>184</td>
<td>15.5%</td>
</tr>
<tr>
<td>4+ Beds</td>
<td>171</td>
<td>14.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,170</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Summary of Dwelling Size Requirements for Affordable Homes

35.3.49 The need for different size homes within the affordable sector varies greatly from general housing needs with a significant requirement for 1 and 2 bed homes at 70% of the total need with the remainder split between 3 and 4 beds.

35.3.50 The policy recognises that the needs identified in the SHMA 2015 could change over time. Therefore the policy refers to 'current' evidence in relation to housing need. This approach allows for the policy to reflect changes in the evidence of the need for different dwelling types over time.

35.3.51 The Government’s Housing Standards Review\(^{431}\) was seeking to set consistent standards for housing across the country. The nationally described space standards and ‘optional’ access standards have been adopted by the Mayor of London in the London Plan with further guidance available in the Mayor’s Housing SPG May 2016.

35.3.52 The Council’s SHMA 2015 identifies that 12% of the borough’s population is estimated to have some form of limiting long-term health problem or disability. It forecasts an increase in the number of older people with disabilities, including wheelchair needs. It estimates (based on modelling) that the current unmet need for wheelchair accessible accommodation in the borough is nearly 300. The SHMA findings therefore support the need for more accessible housing in the borough.

\(^{431}\) Written Ministerial Statement March 2015
35.3.53 The London Plan requires that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The National Planning Practice Guidance states that Local Plan policies for wheelchair accessible homes M4 (3) (b) should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling.

35.3.54 The relevant category of Building Regulations will be secured through planning condition and each dwelling will need to meet all the requirements set out in Part M of the Building Regulations. Approved Document Part M provides clear guidance on how to meet these requirements. The access standards do not apply to dwellings resulting from a conversion or change of use. The standards apply to all tenures. The standards do not apply to specialist forms of housing which are not in the C3 use class such as student housing, care homes and houses in multiple occupation.

35.3.2755 Where compliance with the various access standards is not possible due to other policy requirements, for example in the case of development involving historic buildings, the development should demonstrate that all reasonable measures have been taken to meet them.

35.3.56 The London Plan has adopted the nationally described space standards which apply to conversions and change of use as well as new build. It should be noted that the London Plan strongly encourages a minimum floor to ceiling height of 2.5m for at least 75% of the gross internal area. This is in response to the unique heat island effect of London and the distinct density and flatted nature of most of its residential development.

35.3.3257 The borough is very densely developed and therefore protection of existing amenity is paramount. The creation of new external amenity spaces associated with new developments is also very important which may include communal space. Exposure and access to greenspaces can have a wide range of social, environmental, economic and health benefits. There is evidence that access to outdoor environments can provide health benefits at a number of levels, for example through physical activity and through informal recreation which can provide relief from depression and stress. External amenity space and green spaces benefit people of all ages. Green roofs also provide ecological benefits.

Policy CH3: Housing Size Mix and Standards

[Existing Policy CH2] The Council will ensure new housing development is provided so as to further refine the grain of the mix of housing across the borough and improve housing standards.

[Existing Policy CH2] To deliver this the Council will require in relation to:

a. [Existing Policy CH2a] require new residential developments to include a mix of types, tenures and sizes of homes to reflect the varying needs of the borough, taking into account the characteristics of the site, and current evidence in relation to housing need;

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b. [Existing Policy CH2b] require new residential developments, including conversions, amalgamations and changes of use, to be designed to meet the housing standards on space and access as set out in the London Plan; all the following standards:
   i. lifetime homes;
   ii. floorspace and floor to ceiling heights;
   iii. wheelchair accessibility for a minimum of 10 per cent of dwellings; where compliance with the above standards is not possible because of other policy requirements, to require new residential developments to demonstrate that all reasonable measures to meet them have been taken;

c. [Existing Policy CH2h] require housing schemes to include outdoor amenity space.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

[Moved to Policy CH1] Protection of Residential Uses

35.3.34—Loss of housing through deconversion, and, additionally to other uses, can reduce the overall provision of housing stock. The AMR monitors losses of residential use, and has identified the need to further prevent against losses. To achieve the annual housing target in policy CH1, which takes account of net losses of units, it is therefore important to protect residential units in most circumstances. However, there are a limited number of situations in which losses will be permitted in order to meet various policy objectives of this plan. These are set out in the policy below.

35.3.35—Arts and cultural uses include museums, art galleries, exhibition spaces, theatre, cinemas and studios. Policy CH3 refers to very small offices, which have a floorspace of 100 square metres or less.

[Moved to Policy CH1] Policy CH3 Protection of Residential Uses

The Council will ensure a net increase in residential accommodation.

To deliver this the Council will:

a. protect market residential use and floorspace except:
   i. in higher order town centres, where the loss is to a town centre use;
   ii. in employment zones, where the loss is to a business use, or other use which supports character and function of the zone;
   iii. in a predominantly commercial mews, where its loss is to a business use;
   iv. where the proposal is for a very small office; or
   v. where the proposal is for a new social and community use which predominantly serves, or which provides significant benefits, to borough residents; or an arts and cultural use;

b. resist the net loss of both social rented and intermediate affordable housing floorspace and units throughout the borough;

NOTE: Other policies within the Local Plan set out where the Council will permit new residential uses and floorspace. Refer to policy CF3 in relation to introducing new residential use at ground floor level within town centres; CK2 in relation to loss of shops outside of town centres; CF5 in...
Specific Housing Needs

Older People’s Housing

35.3.58 In Kensington and Chelsea adults aged over 65 is the fastest growing household group with the share of those aged 65 and over increasing from 14% in 2012 to 23% in 2037, a rise from 10,900 to 20,000 in absolute terms. Whilst an ageing population is a national issue, it is notable that the projected proportion in Kensington and Chelsea is notably higher than the London projected average of 14%. This growth has implications in terms of a reduction in the economically active population, as well as increasing health, care and housing support needs. In terms of households, the SHMA shows a projected increase of 55% from 16,750 over 65 households in 2014 to 25,938 in 2035. However, the most important trend in terms of needs is the anticipated accelerated increase in over 85 households who are most likely to need specialist accommodation.

35.3.59 It is recognised that the majority of older people will prefer to remain in their own home and support for this is provided in relation to new housing through requirements to meet the ‘optional’ Part M Building Regulations 2015 for accessible and adaptable dwellings (Policy CH3). However, evidence in the London and borough SHMA also suggest that a proportion of older Londoners are interested in a move to specialist housing where this is made available.

35.3.60 Annex 5 of the London Plan also provides indicative benchmarks on the amount of specialist accommodation needed each year for older people over the next 10 years. The benchmark for the borough is set at 100 units of specialist older people provision per annum, with the majority (60%) provided for private sale. The need forecasts for specialist older people’s housing is set out in the Council’s SHMA, and is slightly lower than the London Plan benchmarks at 87 units per annum over the next ten years.

35.3.61 The Council’s SHMA\textsuperscript{434} estimates current supply of specialist elderly accommodation in the borough is 1,350 units incorporating both sheltered and extra care housing. There are also residential and nursing cares homes which provide care services for older people. In 2013 the Council published its ‘Modernising Older People’s Housing and Accommodation with Care Services Strategy’ which outlined the vision to improve the quality, quantity and choice of housing and accommodation with care services for older people. The evidence underpinning the strategy identifies that there is currently a lack of choice in terms of extra care and sheltered housing which is likely to lead to ongoing demand for expensive care home services. The Council’s housing and adult social care service therefore supports an increase in the capacity of specialist provision by encouraging the development of new extra care housing. Extra care housing can meet the needs of a range of older people who are able to be diverted away from residential and nursing care, and retains a degree of independent living. Alongside the delivery of new extra care housing provision, the borough also needs good quality, accessible housing for older people in which care can be delivered if required, but not by on-site services. This so-called ‘sheltered’ or ‘retirement’ housing supports independent living but also meets aspirations to live in safe and secure communities.

Extra Care Housing

35.3.62 The level of care provided within older people’s housing can influence the way in which

\textsuperscript{434} Table 9.4 SHMA 2015

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planning permissions are assessed particularly in terms of their planning use class. Aside from nursing and care homes which clearly fall within the C2 use class (residential institutions), there are two other main types of housing for older people: extra care housing and retirement housing. The key difference between these latter two types is the level of on-site care and communal facilities with extra care providing higher levels which can cater for a wider range of physical, sensory or mental health needs. In either case, it is important to note that the provision of extra care housing will contribute to meeting the Council’s annual housing supply target.

35.3.63 The Mayor’s Housing SPG\textsuperscript{435} acknowledges that there has been some debate over how to categorise specialist older persons accommodation in terms of the Use Class Order and whether it is C2 or C3 use. The SPG provides further guidance and commentary on the view to take on the use class. Critically whether the use class falls within C2 or C3 would determine if the proposal is subject to affordable housing requirements and trigger the considerations for viability. Ultimately it is not for planning policy to classify use classes and a view will have to be taken on a case-by-case basis using available guidance. The Council’s Affordable Housing Viability Study Update (2016) indicates that the Council should seek to continue to apply Policy CH2 to seek affordable housing on these schemes, with the same site-specific viability caveats that apply to all other developments.

**Houses in Multiple Occupation (HMOs)**

35.3.2964 The private rented sector plays an important role in the housing market, especially in meeting the need for lower cost housing. Houses in Multiple Occupation (HMOs) form one important element of this sector. The borough SHMA 2015 estimates that according to the latest Local Authority Housing Statistics (LAHS) (2013-14), there are 4,434 HMOs in the borough, amounting to nearly 16\% of the private rented stock. Whilst significant this is a lower proportion than neighbouring authorities, especially when compared to the 29\% that make up Hammersmith and Fulham’s private rented sector. The Council has a relatively high proportion of household spaces in a shared dwelling according to the 2001 census, and a recent household survey has estimated that in 2009 there were approximately 1,640 HMO shared flats/ houses in the borough (1.9 per cent of households). Less than ten per cent of those were estimated to be student only households. The wards to the east of Notting Hill and around Earl’s Court had the highest proportion of shared dwellings. Earl’s Court and Chelsea are the most favoured destinations for students to live in shared accommodation.\textsuperscript{436} Imperial College estimates there are 2,300 students living in the private rented sector, in addition to 1,000 students living in its halls of residence.\textsuperscript{437}

35.3.2965 The Council recognises the role that HMOs have made in terms of providing lower cost housing, and on this basis they have traditionally been protected from self-containment. However, it is recognised that they provide a less than ideal form of habitation in so far as certain facilities, normally bathrooms, have to be shared. A balance has therefore been struck between the need to cater for the lower end of the private rented market and the need to provide a dwelling of an appropriate standard for the twenty-first century. On this basis proposals to convert HMOs into studio flats will generally be supported, as the evidence suggests that while studio flats are more expensive the rents they command are not significantly higher than some HMOs, although there is variation depending on geographical location.

\textsuperscript{435} Paragraph 3.7.17 of the Mayor’s of London Housing SPG May 2016
\textsuperscript{436} Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment
\textsuperscript{437} Information from Imperial College, August 2009
Self build and custom build

35.3.66 The Government is keen to support and encourage individuals and communities who want to build their own homes, and is taking proactive steps to stimulate the growth of the self build market. Paragraph 50 of the NPPF sets out how councils should plan for the needs of different groups in the community including those who wish to build their own homes. Policy 3.8 (Housing Choice) of the London Plan also requires boroughs to make appropriate provision for custom build housing having regard to local need.

35.3.67 The density of existing development and the need to protect and enhance the historic townscape, together with very high land values throughout the borough will significantly limit the opportunities available for self build. However, the Council recognises that such proposals will contribute to increasing the overall housing supply and if designed to a high quality can have a positive impact on the overall townscape.

35.3.68 Self build homes have the potential to make a small contribution to increasing the supply of housing in the borough, coming forward on small sites which may not be of interest to larger developers. The Council would therefore offer in-principle support to such proposals where they are meeting local housing need subject to meeting the requirements of the development plan as a whole.

Build to Rent

35.3.69 The borough SHMA 2015 indicates that the private rented sector is the largest single tenure in the borough housing 36% of households according to the 2011 Census, higher than the London average. The sector is mostly occupied by single person households working in 'high end' industries and occupations such as financial, real estate and professional activities, occupying management, administrative and professional posts.

35.3.70 The London Plan Mayor's Housing SPG, November 2016 recognises that long term, purpose built, private rented (“build to rent”) developments in block ownership and managed as a single development could make a particular contribution to meeting housing need. Such schemes are beneficial in a number of ways; they have the potential to accelerate delivery and not compete with nearby for sale developments; they can offer longer term tenancies/more certainty over long term availability; they can ensure high quality management through single ownership; and they can ensure a commitment to, and investment in, place making. They can also meet a wide range of needs, including those of singles, sharers, families and older people. The definition in the Mayor’s Draft Affordable Housing and Viability SPG, November 2016 will be used in classifying a scheme as build to rent. This includes a covenant that homes to be held as build to rent for at least 15 years.

35.3.71 The London Plan Housing SPG Mayor’s Draft Affordable Housing and Viability SPG, November 2016 provides guidance on the distinct economics including the affordable component of such schemes compared to mainstream for sale housing developments including a reliance on annual revenue through rent rather than upfront capital receipts and inherently lower returns. Given the extremely high value of property in the borough, the Council considers that commercial build to rent schemes may be less attractive to developers in the borough compared to other areas of London. Nevertheless, the Council recognises the benefits they can bring in providing a choice of rental accommodation both in the private rental market and particularly in affordable housing tenures and supports build to rent.

438 May 2016 Paragraph 3.3.3
**Student Accommodation**

35.3.72 The most significant higher education institute within the borough is Imperial College with over 16,000 students. The borough SHMA 2015 estimates that there are over 13,000 students living in the borough of which nearly half are overseas students and a similar proportion are postgraduates. There has only been a very limited increase in the number of purpose built student accommodation units granted planning permission between 1999 and 2013 (232 units). Nearly half of the students living in the borough are in the private rented sector.

35.3.73 There would be an additional 265 students per annum in the borough based on London wide work done by the London Academic Forum on student housing requirements. However, the actual demand for student housing is less clear, as it depends on the proportion of purpose built versus existing private rented sector HMOs that are required.

35.3.74 The Mayor of London’s Housing SPG recognises the pressure for student accommodation on a relatively small number of boroughs due to the clustering of higher education institutions in and around central London. However, it notes that student accommodation should not compromise the capacity to meet more general housing requirements. It refers to the London Plan which encourages a more dispersed distribution of student accommodation to reduce pressures on central boroughs and utilise development and regeneration potential in accessible locations outside central London.

35.3.75 Where purpose built student accommodation is proposed the providers should have an undertaking with a specified academic institution(s) that specifies that the accommodation will be occupied by students of that institution(s). If no such undertaking is in place the Council will require providers to maximise affordable student accommodation in-line with the guidance in the London Plan Mayor’s Housing SPG.

**Other groups**

35.3.76 In addition to meeting the needs of the borough’s growing elderly population the NPPF requires the Local Plan to meet the needs of other groups with specialist needs within the community. The groups identified by the SHMA include households with disabilities and wheelchair requirements (Policy CH3), families, students and service personnel. The type of housing that may be suitable for these groups includes sheltered accommodation, supported housing, refuges and hostels.

35.3.77 The Council will support the provision of housing to meet specialist needs where the proposed accommodation would meet an identified need as set out in the SHMA i.e. accommodation for homeless families, victims of domestic violence, and other identified groups.

35.3.78 Residential hostels within the borough have traditionally catered for groups such as the single homeless, people who are mentally ill or disabled, women who have experienced domestic violence and students. It is recognised that the traditional type of hostel may, in some cases, no longer be the most appropriate form of accommodation and therefore the change of a hostel site to a different form of affordable housing may be appropriate.

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439 Paragraph 9.37 Borough SHMA 2015
Policy CH4: Specific Housing Needs

The Council will ensure that new housing development meets the housing needs of a range of specific groups.

To deliver this the Council will:

a. support the provision for older people’s housing including new extra care and sheltered housing to meet identified local needs;

b. resist the loss of existing older people’s housing unless the loss is to improve substandard accommodation or increase the existing provision on the site;

c. [Existing Policy CH2d] protect houses in multiple occupation except where a proposal concerns conversion into self contained studio flats, and require any such proposal to be subject to a s106 agreement to ensure the flats remain as studios in perpetuity;

d. support self build by providing serviced plots subject to availability and further details in Regulations including circumstances for exceptions;

e. support build to rent schemes in particular those that include intermediate rent as part of the affordable housing component;

f. require student housing to not compromise the provision of general housing;

g. require purpose built student accommodation to have an undertaking with a specified academic institution(s) that specifies that the accommodation will be occupied by students of that institution(s);

h. resist the loss of supported housing which meets identified community needs;

i. [Existing Policy CH2e] resist the loss of residential hostels except where the site will be utilised as a different form of affordable housing.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Estate Renewal-Regeneration

35.3.36 The Council is undertaking a Housing Stock Options Review to provide clear advice on the options that are available to resolve the Housing Revenue Account deficit, secure long term investment to renew the Council’s housing stock, and ensure that there is an adequate supply of affordable housing to meet future needs. One potential source of funding to replace existing new affordable housing is from the sale of new private housing provided alongside the replacement social housing, with estates being rebuilt to a higher density. This would, if undertaken, be carried out in a phased way over 20 years or more. The Council has a legal duty to re-house all existing Council tenants.

35.3.79 The Council as landowner is exploring options for the regeneration of existing low density housing estates. Estate regeneration provides a potential opportunity to:

- Ensure that housing stock meets the needs of existing and future residents.
- Help tackle underlying causes of deprivation by improving health outcomes, employment opportunities, educational attainment and aspiration, and to reduce crime and the fear of crime.
- Build the ’conservation areas of the future’ by reflecting and matching the high quality urban design in the rest of the borough.
- Deliver additional housing and affordable housing.

35.3.80 Estate regeneration may take the form of the refurbishment of existing housing stock, infill development or partial or comprehensive redevelopment.

35.3.81 Estate renewal regeneration proposals often differ from other types of proposals for residential development because often the sale of market housing is used to fund the re-provided social rented and other forms of affordable housing. For this reason the proportions of social rented affordable and market housing may differ from conventional housing applications where cross subsidy is not being done on the same scale.

35.3.82 In calculating whether there is any net loss of affordable housing through estate renewal regeneration, former social rented properties sold under the right to buy or right to acquire should be categorised as market sector provision. This includes the right to buy or right to acquire units which have been used on an interim basis as, for example, temporary accommodation in advance of estate regeneration progressing.

35.3.83 The Council as a Local Housing Authority will be publishing the Tenant Decant Policy and consulting on a Strategy for Leaseholders in Regeneration Areas. This will provide the Council’s policies on right to return, deals for leaseholders, and offers for adult children or other family members.

35.3.84 Sites which appear to may be suitable for estate renewal regeneration (of one form or another) are Silchester East and West, Warwick Road and Treverton. These sites, and their wider surrounding areas, appear in land use planning terms to offer opportunities for the delivery of new housing in the Royal Borough. Options for the regeneration of these sites require further investigation, and ultimately the regeneration option chosen, if any, will be determined by the Council as landowner, having regard to a wide range of considerations, including consultation responses.

35.3.845 The Council has made clear that it will always consult potentially affected residents at the earliest feasible opportunity and has committed to engaging with and involving affected residents throughout the appraisal, design and development processes. The Council has

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440 The range of options under review is detailed within various Stock Options publications and the Housing Strategy. The Council plans to reach a view on the best available option by Autumn 2009.
also resolved that any redevelopment should be designed around traditional streets and squares and to be mixed-tenure.

Policy CH45 Estate Renewal Regeneration

The Council will require that where the redevelopment regeneration of social rented housing estates including affordable housing is proposed, a compelling case is demonstrated made that the long term benefits outweigh the considerable uncertainty and disruption such projects will cause.

To deliver this the Council will:

a. require the maximum reasonable amount of affordable housing, with the minimum being no net loss of existing social rented affordable housing provision;

b. require a guarantee that all existing social rented tenants have an opportunity of a home that meets their needs, with those wishing to stay in the neighbourhood being able to do so;

bc. require that the mix of house sizes for the re-provided social rented housing will be determined by the housing needs of the tenants of the estate and by the housing needs of the borough, at the time that an application is submitted;

cd. require that where estate renewal regeneration is being funded through the provision of private housing or other commercial development, schemes must be supported by an open book financial viability appraisal;

de. recognise that cross subsidy between estates may also be required where proposals involve several estates. The principles set out above for one estate would be applied to two or more estates, taken as a whole.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Gypsy and Traveller accommodation

35.3.31856 A London-wide gypsy and traveller needs assessment has identified that there is a need to provide an additional six to 12 gypsy and traveller pitches in the borough for the period 2007-2017. The Council has prepared a Draft Gypsy and Traveller Accommodation Needs Assessment (GTANA) with LBHF. The GTANA has been prepared in line with the 2007 GTANA Guidance, the National Planning Policy Framework (NPPF), the Planning Policy for Traveller Sites (PPTS) and the Draft Guidance to Local Housing Authorities on the Periodical Review of Housing Needs: Caravans and Houseboats. The Draft GTANA concludes that there will be a total requirement for ten nine additional pitches across RBKC and LBHF between 2015 and 2030.

35.3.867 There is one Gypsy and Traveller site in the borough at Stable Way which has existed since 1974 and is now jointly managed by the Council and the London Borough of Hammersmith and Fulham (LBHF). The Stable Way site is a permanent site and currently comprises a total of 20 pitches, of which one is taken up by ‘The Hut’ Community Centre, resulting in 19 available authorised pitches. The site’s freehold is owned by TfL with a lease to the Council. The site was in LBHF until a boundary change in 1995 and it is now within the administrative area of this Council. The site is managed by the Kensington and Chelsea Tenant Management Organisation (KC TMO).

35.3.878 Applying the Government’s planning definition of Gypsies and Travellers as set out in the PPTS definition, some of the existing occupiers of Stable Way do not fall under the planning definition of ‘Travellers’, however, many of the occupiers are long established on this site and therefore their accommodation needs need to be appropriately assessed. The GTANA considers all arising accommodation needs then applies the PPTS definition.

35.3.889 The shortage and high cost of land in the borough means that there are many competing land uses will be limited opportunities for new Gypsy and Traveller sites. The Council has commenced a Site Appraisal Study with the London Borough of Hammersmith and Fulham which will established investigate opportunities to provide new Gypsy and Traveller sites within the two boroughs. However, the boroughs will work with partners, RSLs Registered Providers, developers, and neighbouring authorities, the Mayor of London and TfL to explore making provision in line with the most up to date needs assessment over the plan period meet the identified need. A site(s) will be allocated as part of a forthcoming specific Gypsy and Traveller DPD.

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442 RBKC and LBHF (2016) Draft Gypsy and Traveller Accommodation Needs Assessment (GTANA)
443 The definition contained in Planning Policy for Traveller Sites, Annex 1: Glossary does not reflect the ethnicity of Travellers, it is purely for planning purposes for assessing need and determining planning applications.
The Council will work closely with London Borough of Hammersmith and Fulham, the Mayor of London and TfL to protect, improve and, if possible, increase the capacity of the existing Westway Travellers' site at Stable Way which the Council jointly manages with the London Borough of Hammersmith and Fulham. Additional sites for temporary or permanent use and any applications at Stable Way will be identified in the forthcoming Gypsy and Traveller DPD and should meet the following criteria:

i. the site can provide for a satisfactory arrangement of pitches, permanent buildings and open space;

ii. use of the site would have no significant detrimental effect on the safety and amenity of occupiers of adjoining land;

iii. use of the site would be acceptable in terms of the visual amenity, safety and local environment for future and/or current Gypsy and Traveller occupiers;

iv. the use could be supported by adequate physical and social infrastructure (such as access to education, health, welfare and employment) in the locality.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

35.4 Corporate and Partner Actions

Introduction

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

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

Royal Borough of Kensington and Chelsea Stock Options Reports

35.4.2 Various documents have been produced by the Council, setting out the options for the redevelopment of the Council's housing estates. In Autumn 2009, a new report will set out the Council's views on options and recommendations regarding the future of the Council's housing estates. The Council Stock Options Review 2008 – 2010 concluded that the stock should remain in the freehold of the Council and should continue to be managed by the Kensington and Chelsea Tenant Management Organisation (KCTMO). Subsequent work was then undertaken to look at the investment requirements of the stock and how this could be met with the projected funding shortfall in the Capital Programme. This work concluded that the Council should continue to retain its stock as the new HRA self-financing arrangements gave local authorities the resources, incentives and the flexibility they needed to manage their own housing stock over the long term.

35.4.3 In response to this KCTMO developed an Asset Management Strategy that provides a framework for determining how investment decisions are made. This is underpinned by option appraisals that assess the overall performance of the stock, and determine which stock should be retained, disposed of or considered for regeneration and development. With the implementation of a levy for the sale of High Value Voids, this strategy will be crucial in determining how we invest in the stock going forward.
35.4.4 The Council has an established programme of small scale delivery known as ‘hidden Homes’ that will be maintained in partnership with the KCTMO. The Council is also exploring asset management and regeneration options across four large sites, and the mechanisms for delivery for each should the Council decide to proceed with redevelopment.

Mayor of London (February 2010-October 2014) Homes for London: The London Housing Strategy

35.4.35 This strategy covers many housing topics. It includes the Council’s three year annual affordable housing target and details regarding gypsy and traveller pitch requirements. These issues are of particular relevance to the Local Plan. The final version was published in 2010, The Mayor’s London Housing Strategy, adopted October 2014, sets out policies to intended to meet London’s housing needs. The statutory document includes plans for building at least 42,000 new homes a year across all tenures, and for improving the housing opportunities of working residents. It sets out a series of priorities and interventions which include increasing opportunities for home ownership, improving the private rented sector, and developing affordable homes to rent for working residents. The strategy also seeks to address homelessness, overcrowding and rough sleeping.

35.4.6 The new Mayor will publish an updated Housing Strategy investment prospectus and Supplementary Planning Guidance in due course.

Institute of Public Care (May 2008) Older Persons Housing Strategy

35.4.4 The Institute of Public Care was commissioned by the Council in October 2007, to assist in the development of an older people’s housing strategy: RBKC Older People’s Housing Needs - Research Paper May 2008. The report is based on an analysis of local information and statistics about older people and housing, and indicates the strategic direction that the Council could follow over the next decade in relation to this topic. The main aims of the research were to establish whether or not the Royal Borough “has the right profile of accommodation and related services to meet older people’s needs across the continuum of housing, health and social care needs” and “whether the existing provision is fit for the future”.

Modernising Older People’s Housing and Accommodation with Care Services Strategy 2013

35.4.7 In 2013 the Council adopted a strategy for modernising older people’s housing and accommodation with care services. The strategy was developed jointly between Housing and Adult Social Care. It outlines the Council’s vision to improve the quality, quantity and choice of housing options for older people and to help us to meet future need. This includes developing new retirement housing to replace existing poor quality sheltered housing and more extra care housing.

Older People’s Housing Design Guide

35.4.8 The ‘Older People’s Housing Design Guide’ provides details on the building design and service provision for two main types of housing for older people: extra care housing and retirement housing. It outlines design standards and considerations required to support the needs and aspirations of older people. The guide has been developed for architects, developers and housing providers delivering homes across housing tenures including homes for private sale and a range of affordable housing tenures. By meeting the standards in the guide, new homes for older people in Kensington and Chelsea are expected to achieve excellence in quality and desirability.
The Council’s Housing Strategy has at its heart the following mission statement: “Housing services in Kensington and Chelsea aim to improve the lives of residents and customers. This will be achieved directly through service provision, commissioning and performance management, and indirectly through working with central government, the police, health services, voluntary sector and others to support local communities”, sets out how the Council wants to improve both the quality of accommodation and lives of people who live here by:

- Resources – Develop effective asset management and longer term business planning, taking advantage of the new regime for Council Housing finance.
- Development and regeneration – Regenerate, renew and develop new affordable housing where opportunities arise.
- Housing options – Provide a service that enables people to make informed decisions about their housing options.
- Vulnerable residents – Support people who are vulnerable with appropriate accommodation and advice services.
- Employment and training – Enable people in social housing to access employment and training opportunities.

The Housing Strategy covers the following topics including homelessness, options to meet housing need, better asset management, engaging communities, independent living, and improving performance. A new strategy is being prepared and will be available covering future years.

The Council’s Housing Strategy states that “the Council is committed to providing a safe, secure and desirable environment for the Gypsies and Travellers living at the Stable Way site, in north Kensington. We recognise that a good quality, well-managed site plays an important part in achieving better social, health and educational outcomes for the whole community”.

The Council will publish a new four year Housing Strategy in 2017.

Corporate or Partnership Actions for Diversity of Housing

1. The Council's Directorate of Planning and Borough Development and the Housing Department will work proactively with developers to bring forward housing sites.

2. The Council’s Directorate of Planning and Borough Development and the Housing Department will work with the Homes and Communities Agency, Mayor of London, housing associations, residents and other partners, to deliver estate renewal regeneration projects and to ensure high quality affordable housing is developed.

3. The Council’s Environmental Health Department will continue to work towards reducing the number of empty properties in the borough, as set out in the Private Sector Housing Renewal Policy 2004, by providing grants for the refurbishment of empty properties.

4. The Council’s Supporting People programme will continue to provide needs led services for older people through developing options for the modernisation of
sheltered housing services work towards reducing the number of empty properties in the borough, as set out in the Private Sector Housing Renewal Policy 2004, by providing grants for the refurbishment of empty properties, to provide a range of supported housing and housing support services for vulnerable homeless groups.

5. The Housing Needs section and the Council’s access officer will provide specialist input on planning applications for new dwellings to ensure where relevant, new accommodation meets Lifetime Homes standards and satisfies the criteria for meeting wheelchair standards.

6. The Council’s Environmental Health Department will monitor HMOs and use their powers, as necessary, to ensure they meet various quality and safety standards.
Chapter 36 Respecting Environmental Limits
Climate change, flooding, waste, biodiversity, air quality and noise and vibration

36.1 Introduction

36.1.1 "The Council recognises the scientific consensus that climate change and global warming is happening; that human activity is contributing to it significantly; and that it has potentially damaging environmental, social and economic impacts." RBKC Climate Change Strategy 2008-2015. Changes to our climate have an impact on lifestyles, the economy and our natural and built environments. Furthermore, changes in the world’s climate pose a major threat to our long-term well-being. The Council acknowledges that man-made climate change is a global challenge that requires a global response and a call for action at all levels, from governments, local authorities and citizens alike444. Continued emission of greenhouse gases will cause further warming and long-lasting changes in all components of the climate system, increasing the likelihood of severe and irreversible impacts for people and ecosystems. Locally, there is already an increasing risk of flooding from intense rainstorms, and during heatwaves the elderly may be exposed to life threatening heat stress but there is a lot that the Council, residents and those who work here can do together to reduce their carbon footprint more quickly and in a sustainable way. The Council is determined to contribute to the achievement of international, European, national and regional CO₂ reduction targets. Poor air quality is damaging our health at every stage of life. The report: Understanding the Health Impacts of Air Pollution in London estimates that 25% of early deaths are attributable to high concentrations of nitrogen dioxide (NO₂) and fine particles (PM2.5) within the borough445; this equates to approximately 200 early deaths every year due to these pollutants. There is an increasing recognition that the problems caused by air pollution and climate change need to be treated together, not least because the emissions that pollute our air and warm our planet originate from common sources such as vehicles, buildings, power generation and industry. The Council intends to give a high priority to the twin issues of climate change and poor air quality through a joint Air Quality and Climate Change Action Plan (2016-2021446).

36.1.2 “Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.” National Planning Policy Framework, March 2012 (paragraph 93). “Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.” National Planning Policy Framework, March 2012 (paragraph 124).

36.1.3 Across the planet, we are using natural resources too quickly and at a rate beyond the capacity of our planet to replenish them at the same rate. It is important that we all play our part to reduce the impact of human activity on the global and local environment.

444 Air Quality and Climate Change Action Plan 2016-2021, Technical Appendices. RBKC, 2016
446 Air Quality and Climate Change Action Plan 2016-2021, RBKC, 2016
Respecting Environmental Limits is therefore about ensuring that we live within our means and make decisions to help future generations meet their needs. This will contribute to achieving the environmental elements of sustainable development.

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

36.1.5 Most of our energy and fuel, including for the production and transportation of food, comes from non-renewable fossil fuels (coal, oil and gas) which emit carbon dioxide, nitrogen dioxide and fine particles when burned. Carbon dioxide is one of the six principal greenhouse gases, which contributes to global warming resulting in climate change. This leads to less predictable weather conditions and more extreme weather events, which may reduce food production and increase the risk of flooding. Nitrogen dioxide and fine particles are the primary pollutants of concern, and have a variety of health effects associated with exposure. Nitrogen dioxide irritate the airways of the lungs, increasing the symptoms of those suffering from lung diseases. Fine particles can be carried deep into the lungs where they can cause inflammation and a worsening of heart and lung diseases. Over two thirds Three quarters of our waste is currently transported by barge down the River Thames to the Belvedere Energy Waste plant. The remaining waste is either composted and recycled. The loss of biodiversity we are currently experiencing on a global scale, is considered by many, to be the greatest since the mass extinction of the dinosaurs.447

36.1.6 In addition to the global concerns mentioned above, there are several important local concerns including the fact that air pollution can have a serious impact on health. Vehicles, including those passing through the borough, the heating and cooling of buildings, especially the use of old inefficient boilers, the use of biomass and biomass / gas fired Combined Cooling, Heating and Power (CCHP) and Combined Heat and Power (CHP) for heating/electricity generation and comfort cooling and the use of engines and turbines for heating/electricity generation are all significant emitters of gases (some of which are also greenhouse gases) and increase air pollution. The ambient noise levels in many parts of the borough are high, which are exacerbated by noise from plant and equipment attached to buildings, road traffic, construction, noisy neighbours and pubs/clubs. Vibration is also an issue in parts of the borough, mostly caused by surface and underground trains, but also by plant and equipment which has not been properly attenuated.

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

<table>
<thead>
<tr>
<th>CO7 Strategic Objective for Respecting Environmental Limits</th>
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<tbody>
<tr>
<td>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.</td>
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RESPECTING ENVIRONMENTAL LIMITS
Climate Change, Flooding, Waste, Biodiversity, Air Quality.

- Sites of Metropolitan Importance
- Sites of Borough Importance (Grade I)
- Sites of Borough Importance (Grade II)
- Sites of Local Importance
- Blue Ribbon Network
- Green Corridors
- Garden Squares and other green spaces
- Existing waste management sites
- New on-site waste management facilities
- Indicative flood risk zones*
- Areas of significantly higher air pollution**
- New sites with potential for CCMP or similar

* Refer to the Strategic Flood Risk Assessment for specific Flood Risk Zones.

** The information for Flood Risk Zones is provided by the Environment Agency. The Environment Agency website should be consulted as the areas are subject to change.

*** The entire borough is designated as an Air Quality Management Area.
RESPECTING ENVIRONMENTAL LIMITS
Climate Change, Flooding, Waste, Biodiversity, Air Quality.

- Sites of Metropolitan Importance
- Sites of Borough Importance (Grade I)
- Sites of Borough Importance (Grade II)
- Sites of Local Importance
- Blue Ribbon Network
- Green Corridors
- Garden Squares and other green spaces
- Existing waste depots
- New on-site waste management facilities
- Indicative flood risk zones
- Areas of significantly higher air pollution
- Critical Drainage Areas
- Cremorne Wharf (safeguarded wharf)
- Thames Tideway tunnel safeguarded route

* Refer to the Strategic Flood Risk Assessment for specific Flood Risk Zones.
* The information for Flood Risk Zones is provided by the Environment Agency. The Environment Agency website should be consulted as the areas are subject to change.
**The entire borough is designated as an Air Quality Management Area.
36.2 **What this means for the borough**

36.2.1 We have one of the most cherished historic townscapes in London. If we do not adapt to and limit climate change the historic assets will be irreparably damaged, and the cultural, social and economic benefits will be lost. We have a statutory duty to contribute to the mitigation of, and adaptation to, climate change. Therefore, we need to carefully

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449 Section 19(1A) of the Planning and Compulsory Purchase Act 2004 as inserted by section 182 of the Planning Act 2008.
manage development to ensure that the natural and historic environments do not conflict but complement one another.

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

36.3 Planning Policies

Climate Change

36.3.1 The United Kingdom emitted 532,373,000 tonnes of carbon dioxide in 2005, compared to approximately 558,000,000 tonnes in 1990. This constitutes an approximate 4.5 per cent saving from 1990. The Royal Borough emitted approximately 1,422,000 tonnes of carbon dioxide in 2010. The Climate Change Act 2008 requires a reduction in CO₂ emissions of at least 26–34 per cent by 2020 and at least 80–60 per cent by 2050, against a 1990 baseline. The Government has recently increased this target to 80 per cent by 2050, which will require far more aggressive measures to reduce CO₂ emissions.

36.3.2 Global average temperatures have risen by nearly 0.8°C since the late nineteenth century and risen by about 0.2°C per decade over the past 25 years. This warming is, in part, from the greenhouse effect, i.e the result of the interaction of certain atmospheric gases with solar and terrestrial radiation. Climate change is emerging as one of the major challenges and one of the biggest health threats of the twenty-first century. The Council acknowledges that urgent action is required to limit temperature rises to 2°C above pre-industrial levels. Global average temperatures have risen by nearly 0.8°C since the late nineteenth century, and have risen by about 0.2°C per decade over the past 25 years.

36.3.3 In 2005, the Royal Borough emitted an estimated 8.06 tonnes of CO₂ per capita, which is above the London average of 6.45 tonnes but below the national average of 8.84 tonnes. The CO₂ emissions in the borough since 2005 have fallen at a lower rate than in other local authorities in London. In 2013, the borough emitted 7.09 tonnes of CO₂ per capita, which was the third highest emission level per capita in Greater London. This was above the national average of 7.0 tonnes. Since 2008 the emissions per capita in the borough have been consistently higher than national levels.

36.3.4 The Climate Change Strategy 2008 to 2015 states that 57 per cent of the Royal Borough’s carbon dioxide emissions are from commercial uses (including shops, offices and hotels), compared to 45 per cent nationally; 28 per cent from domestic sources, compared to 27 per cent nationally; and 15 per cent from road transport, compared to 28 per cent nationally. According to the latest carbon dioxide emissions data (CO₂) published by the Department for Energy and Climate Change (DECC) for the period 2005-2013, the industry and commercial sector continues to be the largest emitting sector accounting in 2013 for 57% cent of total borough emissions. The sector includes all non-domestic assets; in this borough this includes offices, Council operations, museums, hotels, retail

450 Department of Energy and Climate Change. Local and Regional Carbon Dioxide Emissions Estimates for 2005-2010 for the UK.
452 Air Quality and Climate Change Action Plan 2016-2021, Technical Appendices. RBKC, 2016
453 Department for the Environment and Rural Affairs (Defra) / AEA Technology Plc Environmental Statistics 2005/06.
36.3.5 Although a higher proportion of the borough’s emissions arise from industrial and commercial uses, the Department for Environment, Food and Rural Affairs (DEFRA)’s projections show that a significant proportion of CO₂ savings can be made within the domestic sector.

36.3.6 Environmental policy suggests that greenhouse gas emissions can be greatly reduced by significantly reducing the amount of heat and energy we use in our buildings, through energy efficient design, materials and construction, such as maximising natural heating and ventilation. Supplying the heat and energy we require locally, through decentralised district heat and energy networks and renewable sources, also minimises greenhouse gas emissions, minimises heat and energy lost during its transportation and contributes to securing heat and energy supply for the future. Where decentralised district heating using CCHP/CHP is proposed careful consideration needs to be given to the air quality implications especially those burning solid or liquid fuel in-line with the Mayor’s Sustainable design and Construction SPG, April 2014.

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

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

36.3.9 The borough currently consumes an average of 159 litres of water per person per day, which is greater than the average for England and Wales (149 litres per person per day) but less than the London average (162 litres per person per day). London Plan policy requires designing residential development so that mains water consumption would meet a target of 105 litres or less per head per day. This reflects the ‘optional requirement’ set out in Part G of the Building Regulations. Since the London Plan is part of the Council’s development plan, the ‘optional’ requirement applies to new residential development in the borough. Therefore, planning conditions should trigger the ‘optional requirement’ in Part G of the Building Regulations.

36.3.8 Following the Housing Standards Review, the Government policy is that local planning authorities should not require energy efficiency standards that exceed the energy

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454 Department of Energy and Climate Change. UK Local Authority and regional carbon dioxide emissions statistics for 2005-2013
455 Analysis to support climate change indicators for local authorities, April 2008. Prepared by AEA Technology PLC for the Department for Environment, Food and Rural Affairs
456 See section 4.3 and Appendix 7 of the Mayor’s Sustainable Design and Construction SPG, April 2014
460 London Plan Policy 5.15: Water Use and Supplies. Excluding an allowance of 5 litres or less per head per day for external water consumption.
462 Announced in the Written Ministerial Statement of 25 March 2015
requirements of Building Regulations for the construction or adaptation of buildings to provide dwellings or the carrying out of any work on dwellings. This national policy is subject to the commencement of amendments proposed to the Planning and Energy Act 2008 in the Deregulation Act 2015. The Government has also withdrawn its commitment to ‘zero carbon homes’.

36.3.9 The Mayor’s Housing SPG, March 2016 (Paragraph 2.3.57) confirms, however, that the London Plan policy on ‘zero carbon’ homes remains in place. It states that, “This approach will also help ensure that the development industry in London is prepared for the introduction of ‘Nearly Zero Energy Buildings’ by 2020. (As required by the European Energy Performance of Buildings Regulation which requires periodic review of Building Codes to ensure cost optimal review of energy efficiency standards and that all new buildings are ‘nearly zero energy buildings’ by 2020).”

36.3.10 Paragraph 2.3.58 of the Mayor’s Housing SPG, March 2016 defines ‘zero carbon’ homes as “homes forming part of major development applications where the residential element of the application achieves at least a 35 per cent reduction in regulated carbon dioxide emissions (beyond Part L 2013) on-site (in line with policy 2.5B). The remaining regulated carbon dioxide emissions, to 100 per cent, are to be off-set through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere (in line with policy 5.2 E).”

36.3.11 The Council supports the approach in the London Plan and the guidance in the Mayor of London’s Housing SPG, March 2016. The Council policy therefore requires compliance with the London Plan for major residential development. Advice on how to complete an Energy Assessment is provided in the Mayor’s Energy Planning guidance.

36.3.12 In line with the guidance in the Mayor’s Housing SPG, March 2016 the Council will accept payments in lieu for offsetting any remaining carbon, over and above the 35 per cent reduction on-site, in regulated carbon dioxide emissions (beyond Part L 2013) to meet the zero carbon standard. The carbon offset price of £60 per tonne of carbon dioxide for a period of 30 years will be used.

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

36.3.13 The Royal Borough contains over 4,000 listed buildings and over 703 per cent of the borough has conservation area status. Re-using historic buildings may significantly reduce energy consumption as existing buildings represent the ‘embodied’ energy used to produce them; whereas demolishing a brick building wastes the embodied energy and uses up more energy in demolition and rebuilding. The embodied energy in the bricks of a typical Victorian terraced house would drive a car more than ten times around the world.

463 Fixing the foundations: creating a more prosperous nation, HM Treasury, July 2015
464 London Plan Policy 5.2: Minimising Carbon Dioxide Emissions
466 Evidenced by the Mayor’s Housing Standards Viability Assessment, 2015
English Heritage / Historic England acknowledges the importance of making reasonable alterations to the existing building stock to mitigate climate change and state that often the energy efficiency of the historic buildings can be increased in ways sympathetic to their historic character.  

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

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

The evidence on climate change shows that we need a policy to ensure that development mitigates against, and adapts to, climate change without unacceptable impacts on air quality inhibiting the Council in achieving a reduction in local air quality pollutants. The Council also intends to take a leading role in identifying new and existing opportunities for decentralised heat and energy networks through heat and energy masterplanning, ensuring that their application of decentralised heating specifically using CHP/CCHP does not inhibit the Council in achieving a reduction in air quality pollutants.

**Policy CE1 Climate Change**

The Council recognises the Government’s targets to reduce national carbon dioxide emissions by 26-34 per cent against 1990 levels by 2020 in order to meet a 80-60 per cent reduction by 2050 and will require development to make a significant contribution towards this target.

To deliver this the Council will:

a. require an assessment to demonstrate that all new buildings and extensions of 800sq.m or more major residential development meets the carbon reduction requirements set out in the London Plan, or 1,000sq.m or more non-residential achieve the following Code for Sustainable Homes/BREEAM standards:

   i. residential development should meet Code for Sustainable Homes Level 4.

   ii. non-residential development should meet BREEAM very good with 60 per cent of the unweighted credits available in the energy, water and materials sections.

b. require an assessment to demonstrate that non-residential development of 1,000 sq m or more meets BREEAM very good with 60 per cent of the unweighted credits available in the energy, water and materials sections and conversions and refurbishments of 800sq.m or more residential development or 1,000sq.m or more non-residential development achieve BREEAM very good rating, the following relevant BREEAM standards:

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469 Environment Agency: RBKC Environmental summary factsheet, quoting REAP (Resources and Energy Analysis Programme) 2004
i. residential development: BREEAM excellent for domestic refurbishment including the following minimum standards:
   (a) the minimum standards of excellent for energy;
   (b) 80 per cent or more of the un-weighted credits in the waste category
ii. non-residential development should achieve BREEAM very good rating.

c. require that carbon dioxide and other greenhouse gas emissions are reduced to meet the Code for Sustainable Homes and BREEAM standards in accordance with the following hierarchy:
i. energy efficient building design, construction and materials, including the use of passive design, natural heating and natural ventilation;
ii. provision of on-site renewable and low-carbon energy sources;
iii. decentralised heating, cooling and energy supply, through Combined Cooling Heat and Power (CCHP) or similar, while ensuring that heat and energy production does not result in unacceptable levels of local air pollution in particular on site allocations such as Kensal, Wornington Green, Latimer and Earl's Court;

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

d. require the provision of a Combined Cooling, Heat and Power plant, or similar, which is of a suitable size to service the planned development and contribute as part of a district heat and energy network for:
i. strategic site allocations at Kensal, Wornington Green, Kensington Leisure Centre and Earl's Court; and
ii. significant redevelopment and regeneration proposals at Notting Hill Gate and Latimer as set out in the places section of this document;

e. require all CCHP plant or similar to connect to, or be able to connect to, other existing or planned CCHP plant or similar to form a district heat and energy network;
f. require development to connect into any existing district heat and energy network, where the necessary service or utility infrastructure is accessible to that development;
g. require development to incorporate measures that will contribute to on-site sustainable food production commensurate with the scale of development;
h. require, in due course, development to further reduce carbon dioxide emissions and mitigate or adapt to climate change, especially from the existing building stock, through financial contributions, and planning conditions, and extending or raising the Code for Sustainable Homes and BREEAM standards for other types of development.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Flooding and drainage

Flood Risk

36.3.158 Winter rainfall will increase as a result of global warming, although summer rainfall will decrease. Sea levels will also rise. Global temperatures are predicted to continue rising, bringing changes in weather patterns, rising sea levels and increased frequency and intensity of extreme weather for the UK. Climate projections show that London will experience warmer, wetter winters and hotter, drier summers in the future. As well as the gradual change in overall climate, we can expect to see more frequent and intense episodes of extreme weather, meaning that we will need to consider adapting our buildings, communities and lifestyles to prepare for more frequent heatwaves, flooding and droughts.

36.3.169 In the medium to longer term it is likely that the height of flood defences along the River Thames will have to be raised. Setting buildings back from the river’s edge will enable this to be done in a more cost-effective, aesthetically acceptable and more sustainable way.

36.3.4720A The updated Strategic Flood Risk Assessment 2014 (SFRA) and the Surface Water Management Plan 2014 (SWMP) show the flood risk zones in the borough which are Flood Zones 1, 2, and 3 for fluvial and tidal flooding and the Council’s designated Critical Drainage Areas for the Royal Borough of Kensington and Chelsea was prepared jointly with the London Borough of Hammersmith and Fulham. The SFRA assessed the risk of flooding of different areas of the borough and identified that there is no fluvial flood risk in the borough. However, the borough is affected by tidal flood risk, ranging from Flood Zone 1 with low probability of flooding to Flood Zone 3 with high probability of flooding. Very little of the borough is located in Flood Zone 2 and 3, close to the Thames. The majority of the borough is located within Flood Zone 1, with a one in 1,000 year risk of flooding. The threat of fluvial tidal flooding is low but the consequences could be very significant, but sewer flooding occurred in the Holland and Norland wards in 1981 and 2007. Groundwater could also be a potential source of flooding depending on the soil composition, weather and ground conditions. Land use factors such as groundwater extraction for industry use could also affect groundwater levels. The discharge of groundwater to a public sewer will require approval from Thames Water. To ensure that development is directed first to sites at the lowest probability of flooding from all sources, the Council has carried out the ‘Sequential Test’ on a range of sites. However, sites within Flood Risk Zones 2 and 3 and Critical Drainage Areas that are not included within this appraisal will have to undertake a ‘Sequential Test’ in line with PPS25. In some cases, the Exception Test will also be required. As new information becomes available nationally or regionally such as breach analysis and climate change allowances and

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470 http://ukcp09.defra.gov.uk/content/view/16/6/index.html
471 http://climate.london.org.uk/climate-change/
473 London Plan Policy 5.12 4A.13
474 RBKC Strategic Flood Risk Assessment. Flood Zones refer to the probability of river and sea flooding, ignoring the presence of defences.
guidance, this should also be considered both, by the Council and applicants. This is particularly relevant for sites at risk of surface water flooding.

36.3.21 Flood Risk Assessments are required for development within Critical Drainage Areas. However, this is only relevant if the development has any drainage implications which could lead to flooding elsewhere or could be more vulnerable as a result of the development proposed (due to the land use being more vulnerable or to the infrastructure proposed). For example, Flood Risk Assessments will be required for basement applications: when the development is at ground level and could potentially lead to a decrease in the site’s permeability or an increase in the site’s vulnerability to flooding; or if the proposed development could have an impact on any physical structure which could reduce the effect of flooding in the area (flood risk assets). Most development at first floor level and above may not require a Flood Risk Assessment. However, the requirement for an assessment will need to be considered at an early stage. It will be expected that any proposed flood risk measures and flood risk assets are protected and maintained to remain operational and built to a standard where they would provide adequate protection for the lifetime of the development.

36.3.22 There is a wealth of available guidance regarding flood defence and flood mitigation measures which may be suitable for developments contained in Building Regulations and British Standards. Any proposed measures should take into consideration the predicted flood depth in different storm scenarios and reflect site conditions in relation to contributing to, or suffering from, flooding, or both. Measures can affect the materials, layout and design of buildings so it is important that they are shown as part of planning applications.

36.3.23 The Thames Estuary (TE2100) plan, produced by the Environment Agency, was reviewed in 2014. The TE2100 Local Council Briefing Document specific for the borough was produced in April 2015 and includes key messages and actions to help the Environment Agency deliver the TE2100 Plan. The Council is committed to work with the Environment Agency and others to ensure the recommendations of the TE2100 Plan are implemented in new and existing developments, to keep communities safe from flooding in a changing climate and improving the local environment. The key policy messages for our borough are:

- Raising existing flood defences to the required TE2100 Plan levels in preparation for future climate change impacts or demonstrate how tidal flood defences protecting sites can be raised to the required TE2100 levels in the future through submission of plans and cross-sections of the proposed raising;

- Demonstrating the provision of improved access to existing flood defences and safeguarding land for future flood defence raising and landscape, amenity and habitat improvements;

- Maintaining, enhancing or replacing flood defences to provide adequate protection for the lifetime of development;

- Where opportunities exist, re-aligning or setting back flood defence walls and improving the river frontage to provide amenity space, habitat, access and environmental enhancements.

- Securing financial contributions towards the anticipated costs of flood risk management infrastructure required to protect the proposed development over its lifetime.
Surface Water Run-off and Sustainable Drainage Systems (SuDS)

36.3.1824 Thames Water has identified a 17 per cent increase in the amount of impermeable area in the borough between 1971 and 2009, which increases the amount of rainfall discharging to the storm water sewer. This, together with rainfall surface water and foul flows from upstream development Camden and Brent, may contribute to surface water and sewer flooding, as the Counters Creek sewer catchment does not currently have the capacity to discharge storm water during extreme rainfall. Thames Water are currently looking at improving capacity in the Counters Creek storm water sewer by in about 2020477. Moreover, this risk is increased by the use of impermeable surfaces as they decrease the capacity of the ground to drain water. The misuse of drains to discharge construction materials478, oils and other substances could block them exacerbating the risk of flooding.

36.3.1925 There is evidence which shows the lack of capacity of the Counters Creek sewer system and this should be addressed to ensure that residents are protected from future flooding due to further development in its catchment and climate change. Furthermore, surface water run-off and any other flows such as groundwater, which could potentially end up in the sewer system, should be controlled to future proof the capacity of the sewer and reduce flood risk. The use of permeable surfaces and removal of existing impermeable surfaces is necessary as it will have a positive cumulative impact and will future-proof any sewerage infrastructure project. Surface water run-off should be reduced in order to reduce surface and sewer water flooding in the borough. The reduction rate should be maximised taking into consideration the site’s constraints. It should be noted that the policy refers to major and minor development. For the purposes of flooding and drainage, minor development includes up to 9 dwellings (under half a hectare); up to 999m² of commercial floorspace (under 1 hectare); up to 9 Gypsy/Travellers pitches; household applications; change of use applications (no operational development) and listed building extensions and alterations. As the evidence for surface and sewer water flooding is evolving rapidly, the Council will undertake an early review to policy CE2, if necessary, once areas with critical drainage problems, as defined in PPS25, have been identified accurately, as agreed with the Environment Agency.

36.3.26 The Flood and Water Management Act 2010 and the Flood Risk Regulations 2009 placed new duties on Councils. As a Lead Local Flood Authority (LLFA), the Council has a responsibility for leading the co-ordination of local flood risk management within the borough. This includes ensuring that flood risks from local sources, including surface water runoff, groundwater and ordinary watercourses and their interactions, are identified and managed. The Council has the duty, under Section 9 of the Flood and Water Management Act 2010, to put in place a Local Flood Risk Management Strategy (LFRMS) to manage all sources of flood risks consistent with a risk management approach. The Council adopted the LFRMS in July 2015479.

36.3.27 Local planning authorities should consult the LLFA on the management of surface water (including SuDS); satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. SuDS should be designed to ensure that the maintenance and operation requirements are economically proportionate. It is very important that SuDS are well designed from the outset, when the site layout has not been defined to ensure their design will maximise their benefits for water attenuation, water quality, ecology, etc. SuDS

477 Thames Water, Counters Creek Study, 2009. www.thameswater.co.uk/counterscreek/17222.htm
478 www.rbkc.gov.uk/environment/drainage-and-flooding
should be maintained in order to be effective. Their maintenance is normally the responsibility of the owner or maintenance company.

**Water Infrastructure Projects**

36.3.208 Thames Water has been instructed by the Government\(^{480}\) to develop and implement a scheme, the Thames Tideway Tunnel, which will reduce the amount of untreated sewage that currently overflows directly to the river Thames after rainfall. The proposed Thames Tideway Tunnel will capture sewage discharges from existing Combined Sewage Overflows (CSOs) into a new tunnel and transfer the collected sewage for treatment. The Thames Tideway Tunnel is a sewerage infrastructure project which will capture the flows of storm sewage from sewer overflow points along the River Thames. The tunnel will run approximately 25 kilometres through the heart of London, and up to 75 meters beneath the River Thames, broadly following the path of the river. A Development Consent Order for the project was granted on the 12 September 2014. The Thames Tideway Tunnel will be built by Bazalgette Tunnel Limited - the ‘infrastructure provider’. The importance and London-wide benefits of the Thames Tideway Tunnel are recognised by the Government and the Greater London Authority\(^{481}\). On this basis, the Council will ensure that the impacts of the works associated with the tunnel are carefully managed.

36.3.29 To address sewer flooding in the borough, Thames Water is proposing to build the Counters Creek Storm Relief Sewer. Ofwat approved the funds needed to undertake the Counters Creek Sewer Alleviation Scheme in December 2014. Thames Water’s proposal includes four elements: a new storm relief sewer to increase the sewer capacity; SuDS to reduce surface water run-off; anti-flooding (FLIP) devices to stop the sewers surcharging into lower properties; and, local sewer improvements to increase the capacity of local sewers.

36.3.2130 The evidence on flooding shows that we need a policy to ensure that development considers potential flood risk from all sources and incorporates measures to reduce and mitigate this risk, especially the risk of surface water and sewer flooding.

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**Policy CE2 Flooding**

The Council will require development to adapt to fluvial flooding and mitigate the effects of, and adapt to, surface water and sewer flooding - address and reduce flood risk and its impacts.

To deliver this the Council will:

**Flood Risk**

- a. resist vulnerable development, including self-contained basement dwellings, in Flood Risk Zone 3 and Critical Drainage Areas as defined in the Strategic Flood Risk Assessment and the Surface Water Management Plan;
- b. require a site-specific Flood Risk Assessment, including an ‘Exception Test’ for all development in Flood Risk Zone 2 and 3 as defined in the Strategic Flood Risk Assessment, for sites in Critical Drainage Areas areas with critical drainage problems and for all sites greater than one hectare;
- c. where required undertake the ‘Sequential Test’ for planning applications within Flood Risk Zones 2 and 3, and for sites in Critical Drainage Areas areas with critical drainage problems;
- d. require development at risk from flooding in Flood Risk Zones 2 and 3, in Critical Drainage Areas areas with critical drainage problems, or sites greater than 1ha to incorporate suitable flood defence or flood mitigation risk measures to account for site conditions in accordance with Building Regulations, existing guidance and the recommendations of the site-specific Flood Risk Assessment.

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\(^{480}\) The Government needs to comply with the 1991 EU Urban Waste Water Treatment Directive.

As assessment, the Strategic Flood Risk Assessment and the Local Flood Risk Management Strategy. These measures should:

i. address all flood depths flooding for the 1 in 100 year storm event plus climate change with flood depths of 0.5m and above to ensure the development will remain safe during a flood event throughout its lifetime;

ii. take into account access, egress and emergency exit routes;

iii. ensure buildings remain safe for occupants in case of flooding;

iv. consider the measures and actions included in the Local Flood Risk Management Strategy Action Plan

e. require that flood risk measures and flood risk assets are protected and maintained to remain operational and provide adequate protection for the lifetime of development;

f. require development adjacent to the Thames to be set back from the Thames flood defence to enable the sustainable and cost effective upgrade of flood defences and to implement any other recommendations of the Thames Estuary 2100 plan (TE2100).

Surface Water Run-off and Sustainable Drainage Systems (SuDS)

e. require major development to aim to achieve greenfield run-off rates and minor development to achieve a reduction of 50% of existing rates, ensuring that surface water run-off is managed as close to its source as possible, through:

i. the reduction of impermeable increase of permeable surfaces;

ii. recognising opportunities for SuDS to provide other environmental benefits;

iii. factoring all flows into the sewer system (including swimming pools discharges, groundwater or other flows) in the calculations of greenfield run-off rates.

f. require sustainable urban drainage (SUDs SuDS), or other measures, to reduce both the volume and the speed of water run-off to the drainage system ensuring that surface water run-off is managed as close to its source as possible in line with the hierarchy in the London Plan. In particular, major development must make a significant reduction in the current volume and speed of water run-off to the drainage system;

g. require SuDS to have regard to DEFRA non-statutory SuDS standards and local guidance and to ensure SuDS are adequately designed, built and maintained for the lifetime of development;

h. resist impermeable surfaces in front gardens and landscaped areas where planning permission is required;

i. encourage the retrofitting of SuDS in buildings even if the development will not have drainage implications;

j. require development adjacent to the Thames to be set back from the Thames flood defence to enable the sustainable and cost effective upgrade of flood defences over the next 50 to 100 years;

Water Infrastructure Projects

k. support the Thames Tideway Tunnel in principle require works associated with the construction of the Thames Tideway Tunnel to:

i. preserve or enhance the character or appearance of the Cheyne, Royal Hospital and Thames Conservation areas;

ii. preserve listed buildings and their settings, and Parks and Gardens of Special Historic Interest (i.e. the Royal Hospital grounds);

iii. not adversely impact on amenity;

iv. not compromise the future of Cremorne Wharf which is a Safeguarded Wharf.

l. support the provision of water and sewage infrastructure which will lead to a substantial and long-term reduction of local flooding, providing the need outweighs any adverse effects during construction and operation and appropriate mitigation measures are in place.
Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

Waste

36.3.2231 In 2007-08 2015-16, the Council collected 92,206 79,068 tonnes (28,300,000 26,797,000 tonnes nationally) of Local Authority Collected Waste municipal waste (including 62,176 52,695-54,094 tonnes of domestic waste), of which 78.3 77.1-74.1 per cent was sent to Belvedere Energy from Waste (EfW) plant landfill, and 25.9 22.9 21.7 per cent of this waste was recycled or composted, which is lower than the national average of 34.5 44.9 per cent. No waste was sent to landfill. These figures have improved in 2008-09 to 88,069 tonnes of municipal waste (including 59,533 tonnes of domestic waste), of which 76.3 per cent was sent to landfill and 23.7 per cent recycled or composted (versus a national average of 37.6 per cent). The average residual of waste produced per household in 2007-08 2015-16 was 349 464.445kg in the Royal Borough, this has increased decreased from 450.449kg in 2013-14 and 461 kg in 2014-15 compared with a London average of 429 kg and an England average of 433kg. In a highly built up borough such as the Royal Borough, it is important that adequate well designed and functional bin stores, refuse and recycling storage space is allocated and integrally designed into all developments to ease collection and keep the streets littler free. Such storage space will need to be fully functional to the end user.

36.3.2332 Major development in Kensal and Earl’s Court will have an impact on the borough’s population, with an increase in the production of waste. It is important that waste management is taken into account in all development to handle waste arisings from the new uses.

36.3.2433 The borough is very accessible by river and rail, which can provide opportunities for sustainable transportation of residual waste. All the borough’s residual waste Over two thirds of the borough’s municipal waste is transported from Wandsworth by barge to Belvedere EfW plant landfill. Until the Belvedere Energy from Waste plant is fully commissioned in 2011, the remaining waste is composted and recycled. Recyclable material is transported to different locations in the UK and abroad.

36.3.2534 Considerable volumes of waste come from the construction process. Over the last two and a half years, almost 2,000 incidents of dumped builders waste were reported in the borough. Ensuring this waste is managed responsibly is therefore important. Moreover, under the Site Waste Management Plans Regulations 2008, every construction project in England, valued at over £300,000, is required to create, monitor, update and complete a Site Waste Management Plan.

36.3.2635 The Waste Management Plan for England confirms a ‘waste hierarchy’ setting out how waste should be dealt with (prevention, preparing for re-use, recycling, other recovery and disposal) and confirms the importance of the National Planning Policy for Waste (NPPW). The evidence on waste management shows that we need to examine new ways of dealing with waste in the borough including promoting the principles of a circular economy (i.e reduce, reuse and recycle). Moreover, the Mayor of London requires that the borough

\[482\] Household, commercial & industrial waste collected by the Council
\[483\] The residual household and domestic waste tonnage are RBKC figures and not the figures submitted to DEFRA by WRWA. The recycling rates are figures submitted to DEFRA.
meets its waste apportionment figure which was set out in the London Plan. On this basis a separate DPD will be produced which will set out how the Council will meet its waste apportionment figure and move towards a more sustainable way of dealing with the borough’s waste. Applications for waste management facilities will be assessed against policy CE3 and relevant policies within the Environment Chapter of the Unitary Development Plan until the Waste DPD is formally adopted. The selection of sites for waste management and disposal will follow the criteria identified in the London Plan.

36.3.36 The Council is statutorily required to deliver its Local Authority Collected Waste municipal waste to places as directed by the Western Riverside Waste Authority (WRWA). Currently all of the Local Authority Collected Waste municipal waste goes to WRWA facilities in Wandsworth for transfer and treatment (Western Riverside Transfer Station near Wandsworth Bridge and Cringle Dock Transfer Station next to Battersea Power Station). Since 2011, recyclables go to a Materials Recycling Facility at Smugglers Way in Wandsworth and residuals are barged down river to the Riverside Resource Recovery Limited (RRRL)’s facility at Belvedere, in the London Borough of Bexley where the waste is incinerated to generate electricity. It is the largest EfW facility in the UK and one of the largest in Europe, which will eventually generate 72MW of power. This is confirmed by the WRWA’s Policy Statement (July 2013) which also states that the facility can handle 670,000 tonnes of waste per year although the WRWA supplies around 300,000 tonnes of residual waste to it. The contract runs until 2031 meaning that, in reality, waste arisings from the borough and the other WRWA Waste Planning Authorities (WPAs) are dealt with in Bexley. The Belvedere Energy from Waste plant opened in Bexley in May 2012. The Council is working jointly with the WRWA to agree with the Waste Planning Authority that its apportionment gap is met at the plant.

36.3.37 The London Plan sets out the waste apportionment to be managed by London Boroughs. The apportionment figure includes household and commercial & industrial waste, but not other waste streams.

<table>
<thead>
<tr>
<th></th>
<th>Apportionment (tonnes per annum)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td>RBKC</td>
<td>138,000</td>
</tr>
<tr>
<td>WPAs in the WRWA</td>
<td>683,000</td>
</tr>
</tbody>
</table>

London Plan Waste Apportionment target for RBKC and the WPAs in the WRWA area

36.3.38 The Council has prepared a joint Waste Technical Paper with the other WPAs in the WRWA area. The Technical Paper sets out the waste arisings within the WRWA area for waste streams and the ability to meet the London Plan apportionment. The available waste treatment capacity in the borough to help meet the waste apportionment is 30,660 tpa.

36.3.39 The Waste Technical Paper concludes that there is a shortfall of 167ktpa of capacity to meet its apportionment within the borough. The borough’s apportionment gap increases to 2036, this is a result of the increasing London Plan apportionment target over the

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486 London Plan Policy 4A.23.


488 Municipal/household, Commercial & industrial, Construction, demolition and excavation, Low Level Radioactive, Agricultural, Hazardous, Waste water
period. Due to the constrained nature of the borough and competing land use demands there are currently no opportunities to allocate waste sites of a combined size able to produce this level of capacity development within the borough. However as a group of WPAs in the WRWA area the apportionment is being met with an apportionment capacity surplus of 48ktpa in 2036.

<table>
<thead>
<tr>
<th>Apportionment Capacity Gap (-ve figure) / Surplus (+ve figure) (tonnes per annum)</th>
<th>2016</th>
<th>2021</th>
<th>2026</th>
<th>2031</th>
<th>2036</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPAs in the WRWA</td>
<td>+345,919</td>
<td>+238,920</td>
<td>+84,919</td>
<td>+67,920</td>
<td>+47,920</td>
</tr>
</tbody>
</table>

Apportionment capacity gap / surplus for RBKC and the WPAs in the WRWA area

36.3.40 The Waste Technical Paper also covers other waste streams (construction, demolition and excavation, low level radioactive, agricultural, hazardous, waste water). The London Plan does not set an apportionment target for these. It is concluded in the Technical Paper that there is little or no waste arising from low level radioactive and agricultural waste therefore there is no need for additional management capacity for these waste streams. No additional facilities are required in the borough for waste water treatment during the plan period as this is being addressed by Thames Water through the upgrade and expansion of the Beckton Sewage Treatment Works.

36.3.41 In respect of construction, demolition and excavation waste the Waste Technical Paper forecasts arisings of 175,980tpa in the borough and a total of 507,646tpa in the WRWA area by 2036. There is no existing capacity within the borough to address construction, demolition and excavation arisings. However there is a capacity of circa 1.1million tonnes to manage this waste stream within the WRWA area, indicating between 593,956 tonnes and 627,083 tonnes of surplus capacity to manage this waste stream by 2036.

36.3.42 The Council is working jointly with the WPAs in the WRWA area to agree with the Waste Planning Authority that its apportionment gap is met at the plant to meet the pooled London Plan apportionment and to manage waste arisings from other waste streams.

Policy CE3 Waste
The Council will plan for the sustainable management of waste streams, including meeting the waste apportionment figure as set out in the London Plan and will ensure that waste is managed in accordance with the waste hierarchy, which is to reduce, reuse or recycle waste as close as possible to where it is produced.

To deliver this the Council will:

- prepare a specific waste DPD to show how the waste apportionment figure of 309,000 tonnes per annum by 2020 required by the London Plan will be met. This will include:
  i. identifying suitable sites for the purpose of managing the waste;
  ii. identifying which boroughs the Council will be working with the WRWA Waste Planning Authorities (WPAs) and other London boroughs and to establish continue to monitor the pooled arisings, apportionment, available capacity, shortfall and/or surplus capacity for all waste streams how much the pooled apportionment of those boroughs will be, so that the apportionment figure can be met;
iiib. working in partnership with the GLA and neighbouring other London boroughs to manage any shortfall to meet the apportionment figure;

iiic. safeguarding the existing waste management sites along with Cremorne Wharf, maximising its use for waste management, water transport and cargo handling purposes;

bd. require on-site waste management facilities as part of development at Kensal and Earl’s Court to handle waste arising from the new uses on the site (this could include facilities such as recycling facilities and anaerobic digestion and other innovative waste management facilities which are fully enclosed where practicable);

e. seek the potential for other small scale and innovative waste management facilities on residential, commercial or mixed use developments where practicable;

cef. require all new development to provide design of adequate innovative well designed, functional and accessible refuse and recycling storage space which allows for ease of collection in all developments, such facilities must:

i. be within each flat to allow for temporary short term separate storage of recyclable materials

ii. include communal storage for waste, including for separated recyclables, pending its collection

iii. manage impacts on amenity including those caused by odour, noise and dust

iv. set out adequate contingency measures to manage any failure of such facilities in a waste management strategy for the development.

dfg. require that development proposals make use of the rail and the waterway network for the transportation of construction waste and other waste;

egh. require applicants for major developments to prepare and implement Site Waste Management Plans for demolition and construction waste.

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Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

No changes are proposed to the existing Local Plan section and policy on Biodiversity (Policy CE4).

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Air Quality

36.3.49 Poor air quality is damaging our health at every stage of life. The report: Every Breath We Take – The Lifelong Impacts of Air Pollution\textsuperscript{490} underlines the harm that air pollution is causing not only to people with respiratory and cardiovascular diseases, but also impairing lung development in children. The Public Health Outcomes Framework\textsuperscript{491} identifies the mortality associated with exposure to concentrations of PM2.5 as a key indicator of health.

36.3.44 To address the unacceptable concentrations of nitrogen dioxide in major UK cities the Government published an updated action plan\textsuperscript{489} aimed at achieving the nitrogen dioxide annual mean objective in London by 2025. However the Government’s predictive modelling may have to be revised in the light of vehicle emission testing unreliability, and also the threat of EU Court fines may result in this timescale being shortened.

36.3.345 The entire borough is designated as an Air Quality Management Area (AQMA) due to seriously elevated levels of nitrogen dioxide (NO2) and particulate matter (PM10 and PM2.5)\textsuperscript{485} which are harming residents’ health. Planning New developments can have an impact on air quality, through building design, construction techniques, energy, heating and cooling systems and vehicle movements associated with the construction and operational phases of the development. Occupants of new developments may also be impacted by poor air quality in the local area.

36.3.34465 Nitrogen dioxide levels in the borough remain unacceptable. The 2015 (Air Quality) Updating and Screening Assessment)\textsuperscript{494} Air Quality Annual Status Report\textsuperscript{494} shows that at three-four out of the five continuous monitoring sites in the south of the borough the annual average concentrations in 2014 exceeded the national objective for NO\textsubscript{2} set at 70\text{µg/m}^{3} whereas the national objective is 40\text{µg/m}^{3}. The annual average concentrations in 2015 have been recorded as high as 91\text{µg/m}^{3} at some road side locations. Although levels declined in the four years before 2014 by between 10 and 20%, continued reductions cannot be relied on unless road traffic and building emissions are substantially reduced\textsuperscript{488}. In 2008, the borough emitted an estimated 86 tonnes of NOx per km\textsuperscript{2} per annum, compared to an inner London borough average of 51.5 tonnes per km\textsuperscript{2} per annum. The borough emits an estimated four tonnes of PM10 (particulate matter) per km\textsuperscript{2} per year, compared to an inner London borough average of 2.4 tonnes per km\textsuperscript{2} per year\textsuperscript{496}.

36.3.354752 The largest source of NO\textsubscript{2} is domestic and commercial gas burning while the largest source of PM10 is road traffic exhaust emissions. Within the borough the largest source of NO\textsubscript{2} emissions are from vehicle transport (55.7%). 9.5% of this is from heavy goods vehicles (Local Atmospheric Emission Inventory, LAEI 2016)\textsuperscript{497} many of which are associated with vehicle trips to and from construction sites. The second largest source is

\textsuperscript{490} Royal College of Physicians and Royal College of Paediatricians and Child Health, 2016
\textsuperscript{491} www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution
\textsuperscript{489} www.gov.uk/government/collections/public-health-outcomes-framework
\textsuperscript{495} Local Air Quality Management Progress Report, April 2008.
\textsuperscript{494} www.rbkc.gov.uk/environment/air-quality/air-quality-reports-and-documents
\textsuperscript{495} www.rbkc.gov.uk/sites/default/files/atoms/files/Air%20Quality%20Updating%20and%20Screening%20Assessment%202015.pdf
\textsuperscript{488} Calculated using national figures from the London Atmospheric Emissions Inventory 2006 GLA (released April 2009)
\textsuperscript{497} https://data.london.gov.uk/dataset/london-atmospheric- emissions-inventory-2013
domestic and commercial gas burning (31.5%). Non Road Mobile Machinery (NRMM) used on construction sites provides a significant source of NO2 (6.8%). The largest source of PM10 emissions within the borough is from vehicle traffic (56%). It is estimated that 40% of these emissions are from tyre and brake wear with 16% form exhaust emissions. Resuspension of PM10 is the second largest source (22%). Construction sites that operate non-road mobile machinery (NRMM) are a significant source of PM10 at (12%).

36.3.36453 The worst air quality is found along the main vehicle routes, with poor air quality found in the areas between these routes. Typical annual average concentrations of nitrogen dioxide at many roadside locations are twice the Government’s air quality objective level of 40 micrograms per cubic meter. Daily exceedences of the 24 hour fine particle (PM10) objective continue to occur at some roadside locations.

Local Air Quality Management Progress Report, April 2008, Updating and Screening Assessment report: RBKC 2015

36.3.374954 Some carbon reduction measures for energy generation and spatial heating introduced may have an adverse impact on local air quality. The use of biomass, derived from biological materials such as plants and timber, is a renewable source of fuel for producing heat and power that delivers significant reductions of CO2. However, the use of biomass and biomass/ gas fired Combined Cooling, Heating and Power (CCHP) and Combined Heat and Power (CHP) increases NOx2 and particle emissions in the case in biomass therefore, their use in an Air Quality Management Area is undesirable. There are sustainable energy, heating and cooling sources that reduce CO2, NO2 and PM10 emissions which should be used instead. CHP technologies often emit higher levels of NOx than biomass boilers. Diesel generators, which can be used routinely or to feed electricity to the grid also emit high levels of NOx and particulates. This is undesirable in an Air Quality Management Area and Smoke Control Area and the technology does not yet exist to achieve acceptable emissions levels. Poor construction techniques have a negative impact on local air quality. Fugitive emission of construction dust elevates local PM10 and PM 2.5 concentrations and the use of non-road mobile machinery (NRMM) such as diesel generators and construction transport both emit high levels of both PM10 and NO2 if left uncontrolled.

36.3.55 The Kensington and Chelsea Joint Health and Wellbeing Strategy 2016-2021 highlights the need to tackle air pollution in the borough to improve health and wellbeing. The Strategy stresses that air pollution in the borough disproportionately affects vulnerable groups, notably young children and people living with chronic heart and lung diseases and that mitigating this impact is one of the Council’s population health priorities.

36.3.38506 The evidence on air quality shows that we need to ensure that development proposals address the potential impact on air quality in isolation both as individual development proposals alongside and their combined cumulative impact with neighbouring developments. Any air quality assessment and low emission strategy must set out the potential impact of the development on local air quality for both the construction and

498 https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013
500 www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Sustainable%20Design%20%26%20Construction%20SPG.pdf (paragraph 4.3.23).
operational phases of the development. Given the ongoing exceedences of air pollutants throughout the borough, every opportunity needs must to be taken to improve air quality, in accordance with the Council’s Local Air Quality Action Plan. The Council has a specific policy to take decisive action to reduce emissions of greenhouse gases and air pollutants which is set out in the Air Quality and Climate Change Action Plan 2016-2021. Air quality improvements can be made as part of public realm improvements.

**Policy CE5 Air Quality**

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

To deliver this the Council will:

a. require an air quality assessment for all major developments;

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

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

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

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

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

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No changes are proposed to the existing Local Plan sections and policies Noise and Vibration (Policy CE6) and Contaminated Land (Policy CE7).

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[1](#) [www.rbkc.gov.uk/environment/air-quality/air-quality-and-climate-change-action-plan-2016-2021-0]
36.4 Corporate And Partner Actions

Introduction

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

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


36.4.2 The Council’s Environment, Leisure and Residents Services Department has produced a seven year strategy which aims to make a difference on three levels: in the operation of the Council’s own estate, in delivering services, and in stimulating behavioural change amongst businesses, residents and partner organisations in the community. This strategy does not come with a detailed long term action plan but it sets the direction of travel that the Council believes it should follow to achieve measurable change. It focuses on how the Council can mitigate global warming by reducing the emission of greenhouse gases (including carbon dioxide (CO2), water vapour, methane (CH4) and nitrous oxides (NO2)) and how the Council can help our residents to mitigate climate change and adapt to its impacts on our community. The plan includes the Council’s aims and objectives for the next five years to tackle poor air quality and climate change and a list of actions to meet these aims and objectives.

Carbon Management Programme

36.4.43 This Council is part of the Carbon Trust’s Local Authority Carbon Management Programme. Through the programme the Council is committed to setting targets for carbon reduction and monitoring carbon emissions. The Carbon Management Plan published in August 2009 set out the Council’s ambition to reduce carbon emissions from its own operations by 40 per cent by 2020.


36.4.54 This strategy policy was produced by the Western Riverside Waste Authority and its constituent councils (the London Boroughs of Hammersmith and Fulham, Lambeth, Wandsworth and the Royal Borough of Kensington and Chelsea). It covers the period 2006 to 2011 and establishes integrated waste management systems, which ensure that the Best Practicable Environmental Option is pursued for each particular waste stream. Although it covers the period 2006 to 2011, it is not intended to be a static document and it is expected to continually evolve through the process of feedback and review seeks to embrace the concepts of waste provision, reduce waste produced, increase waste re-use, recycle waste that is collected, minimise environmental impact, encourage job opportunities, minimise disruption to others and reduce costs of operations.
Biodiversity Action Plan 2010/11 to 2014/15

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

(a) audit and monitor the ecological status of habitats and species,
(b) raise awareness of the importance of biodiversity and protect and enhance the borough’s biodiversity resource.

The National Air Quality Strategy 2007 and Air Quality Plan for Nitrogen Dioxide (NO2) in UK 2015

36.4.76 Some years ago the National Air Quality Strategy was prepared by the Department for the Environment and Rural Affairs and sets out air quality objectives and policy options to improve air quality in the UK. The strategy provides a long term vision for improving air quality in the UK and offers options for further consideration to reduce the risk to health and the environment from air pollution. In certain respects the Government may need to revisit the strategy in view of the continued failure to meet some EU air quality objectives in inner urban areas such as central London. The updated Air Quality Plan for Nitrogen Dioxide (NO2) aims to achieve the nitrogen dioxide annual mean objective in London by 2025.

Air Quality Action Plan

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

Local Air Quality Management: Annual Review and Assessment Report

36.4.9 The Royal Borough’s Local Air Quality Management report provides information on the review and assessment of air quality in the borough. This review includes monitoring data collected during the previous year on the key pollutants identified in the national Air Quality Strategy, which are chiefly nitrogen dioxide (NO2), particulate matter (PM10), carbon monoxide, benzene, 1,3-butadiene, lead and sulphur dioxide.

The Mayor of London’s Ambient Noise Strategy

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

1. The Council as a whole, and the Directorate of Environment, Leisure and Residents Services in particular, will implement the Council’s Climate Change Strategy, Air Quality and Climate Change Action Plan.

2. The Council as a whole, and the Environment, Leisure and Residents Services Department in particular, will implement the Carbon Management Plan.

3. The Directorate of Planning and Borough Development and the Environment, Leisure and Residents Services Department will work with the Greater London Authority, London Development Agency and London Councils to take a leading role in identifying new and existing opportunities for decentralised heat and energy networks through heat and energy masterplanning.

4. The Directorate of Planning and Borough Development along with the Environment, Leisure and Residents Services Department will explore the potential for partnerships for delivering decentralised energy networks through Energy Service Companies (ESCo) and/or Multiple Utility Service Companies (MUSCo).

5. The Directorate of Planning and Borough Development will work with Thames Water and Bazalgette Tunnel Limited to ensure that the timely implementation of the Thames Tideway Tunnel has a minimal impact on the borough.

6. The Directorate of Planning and Borough Development together with the Environment, Leisure and Residents Services Department will actively support Thames Water in the delivery of short-term mitigation against sewer flooding and will continue to support the planning and development of a long-term solution to reduce the risk of sewer flooding in the borough.

7. The Directorate of Planning and Borough Development will lead the Council’s Lead Local Flood Authority duties to reduce and manage the risk of flooding throughout the borough.

8. The Directorate of Planning and Borough Development along with the Environment, Leisure and Residents Services Department will actively work the Environment Agency and Thames Water to identify areas with critical drainage problems. The Council as a whole, and the Directorate of Planning and Borough Development in particular, will implement the Council’s Local Flood Risk Management Strategy.


10. The Directorate of Environment, Leisure and Residents Services Department will work in partnership with constituent authorities within the Western Riverside Waste Authority to implement the agreed Joint Municipal Waste Management Strategy policy.
11. The Directorate of Planning and Borough Development will work with neighbouring boroughs and the GLA to prepare a Waste Development Plan Document by the end of the plan period.

120. Environment, Leisure and Residents Services, and the Council as a whole, will strive to manage waste as effectively as possible, and aim to increase the recycling rate and reduce recyclate contamination to under 14 per cent. In 2015-16 the recycling rate was 22.9 per cent and aiming for 24.09 per cent domestic recycling and a reduction in the recyclate contamination rate was to 15.57 14.09 per cent.

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

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

153. The Directorate of Transport and Technical Services will implement the Air Quality and Climate Change Action Plan objectives during the life of the Local Plan;

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

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

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

197. The Directorate of Transport and Technical Services will provide comments on various consultation documents, including Heathrow Aviation Noise.
Chapter 37 Infrastructure

37.1 Introduction

37.1.1 The Infrastructure Delivery Plan (IDP) is part of the evidence base that informing the preparation of spatial policy in the Local Development Framework (LDF) Local Plan. The LDF will play an important role in delivering the vision set out in the Sustainable Community Strategy for Kensington and Chelsea. The purpose of the IDP is to provide an infrastructure assessment for the borough. This includes working in partnership with physical, social and green infrastructure providers to establish what infrastructure provision there is in the borough, and identifying any gaps or capacity issues within this existing provision.

37.1.2 The IDP will be monitored both through its own on-going up-dating in line with good practice, and formally through the Council’s Annual Monitoring Report. The IDP is a living document that can regularly be updated as and when new infrastructure requirements should arise and as schemes are completed and new requirements are identified. It is not always possible to identify funders, or answer every question, but those involved will work to continually amend the IDP schedule.

37.1.3 Components of the IDP schedules that are key to a site allocation are clearly monitored through the relevant site allocation monitoring, with identified contingencies in place, where appropriate. These are set out in Chapters 38 (Monitoring) and 39 (Contingencies and Risks).

37.1.34 The scope of facilities infrastructure projects and requirements that have been investigated as part of in the IDP includes the following are categorised within a number of service areas: Transport; Utilities and Waste; Social Infrastructure; Environmental and Green Infrastructure; and Culture and Leisure. Planning & Borough Development; Policy & Performance UnitPartnerships; Finance; Tfl and Transport & Technical Services and Tfl; Children’s Services; Environment, Leisure and Residents’ Services; Libraries; Corporate Safety; Housing; Public Health; NHS; Emergency Services; and Utilities. This is to ensure that the IDP embraces all matters necessary for the achievement of LDF Local Plan policies, proposals and aspirations.

37.2 Infrastructure Schedule

37.2.1 The Infrastructure Schedule sets out key infrastructure requirements within the borough. The schedules follows best practice in explaining the where, what, why, who, and when of infrastructure requirements.

- **Where** – its location
- **What** – name of the piece of infrastructure
- **Why** – why it is needed, what leads to it being required, e.g. population increase
- **Specific requirements** – details of what is needed
- **Lead delivery organisation/management organisation** – together these provide the Who information
- **Cost** – is a required component, where it is known. In some cases the cost is to be confirmed and will be updated on an on-going basis
- **When** – the time scale that the new infrastructure is required
- **Sources of funding** – this will assist to identify funding gaps that need to be addressed
37.2.2 The preparation of an integrated infrastructure plan is essential for local authorities and their partners to fulfil their place shaping role. The revised PPS12 identifies the Local Plan as the means of “orchestrating the necessary social, physical and green infrastructure required to ensure that sustainable communities are created”.

37.2.3 To produce an effective infrastructure plan partner organisations need to actively engage in the process. Where a funding gap may exist, planning contributions it may be possible to seek contributions from developers via s106 Planning Obligations to pay for the necessary costs associated with the development may be sought, including education; employment and training; community and health facilities; open space and play provision; public realm improvements; transport and town centre affordable retail. A proportion of each contribution will be ear-marked for each of these uses and must be spent on those uses.

37.2.4 The Infrastructure Schedule Table (i) provides a schedule of infrastructure by service area or place. Table (ii) provides a schedule of infrastructure by provider, where it has not been entered into table (i) and replicates that in the IDP.

37.2.5 The IDP and the associated Infrastructure Schedule will be monitored, and will be updated through the Council’s Annual Monitoring Report, annually. To access the latest IDP, and the schedule, visit the Council’s website at www.rbkc.gov.uk, updated as future editions of this document are published.
<table>
<thead>
<tr>
<th>Where</th>
<th>What</th>
<th>Why</th>
<th>Specific requirements</th>
<th>Lead delivery organisation</th>
<th>Management organisation</th>
<th>Cost</th>
<th>When</th>
<th>Sources of funding</th>
<th>Any dependencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>P = Physical</td>
<td>S = Social</td>
<td>G = Green</td>
<td>(see also Infrastructure Delivery Plan for further detail)</td>
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<td><strong>1</strong></td>
<td><strong>Kensal Gasworks</strong></td>
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<td>Crossrail Station (P).</td>
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<td>Multiple Developer contributions, Private finance, DfT, TfL.</td>
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<td></td>
<td>Affordable Housing (S).</td>
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<td>Full development proceeding and development viability and agreement with Crossrail.</td>
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<td></td>
<td>Bridges over the canal and railway (P).</td>
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<td></td>
<td>Improved transport infrastructure including better bus links (P).</td>
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<td></td>
<td>Contribution to improved Little Wormwood Scrubs and cemetery (G).</td>
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<td>A.CCHP and on-site waste management (G).</td>
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<td></td>
<td>Street trees, public art, enhanced pedestrian links towards Notting Hill Gate via Portobello Road (G, P).</td>
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<td></td>
<td>Additional infrastructure will be required to enable the development in line with Core Strategy, due to the amount of development possible in the area.</td>
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<td>To be formulated as part of development proposals.</td>
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<td></td>
<td>Replacement of gas holders with alternative pressure regulator (P).</td>
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<td></td>
<td>To enable development to proceed on the gas holder site, and to release more development land on adjacent site.</td>
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<td>Additional requirements depend upon detail of the developments.</td>
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<td>The securing of premises would be advantageous to MPS.</td>
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<td>Specific requirements depend upon detail of the developments.</td>
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<td>Premises to be provided or secured.</td>
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<td>Additional to existing.</td>
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<td></td>
<td>Costs relate to provision; No. GPs and other health services and premises arrangements e.g. subsidised lease or freehold arrangement.</td>
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<td>Premises to be provided or secured.</td>
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<td>Costs relate to provision; No. GPs and other health services and premises arrangements e.g. subsidised lease or freehold arrangement.</td>
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<td>Where</td>
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<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
<td>Any dependencies</td>
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<tr>
<td>Kensal Gasworks:</td>
<td>Education places (new school) (S).</td>
<td>As for health requirements.</td>
<td>Additional population requiring additional school-places or school.</td>
<td>BBKC.</td>
<td>BBKC.</td>
<td>Subject to exact</td>
<td>in line with development</td>
<td>S106 contributions.</td>
<td>RBKC.</td>
</tr>
<tr>
<td>Education needs</td>
<td></td>
<td></td>
<td>To be determined by level of development. May not be envisaged, but keep under review.</td>
<td></td>
<td></td>
<td>development.</td>
<td>plan timeframe.</td>
<td></td>
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</tr>
<tr>
<td>Kensal Gasworks:</td>
<td>Crossrail Station (P).</td>
<td>To assist and facilitate the</td>
<td>Core of station to serve Kensal site. Fill-out of station to be funded through other</td>
<td>Crossrail Ltd.</td>
<td>Crossrail Ltd.</td>
<td>£20m</td>
<td>Keep under review.</td>
<td>TFL, DTT, S106 contributions.</td>
<td>Agreement with Crossrail Ltd.</td>
</tr>
<tr>
<td>Crossrail Station</td>
<td></td>
<td>regeneration of North Kensington,</td>
<td>means.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Kashal Area:</td>
<td>Canal environmental improvements (G).</td>
<td>To assist regeneration of the</td>
<td>Management plan to maintain or fund stretches of canal associated with large</td>
<td>BBKC.</td>
<td>British Waterways.</td>
<td>To be costed.</td>
<td>Delivery at time of</td>
<td>S106.</td>
<td>Development at the location</td>
</tr>
<tr>
<td>Canal</td>
<td></td>
<td>Kensal area, which will bring</td>
<td>developments similar to examples at Paddington Basin, Kings Cross and Limehouse Basin.</td>
<td></td>
<td></td>
<td></td>
<td>development.</td>
<td></td>
<td>proceeding.</td>
</tr>
<tr>
<td>Kaiington Green</td>
<td>Affordable housing (S)</td>
<td>The current housing on the site</td>
<td>To be formulated as part of development proposals.</td>
<td>BBKC.</td>
<td>KHT Housing Trust,</td>
<td>Dependent on scale of</td>
<td>Start on-site planned for</td>
<td>Homes and Communities</td>
<td>Stock option findings.</td>
</tr>
<tr>
<td></td>
<td>Reinstatement of an improved Athlone Gardens and Venture Centre, Play space and play equipment, (S) Improvements to public transport (P), Community hall/youth facility (S), Walking, cycling and public realm improvements (G), CCHP (G).</td>
<td>fails to meet the Decent Homes Standards. Kensington Housing Trust have expressed a strong preference to redevelop the estate, using receipts from private housing to fund the re-provision of the existing social rented housing. This to be subsidised with HCA contribution.</td>
<td></td>
<td></td>
<td>Homes and Communities Agency and potentially a private housing developer</td>
<td>2010/11</td>
<td>Kensington Housing Trust / Catalyst Housing Group and potentially a private housing developer</td>
<td></td>
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<tr>
<td>NHS K&amp;C. requirements</td>
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<tr>
<td>Kaiington Green:</td>
<td>MPS requirements</td>
<td>Increased population from</td>
<td>Dependent on population increase and needs.</td>
<td>MPS.</td>
<td>MPS.</td>
<td>According to formula.</td>
<td>Within development plan-time-frame.</td>
<td>MPS and developer contribution.</td>
<td></td>
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<tr>
<td>MPS requirements</td>
<td></td>
<td>development, and an MPS need to be closer to community.</td>
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<td>Where</td>
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<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
<td>Any dependencies</td>
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<tr>
<td>12</td>
<td>Latimer Area: Kensington Leisure Centre requirement.</td>
<td>Necessary social infrastructure contributions that arise from the development including dual use sports facilities that would be available for the local community and the proposed new Academy (S).</td>
<td>To allow local provision of leisure facilities, to meet the need of the local population and increase in population, and allow for dual use.</td>
<td>RBKC</td>
<td>RBKC</td>
<td>£8-10M</td>
<td>The first phase of development is expected within 5 years of the plan, 2010 – 2015.</td>
<td>RBKC, Building Schools for the Future, Private investment</td>
<td>Development proceeding.</td>
</tr>
<tr>
<td>13</td>
<td>Latimer area</td>
<td>New academy serving north of the Borough (S).</td>
<td>To address the existing or projected under-supply of school places.</td>
<td>A new academy of the highest academic standard.</td>
<td>RBKC - Education</td>
<td>To be specified.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>14</td>
<td>Latimer</td>
<td>Upgrading Hammersmith &amp; City Line (P).</td>
<td>The part of the borough is less well-served by public transport. Upgrading infrastructure is necessary to improve access.</td>
<td>Frequency and stock upgrading. Details are with TFL.</td>
<td>TFL</td>
<td></td>
<td>£6M</td>
<td>2012.</td>
<td>TFL.</td>
</tr>
<tr>
<td>15</td>
<td>Latimer</td>
<td>The provision of a CCHP network, or similar (G).</td>
<td>To deliver cooling, heat and power in an environmentally friendly way.</td>
<td></td>
<td>RBKC</td>
<td>To be costed.</td>
<td>Within timeframe of development.</td>
<td>Private.</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Latimer</td>
<td>Improved pedestrian links and tunnel between north of borough and White City (P, G).</td>
<td>To enhance pedestrian links in north of borough to assist with green infrastructure delivery and wider regeneration of the area.</td>
<td>Improved and extended use services and pedestrian link between north of borough and White City.</td>
<td>TFL</td>
<td>To be costed.</td>
<td></td>
<td>TFL.</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Latimer Area: NHS K&amp;C requirements</td>
<td>Co-location of health premises within development would be advantageous (S).</td>
<td>Co-location of services will align and improve service provision.</td>
<td></td>
<td>NHS K&amp;C</td>
<td>Variable depending on proceeding and scale of need.</td>
<td></td>
<td>NHS K&amp;C and s106 contribution</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>The former Commonwealth Institute</td>
<td>Provision of a world-class exhibition space (S). A limited amount of residential or commercial development may be necessary to enable the reuse of the &quot;tent&quot; building.</td>
<td>To enable the re-use of the Commonwealth Institute as a high-impact generating arts and culture use, preferably an &quot;Exhibition&quot; use. If the favoured use does not prove possible, an appropriate alternative would be an assembly and leisure or a theatre use.</td>
<td></td>
<td>Private</td>
<td></td>
<td></td>
<td>Private – some enabling development.</td>
<td>Appropriate user to be identified.</td>
</tr>
</tbody>
</table>

454
<table>
<thead>
<tr>
<th>Where</th>
<th>What</th>
<th>Why</th>
<th>Specific requirements</th>
<th>Lead delivery organisation</th>
<th>Management organisation</th>
<th>Cost</th>
<th>When</th>
<th>Sources of funding</th>
<th>Any dependencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>19 Warwick Road (sites including 100 West Cromwell Road)</td>
<td>Primary school (S), Provision of affordable housing as part of residential development on all the sites (S), Community sports hall (G), Crèche, education contributions (S), Landscape/streetscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road and Warwick Road (G-P).</td>
<td>The sites provide a significant contribution towards addressing the Royal Borough residential quota with an opportunity for a coordinated sustainable development and related infrastructure. The infrastructure identified will contribute to the development of the wider area.</td>
<td>As set out in Planning Brief.</td>
<td>Private developers/site owners.</td>
<td>RBKC/TfL.</td>
<td>Detailed cost of requirements from each site not available.</td>
<td>2010-2015.</td>
<td>Private investment, and through s106 contributions.</td>
<td></td>
</tr>
<tr>
<td>20 Earl’s Court ‘Place’</td>
<td>Community facilities - secured in redevelopment (S), Additional new public open space, including considering opportunities to create biodiversity (G).</td>
<td>The infrastructure identified will assist the objective of keeping life local, allowing meeting the needs of the new population resulting from development.</td>
<td>To be determined in accordance with local need.</td>
<td>ABKC.</td>
<td>Service provider. Possibly NHS Kensington &amp; Chelsea.</td>
<td>Will be according to need/requirement.</td>
<td>Within development timescale.</td>
<td>Developer contributions through s106.</td>
<td></td>
</tr>
<tr>
<td>21 Earl’s Court Exhibition Centre Strategic Site</td>
<td>Affordable housing as part of residential requirement (S).</td>
<td>Residential development will require provision of affordable housing in line with Core Strategy and London Plan policy.</td>
<td>As set out in Affordable Housing Policy.</td>
<td>Capital and Counties plc.</td>
<td>RBKC, RSL/Housing Provider.</td>
<td>To be costed.</td>
<td>The site is likely to be redeveloped after the Olympics in 2012. 2015-2025.</td>
<td>Private investment, NAHP and potentially other public funding sources.</td>
<td></td>
</tr>
<tr>
<td>22 Earl’s Court ‘Place’</td>
<td>The provision of a CCHP network, or similar (G).</td>
<td>To provide cooling, heat and power in an environmentally friendly way.</td>
<td></td>
<td>ABKC.</td>
<td>RBKC/ ESCo.</td>
<td>To be costed.</td>
<td>Within timeframe of development occurring.</td>
<td>Private.</td>
<td></td>
</tr>
<tr>
<td>23 Earl’s Court ‘Place’</td>
<td>Investigating and contributing to returning the one-way to two-way working (P).</td>
<td>The identified works will improve pedestrian movement, the town centres at Earl’s Court and Fulham Road, and are required to assist with development in the area.</td>
<td>Potential new north-south link, or other measures.</td>
<td>SBKC/TfL, Capital &amp; Counties plc.</td>
<td>TfL.</td>
<td>To be costed.</td>
<td>2012 onwards.</td>
<td>TfL, highways authority. Developer contributions and potential further sources of funding.</td>
<td></td>
</tr>
<tr>
<td>24 Earl’s Court ‘Place’</td>
<td>Possible expansion of Avington Health Centre to accommodate growth (S).</td>
<td>The major development in the area will require additional facilities to meet the needs of the new population.</td>
<td>Expansion to enable adequate GP provision.</td>
<td>NHS-K&amp;C.</td>
<td>NHS-K&amp;C.</td>
<td>Variable.</td>
<td>Within the time of development plan.</td>
<td>Developer contributions and NHS-K&amp;C.</td>
<td></td>
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<tr>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
<td>Any dependencies</td>
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<tr>
<td>25 Earl’s Court 'Place'</td>
<td>Potential for improved public transport interchange at Earl’s Court and West Brompton Stations (P).</td>
<td>To enable improved pedestrian movement and enhanced transport accessibility.</td>
<td>Interchange and pedestrian routes between stations.</td>
<td>RBKC/TfL</td>
<td>TfL</td>
<td>To be costed.</td>
<td>2012</td>
<td>TfL/RBKC and private (developer contributions).</td>
<td></td>
</tr>
<tr>
<td>26 Bridge over Grand Union Canal, close to Trellick Tower</td>
<td>Improve existing bridge; footbridge link connecting Harrow and Golborne Road (P).</td>
<td>To enable pedestrian ease of movement.</td>
<td>Improvements to existing bridge.</td>
<td>RBKC</td>
<td>RBKC</td>
<td>£0.5M</td>
<td>Developer contributions.</td>
<td></td>
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<tr>
<td>27 Westbourne Park Station</td>
<td>Opening up rear entrance and step-free access (P).</td>
<td>To enhance safety and pedestrian flow, and regeneration of the wider Golborne and Trellick area.</td>
<td>Improvements to rear of station, and additional revenue costs associated with the opening.</td>
<td>TFL</td>
<td>TFL</td>
<td>£200k for works. Ongoing maintenance via commuted sum for management.</td>
<td>To be identified.</td>
<td>Developer contributions.</td>
<td></td>
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<tr>
<td>28 Lots Road/World’s End Estate</td>
<td>River path provision (P).</td>
<td>To improve pedestrian links and connectivity of the area, and help development of the area.</td>
<td>Footpath access and provision to be included within development.</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Funded as part of development.</td>
<td>Within development.</td>
<td>Developer contribution.</td>
<td></td>
</tr>
<tr>
<td>29 Lots Road and World’s End Estate</td>
<td>Chelsea-Hackney Line improvements, West London Line/Chelsea-Hackney Interchange (P).</td>
<td>To overcome the poor PTAL score and to relieve congestion on District Line.</td>
<td>Improvements from Chelsea-Hackney line, including interchange.</td>
<td>TFL</td>
<td>TFL</td>
<td>2027.</td>
<td>TFL Developer Contribution.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 Along the Westway</td>
<td>Lighting and public Art, including hanging gardens (P, Q).</td>
<td>To provide certain environmental enhancements in order to meet the vision.</td>
<td>Environmental enhancements.</td>
<td>RBKC</td>
<td>RBKC/Highway Agency</td>
<td>TBC.</td>
<td>When development contributions have been secured and accumulated.</td>
<td>Developer contributions.</td>
<td></td>
</tr>
<tr>
<td>31 Westway: NHS K&amp;C Requirements</td>
<td>Primary Care facilities at Maxilla School Site (S).</td>
<td>To allow for co-location of services.</td>
<td>Health facility integrated with school proposal.</td>
<td>NHS K&amp;C</td>
<td>NHS K&amp;C</td>
<td>£2.5m</td>
<td>As part of development.</td>
<td>NHS K&amp;C.</td>
<td>Development proceeding.</td>
</tr>
<tr>
<td>32 Westway Travellers’ Site</td>
<td>Improved access and additional pitches (S).</td>
<td>To ensure adequate provision which is a requirement for the Borough.</td>
<td>Additional pitches to be provided in line with need.</td>
<td>RBKC</td>
<td>TBC</td>
<td>In accordance with need.</td>
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<tr>
<td>33 Notting Hill Gate</td>
<td>Enhanced pedestrian wayfinding to Portobello Market (P).</td>
<td>To provide good design and clear wayfinding, in order to allow for the improvement and redevelopment of the area.</td>
<td></td>
<td>RBKC</td>
<td>RBKC</td>
<td>TBC</td>
<td></td>
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<tr>
<td>34 Notting Hill Gate</td>
<td>The provision of a CCHP network, or similar, and other green infrastructure, e.g. Street trees and living roofs (G).</td>
<td>To deliver cooling, heat and power in an environmentally-friendly way.</td>
<td></td>
<td>RBKC</td>
<td>RBKC/ESCo.</td>
<td>To be costed.</td>
<td>Within timeframe of development.</td>
<td>Private.</td>
<td></td>
</tr>
<tr>
<td>35 Notting Hill Gate</td>
<td>Relocation of Station entrances, and step-free access to station (P).</td>
<td>To improve pedestrian flow in the area and contribute towards the vision.</td>
<td></td>
<td>LUL/TfL</td>
<td>TfL</td>
<td>TBC</td>
<td></td>
<td>Developer contributions. Development proceeding.</td>
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<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
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<tr>
<td>Notting Hill Gate</td>
<td>Affordable shops (S).</td>
<td>To enhance Notting Hill Gate as a district shopping centre.</td>
<td>Provision of affordable shop units, through space or subsidy of existing.</td>
<td>RBKC.</td>
<td>RBKC.</td>
<td>Subsidy in region of £25k per shop unit.</td>
<td>2009 onwards.</td>
<td>Developer contribution (cross subsidisation through S106).</td>
<td>S106 SPD.</td>
</tr>
<tr>
<td>Portobello: Notting Hill</td>
<td>Affordable shops (S).</td>
<td>To maintain supply of types of units most suitable for smaller independent retailers, for which there is an identified need.</td>
<td></td>
<td>RBKC.</td>
<td>RBKC.</td>
<td>Subsidy in region of £25k per unit.</td>
<td>2011.</td>
<td>Developer contribution (cross subsidisation through S106).</td>
<td>S106 SPD. Core Strategy Policy.</td>
</tr>
<tr>
<td>Portobello: Notting Hill</td>
<td>Pedestrian improvements to Ladbroke Grove station (P), Improvements to help close the gap between Portobello Road Centre and Golborne (P).</td>
<td>To provide the improvements to pedestrian environment to ensure it remains attractive, vibrant and legible.</td>
<td>Enhancements to public realm.</td>
<td>RBKC.</td>
<td>RBKC/ Private.</td>
<td>To be costed.</td>
<td></td>
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<tr>
<td>Portobello Road (Market)</td>
<td>Improvements to enliven the area, e.g. electricity points for traders, wayfinding to tube stations etc. (P).</td>
<td>To close the gap between Portobello Road and Golborne Road.</td>
<td>Package of measures to be identified.</td>
<td>RBKC / Market Traders.</td>
<td>RBKC.</td>
<td>To be costed.</td>
<td>2010 onwards.</td>
<td></td>
<td></td>
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<tr>
<td>Knightsbridge</td>
<td>Public realm improvements (P, G).</td>
<td>To allow rebalancing between north and south of the street, to encourage people to stay longer.</td>
<td>Enhancements to public realm.</td>
<td>RBKC.</td>
<td>RBKC/ Private.</td>
<td>To be costed.</td>
<td>2010.</td>
<td>Developer contribution (cross subsidisation through S106).</td>
<td></td>
</tr>
<tr>
<td>Knightsbridge</td>
<td>Pedestrian crossing improvement (P)</td>
<td>There is no pedestrian crossing phase.</td>
<td>Provision of a pedestrian crossing phase for the crossing at the top of Sloane Street.</td>
<td>IL.</td>
<td>IL.</td>
<td>To be costed.</td>
<td></td>
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<tr>
<td>South Kensington: NHS K&amp;C requirements</td>
<td>Expansion of services required (S).</td>
<td>To address the identified existing under provision.</td>
<td>To be identified.</td>
<td>NHS-K&amp;C.</td>
<td>NHS-K&amp;C.</td>
<td>To be costed.</td>
<td>2012.</td>
<td>NHS K&amp;C and/or developer contribution.</td>
<td></td>
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<tr>
<td>South Kensington: Exhibition Road</td>
<td>Public realm improvements and improvements to station (P).</td>
<td>To provide shared space at Exhibition Road, improvements to South Kensington Tube, along Thurloe Road, and to give greater pedestrian emphasis.</td>
<td>Works include shared space arrangements, step-free access to station and pedestrian enhancements.</td>
<td>RBKC, City of Westminster.</td>
<td>RBKC / IL.</td>
<td>£13M</td>
<td>2010.</td>
<td>Developer contribution: private.</td>
<td></td>
</tr>
<tr>
<td>King’s Road and Sloane Square: NHS K&amp;C requirement</td>
<td>Increased medical provision within Hans Town and Stanley wards (S).</td>
<td>To ensure continued presence across Borough, and to take account of existing lease arrangements.</td>
<td></td>
<td>NHS-K&amp;C.</td>
<td>NHS-K&amp;C.</td>
<td>To be costed.</td>
<td>2009 onwards.</td>
<td>NHS-K&amp;C/ Private (developer contribution).</td>
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<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
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<td>45</td>
<td>King's Road and Sloane Square</td>
<td>Affordable shops (S).</td>
<td>To retain and encourage new independent boutiques in the area.</td>
<td>Affordable shops.</td>
<td>RBKC.</td>
<td>£25k per unit subsidised is estimate of requirements.</td>
<td>2026.</td>
<td>Cross-subsidy through developer contribution.</td>
<td>Development and S106 SPD.</td>
</tr>
<tr>
<td>46</td>
<td>King's Road and Sloane Square</td>
<td>New Underground Station on King's Road, including step-free access as part of Chelsea-Hackney Line (P).</td>
<td>To increase public transport access in the area and to relieve congestion elsewhere, in line with Core Strategy objective.</td>
<td>Provision of new station on King's Road as part of Crossrail 2.</td>
<td>Crossrail 2.</td>
<td>To be costed. New line to be £1Bn</td>
<td>2026.</td>
<td>DfT: Crossrail2.</td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>King's Road and Sloane Square (western part)</td>
<td>New GP Surgery (S).</td>
<td>To increase or expand provision to meet health needs locally, in line with the 'Keeping Life Local' objective.</td>
<td></td>
<td>NHS K&amp;C.</td>
<td>To be costed.</td>
<td>2010.</td>
<td>DoH: Developer contribution as applicable.</td>
<td></td>
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<tr>
<td>48</td>
<td></td>
<td>New bank (S).</td>
<td>To increase or expand provision to meet day-to-day needs locally, in line with the 'Keeping Life Local' objective.</td>
<td></td>
<td>Unknown.</td>
<td>To be costed.</td>
<td>Private.</td>
<td></td>
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<tr>
<td>49</td>
<td>Kensington High Street</td>
<td>Refurbishment of High Street Kensington tube station (P).</td>
<td>The design of station is such that there is no disabled access and capacity of platforms is insufficient to accommodate adequate passenger numbers.</td>
<td>Step-free access.</td>
<td>RBKC.</td>
<td>2009/10.</td>
<td>Developer contribution. Private: TfL.</td>
<td></td>
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<td>50</td>
<td>Kensington High Street</td>
<td>Improvements to pedestrian crossings (P).</td>
<td>Pedestrians are prevented from crossing where they desire.</td>
<td>Improvements to the southern end of Kensington Church Street and the pedestrian crossings on Kensington Church Street and the east end of the High Street.</td>
<td>IL.</td>
<td>TBC.</td>
<td></td>
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<tr>
<td>51</td>
<td>Brompton Cross Chelsea</td>
<td>Improved access to South Kensington tube (P) and public realm improvements.</td>
<td>The pedestrian route between Brompton Cross and underground station is not obvious, and improvements would allow better pedestrian flow.</td>
<td>Improvements to pedestrian footway and legibility for pedestrian circulation and access.</td>
<td>RBKC.</td>
<td>TBC.</td>
<td>2009/10.</td>
<td>Developer contributions. Private: TfL.</td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>Fulham Road West</td>
<td>Improvements to shop fronts (P, G).</td>
<td>To improve appearance of the town centre. The ownership of cemetery will soon pass to Council, and better use of the space should be made.</td>
<td></td>
<td>Shop owners.</td>
<td>£200k.</td>
<td>2010.</td>
<td>Private.</td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>Fulham Road West</td>
<td>New pedestrian and cycle links in Brompton Cemetery (P, G).</td>
<td></td>
<td>Pedestrian and cycle improvements.</td>
<td>RBKC.</td>
<td></td>
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<td>Delivery Organisation</td>
<td>Where/Why</td>
<td>Requirements</td>
<td>Type of Infrastructure:</td>
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<td>Cost</td>
<td>Sources of Funding</td>
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<td>54 NHS Kensington &amp; Chelsea</td>
<td>Borough wide. Infrastructure requirements will be identified and incorporated within Estate Strategy for provision of GP premises, practice-based commissioning, acute and non-acute healthcare, mental health care, and dental.</td>
<td>Requirements are population and health needs-based. Needs are demonstrated to government and funding is agreed. NHS K&amp;C have standards of population and distance to GP or health premises to be included within Estate Strategy. There is a move toward hub and spoke facilities — where hubs would cater for 10,000 to 20,000 population.</td>
<td>Social.</td>
<td>2009 onwards.</td>
<td>Dependent on Estate Strategy and level of provision.</td>
<td>Government grant funding mainly, plus some revenue funding from any lease or commercial lease.</td>
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<td>55</td>
<td>Kensal: contingency health related provision will be required if development proceeds.</td>
<td>Dependent on scale of development.</td>
<td>Social.</td>
<td>Within the frame of development plan.</td>
<td>Dependent on scale of development. At least one premise required with additional health facilities sets cost of £1M to £2M.</td>
<td>NHS K&amp;C. Developer contribution.</td>
<td></td>
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<td>56</td>
<td>Earls Court: Abingdon Health centre may require expansion. Incorporation of health facility within any Tesco development if possible. Substantial new housing development along Warwick Road will require significant health provision.</td>
<td>Premises to be secured within developments where appropriate.</td>
<td>Social.</td>
<td>In advance of occupation of developments.</td>
<td>Depending on arrangements over ownership e.g. subsidised lease arrangements can be entered into which have ongoing costs to NHS K&amp;C and/or developer contribution.</td>
<td>Developer contribution/ NHS K&amp;C.</td>
<td></td>
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<td>57</td>
<td>Notting Hill Gate: desire to secure premises or facility in an area where space has historically been difficult to obtain. Newcombe House, or other redevelopment may be a possibility.</td>
<td>GP premises.</td>
<td>Social.</td>
<td>To align with occupancy, and additional requirements based on this.</td>
<td>Developer contribution/ NHS K&amp;C.</td>
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<td>58</td>
<td>Kings Road/ Sloane Square/ Fulham Road West: there is limited GP provision (with exception of hospital). Provision within Stanley or Hans Town Wards is required.</td>
<td>GP facility to allow provision in under-provided area.</td>
<td>Social.</td>
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<td>59</td>
<td>Police: Metropolitan Police Service (MPS)</td>
<td>Kensal: Neighbourhood Policing Facilities. Currently 4 SN Teams based at Lancaster Grove. With Kensington development could spread these and additional capacity required.</td>
<td>Additional SNT premises.</td>
<td>Social.</td>
<td>To enable development to be effectively policed.</td>
<td>Standard costings based on numbers within team. Minimum team size is 6, in RBKC SNTs are often 12 members.</td>
<td>MPS. Developer contribution.</td>
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<td>60</td>
<td>Womington Green or Latimer Area: Possible doubling of population would require additional capacity. Current provision is leasehold and could be secured through additional premises. Note: either here or Latimer, not both.</td>
<td>Additional or combining SNT premises.</td>
<td>Social.</td>
<td>As above, costing is dependent on size.</td>
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<td>Delivery Organisation</td>
<td>Where/Why</td>
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<td>Latimer: see above, Wornington Green requirements. Unlikely to require both.</td>
<td>Social.</td>
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<td>Borough-wide: Possible introduction of custody suites for dedicated custody resource within borough.</td>
<td>Social.</td>
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<td>Adult and community learning borough wide, from a range of premises and locations.</td>
<td>Social.</td>
<td>Ongoing.</td>
<td></td>
<td></td>
<td>LSC.</td>
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<tr>
<td>Borough wide coverage of schools (primary, secondary and nursery, plus specialist schools and 16-19 provision).</td>
<td>Social.</td>
<td>To meet projected demand arising from known population changes, e.g secondary school (academy) in north of borough by 2011.</td>
<td>£3M (Primary) £20M (Secondary).</td>
<td>DCSF, BSF, Primary Capital Programme.</td>
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<td>Children Centres are based across the borough sometimes within schools. Future infrastructure requirements are based on need, and arising or changing population.</td>
<td>Social.</td>
<td>2010 onwards.</td>
<td>DCSF, Children’s Centres monies. Some private and/or voluntary monies.</td>
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<td><strong>70</strong> RBKC – Leisure/ Sports</td>
<td>Borough wide provision: sports centres, and adult sport development.</td>
<td>To adhere to Sport England requirements and to provide balanced services and activities.</td>
<td>Social/ Green.</td>
<td>Ongoing.</td>
<td>£3.6M costs for planned maintenance of sports centres for 2007-2011.</td>
<td>Capital programme. Some s106 funding.</td>
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<tr>
<td><strong>71</strong> RBKC – Environmental Health (Air Quality/ Contaminated Land)</td>
<td>Borough wide: the whole borough is designated as an Air Quality Action Area.</td>
<td>Some infrastructure requirements to meet aims of AQAP. For example, monitoring stations.</td>
<td>Green.</td>
<td>2010 onwards.</td>
<td>EH to provide.</td>
<td>Capital Strategy Programme.</td>
<td></td>
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<tr>
<td><strong>72</strong> National Grid</td>
<td>Replacement gas holders at Kensal site required to enable development and increase capacity.</td>
<td>See Kensal table (i). Alternative technology to allow the site once decontaminated to be released for development.</td>
<td>Physical.</td>
<td>See Kensal in table (i).</td>
<td>£12-£13M</td>
<td>Private.</td>
<td></td>
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<tr>
<td><strong>74</strong> Thames Water</td>
<td>Counters Creek: sewer upgrading to relieve existing and overcome localised surface flooding problems.</td>
<td>Upgrading of Counter’s Creek which provides storm and waste water drainage from north London through RBKC.</td>
<td>Physical.</td>
<td>2020.</td>
<td>£323M (£340M and £25M). Updates to be provided and included in IDP once known.</td>
<td>TWU.</td>
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<tr>
<td><strong>75</strong> Thames Water</td>
<td>Thames Tunnel: The Thames Tunnel will capture the flows of storm sewage from 34 sewer overflow points along the River Thames.</td>
<td>The tunnel will run approximately 32 kilometres (20 miles) through the heart of London, and up to 75 metres beneath the River Thames, broadly following the path of the river. Its precise route, including the starting point in the west of the city, has still to be determined, but will end at Beckton Sewage Treatment Works.</td>
<td>Physical.</td>
<td>2011 Planning application. Construction 2012 to 2020.</td>
<td>£2.2Bn</td>
<td>Private.</td>
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<tr>
<td>EDF/National Grid</td>
<td>Electricity Tunnel</td>
<td>See Table (i)</td>
<td>Physical.</td>
<td>2010-2016.</td>
<td>£127M (total project value £600M).</td>
<td>Private.</td>
<td></td>
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<td></td>
<td>One of four National Grid deep tunnels. The work is vital to meet increasing demand in the capital. Additional cables can be installed in the tunnels if required in the future. A four-metre diameter tunnel, 12.4km in length, will be bored at a depth ranging from 20 to 60m below ground through the borough from Kensal.</td>
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[The below table has entirely replaced that published in the Draft Policies document although this is not tracked to keep down the size of the document]

<table>
<thead>
<tr>
<th>Service</th>
<th>Where</th>
<th>What</th>
<th>Why</th>
<th>Specific requirements</th>
<th>Lead delivery organisation</th>
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<th>Cost</th>
<th>When</th>
<th>Sources of Funding</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Borough Development</td>
<td>Borough wide</td>
<td>Sustainable Drainage Systems (SuDS)</td>
<td>Reduce flood risk and its consequences</td>
<td>SuDS schemes across the borough</td>
<td>Multiple lead organisations, dependant on whether schemes come forward as part of planning applications or via other routes.</td>
<td></td>
<td>£80,000 £ a year from the Council and £100,000 £ a year from the Thames Regional Flood and Coastal Committee for 5 years</td>
<td>Short / Medium term: 2017 to 2023</td>
<td>£40,000 from Highways, £40,000 from Planning and Borough Development and £100,000 a year from the Thames Regional Flood and Coastal Committee for 5 years</td>
<td>CE2</td>
</tr>
<tr>
<td>Planning and Borough Development</td>
<td>Borough wide</td>
<td>Air quality and climate change measures</td>
<td>A combination of measures aimed at reducing emissions of greenhouse gases and urban air pollutants.</td>
<td>See Air Quality and Climate Change Action Plan (2016-2021)</td>
<td>RBKC, -ELRS, Environment, Leisure and Residents’ Services</td>
<td></td>
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<td></td>
<td>CE1 CE5</td>
</tr>
<tr>
<td>Planning and Borough Development</td>
<td>Norland Neighbourhood area</td>
<td>Local infrastructure as identified in the Neighbourhood Plan</td>
<td>Identified locally through neighbourhood planning process</td>
<td>Traffic calming measures at Clarendon Cross, along Pottery Lane, the north side of St James’s Gardens and Queensdale Road; Improved Heritage style lighting; Improvement of concrete paving to York stone;</td>
<td>RBKC (for consulting local communities on NCIL) Lead project organisation currently unknown</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Norland Neighbourhood Plan 2.6.50</td>
</tr>
<tr>
<td>Service</td>
<td>Where</td>
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<tr>
<td>Planning and Borough Development</td>
<td>St Quintin and Woodlands Neighbourhood Plan</td>
<td>Local Infrastructure as identified in the Neighbourhood Plan</td>
<td>Identified locally through neighbourhood planning process</td>
<td>Streetscape improvements and other measures to improve the environment of Latimer Road; CCTV in North Pole Road; and subject to successful temporary road closures in St Helen’s Gardens (section outside the church), installation of a shared surface on the roadway to allow for a short section of the street to become a car-free area on Saturdays; new station on the West London line at Westway Circus</td>
<td>RBKC (for consulting local communities on NCIL) Lead project organisation TBC.</td>
<td>Currently Unknown</td>
<td>Currently Unknown</td>
<td>Currently Unknown</td>
<td>Funding to be secured through a possible neighbourhoo d CIL bid process</td>
<td>St Quintin and Woodlands Neighbourhood Plan Annex D</td>
</tr>
<tr>
<td>Planning and Borough Development</td>
<td>Barby-Treverton</td>
<td>Infrastructure to be determined through a possible Planning Brief or through the planning process.</td>
<td>Where available, indicative infrastructure items have been included in the remainder of the schedule</td>
<td></td>
<td>Medium / Long term: 2021/22 to 2030/31</td>
<td>CV5 CA2</td>
<td></td>
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<tr>
<td>Planning and Borough Development</td>
<td>Silchester</td>
<td>Detailed Infrastructure to be determined through a possible Planning Brief or through the planning process.</td>
<td>Where available, indicative infrastructure items have been included in the remainder of the schedule</td>
<td></td>
<td>Medium / Long term: 2021/22 to 2030/31</td>
<td>CV7 CA5</td>
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<tr>
<td>Planning and Borough Development</td>
<td>Warwick Road Estate</td>
<td>Infrastructure to be determined through a possible Planning Brief or through the planning process.</td>
<td>Where available, indicative infrastructure items have been included in the remainder of the schedule</td>
<td></td>
<td>Medium term: 2021/22 to 2025/6</td>
<td>CV8 CA8</td>
<td></td>
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<tr>
<td>Policy &amp; Partnerships</td>
<td>Borough wide</td>
<td>Adult and community learning borough wide, from a range of premises and locations.</td>
<td>Improve premises and explore colocation</td>
<td>Future requirements are based on targets at delivering training to adults within the community. It is expected to be possible to meet these requirements from existing locations, but</td>
<td>RBKC Adult and Community Learning</td>
<td>Currently Unknown</td>
<td>Currently the service is running on £800,000 per year however more funding would allow</td>
<td>Long term: By 2028</td>
<td>The Skills Funding Agency, Department for Education</td>
<td>CV1 CK1</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Service</th>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>King's Road</td>
<td>New Underground Station on King’s Road</td>
<td>To increase public transport access in the area, and to relieve congestion elsewhere, in line with Local Plan objective</td>
<td>Provision of new station on King’s road as part of Crossrail 2.</td>
<td>Crossrail 2</td>
<td></td>
<td>Costs to be confirmed</td>
<td>Long term: Early 2030's</td>
<td>DfT / Crossrail2</td>
<td>CV1, CP2</td>
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<tr>
<td></td>
<td>Crossrail 2 Station</td>
<td>New Underground Station on King’s Road</td>
<td>To increase public transport access in the area, and to relieve congestion elsewhere, in line with Local Plan objective</td>
<td>Provision of new station on King’s road as part of Crossrail 2.</td>
<td>Crossrail 2</td>
<td></td>
<td>Costs to be confirmed</td>
<td>Long term: Early 2030's</td>
<td>DfT / Crossrail2</td>
<td>CV1, CP2</td>
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<td></td>
<td>Warwick Road Sites:</td>
<td>Landscape/ streetscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road and Warwick Road.</td>
<td>Support the development of the site.</td>
<td>As set out in Supplementary Planning Document</td>
<td>Private developers/ site owners</td>
<td></td>
<td>£6m Detailed costs from each site currently unknown</td>
<td>Short term: by 2020/21</td>
<td>Private investment, and Planning contributions - $106</td>
<td>CP2, CA7, CV8</td>
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<tr>
<td>Warwick Road (including 100 West Cromwell Road)</td>
<td>Warwick Road Sites:</td>
<td>Landscape/ streetscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road and Warwick Road.</td>
<td>Support the development of the site.</td>
<td>As set out in Supplementary Planning Document</td>
<td>Private developers/ site owners</td>
<td></td>
<td>£6m Detailed costs from each site currently unknown</td>
<td>Short term: by 2020/21</td>
<td>Private investment, and Planning contributions - $106</td>
<td>CP2, CA7, CV8</td>
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<tr>
<td>A3220 Earls Court Road junction with Pembroke Road</td>
<td>A3220 Pedestrian crossing</td>
<td>Address need for pedestrian crossing</td>
<td>Provision of pedestrian crossing facilities</td>
<td>TIL</td>
<td>TIL</td>
<td></td>
<td>£100,000</td>
<td>Short term: 2017/18</td>
<td>TIL</td>
<td>CP2, CY7, CV8</td>
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<tr>
<td>A3220 Cheyne Walk junction with Battersea Bridge</td>
<td>A3220 Pedestrian crossing</td>
<td>Address need for pedestrian crossing</td>
<td>Provision of pedestrian crossing and cycle facilities</td>
<td>TIL</td>
<td>TIL</td>
<td></td>
<td>£400,000</td>
<td>Short term: 2017/18</td>
<td>Source of funding to be confirmed</td>
<td>CP2, CV8, CA7</td>
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<tr>
<td>A3220 Warwick Rd / King's Road</td>
<td>A3220 Pedestrian crossing</td>
<td>Address need for pedestrian crossing</td>
<td>Provision of pedestrian crossing facilities</td>
<td>TIL</td>
<td>TIL</td>
<td></td>
<td>£200,000</td>
<td>Medium term: 2018/19</td>
<td>TIL</td>
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<tr>
<td>Warwick Rd j/w Earls Court Square</td>
<td>A3220 Pedestrian crossing</td>
<td>Address need for pedestrian crossing</td>
<td>Provision of pedestrian crossing and cycle ASLs</td>
<td>TIL</td>
<td>TIL</td>
<td></td>
<td>£300,000</td>
<td>Short term: 2016/17</td>
<td>TIL</td>
<td>CT1, CP2, CV8, CA6</td>
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<tr>
<td>Transport &amp;</td>
<td>Kempsford Gardens</td>
<td>Address need for pedestrian crossing</td>
<td>Provision of pedestrian crossings and improvements to cycle facilities</td>
<td>TIL</td>
<td>TIL</td>
<td>TIL</td>
<td>£500,000</td>
<td>Short term: 2017/18</td>
<td>TfL/Planning contributions - CIL</td>
<td>CT1 CP2 CV9</td>
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<tr>
<td>Technical</td>
<td>A3220 Gunter Grove junction with Kings Road and Ashburnham Road to Cremorne Road</td>
<td>Pedestrian crossing</td>
<td>Provision of pedestrian crossing</td>
<td>TIL</td>
<td>TIL</td>
<td>TIL</td>
<td>£300,000</td>
<td>Medium term: 2018/19</td>
<td>TfL</td>
<td>CT1</td>
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<tr>
<td>Services</td>
<td>A4 Cromwell Rd / Gloucester Rd Junction Improvements</td>
<td>Pedestrian crossing</td>
<td>Provision of pedestrian crossing on east arm and cycle ASLs</td>
<td>TIL</td>
<td>TIL</td>
<td>TIL</td>
<td>£550,000</td>
<td>Medium term: 2018/19</td>
<td>TfL/Planning contributions - CIL</td>
<td>CT1 CP2 CV8 CV9</td>
</tr>
<tr>
<td>Transport &amp;</td>
<td>A3218 Old Brompton Road j/w Warwick Road - Redesign junction</td>
<td>Pedestrian crossing and public realm improvements</td>
<td>Investigation into whether additional pedestrian crossings can be provided, urban realm improvements</td>
<td>TIL</td>
<td>TIL</td>
<td>TIL</td>
<td>£550,000</td>
<td>Medium term: 2018/19</td>
<td>TfL/Planning contributions - CIL</td>
<td>CT1 CP2 CV8 CA6</td>
</tr>
<tr>
<td>Technical</td>
<td>A3220 Earls Court Road/Square/Bramham Gardens</td>
<td>Cycling crossing</td>
<td>Improvements to cycle crossing as part of London Cycle Grid</td>
<td>TIL</td>
<td>TIL</td>
<td>TIL</td>
<td>£200,000</td>
<td>Short term: 2017</td>
<td>TfL</td>
<td>CT1 CP2 CV8</td>
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<tr>
<td>Services</td>
<td>A3220 Holland Road / Warwick Road - Corridor Improvements - Holland Park Roundabout to A4</td>
<td>Congestion reduction</td>
<td>Changes to line markings to reduce congestion</td>
<td>TIL</td>
<td>TIL</td>
<td>TIL</td>
<td>£20,000</td>
<td>Short term: 2017/18</td>
<td>TfL</td>
<td>CT1</td>
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<tr>
<td>Transport &amp;</td>
<td>A4 junction with Grenville Place and j/w Ashburn Gardens</td>
<td>Pedestrian and cycling crossing</td>
<td>Provision of new pedestrian crossing and improvements to cycle crossing as part of London Cycle Grid</td>
<td>TIL</td>
<td>TIL</td>
<td>TIL</td>
<td>£600,000.00</td>
<td>Short term: 2016/17</td>
<td>TfL</td>
<td>CT1</td>
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<tr>
<td>Technical</td>
<td>A3220 Cheyne Walk</td>
<td>Junction improvements</td>
<td>Junction improvements and provision of Toucan crossing</td>
<td>TIL</td>
<td>TIL</td>
<td>TIL</td>
<td>£150,000</td>
<td>Medium term: 2020</td>
<td>TfL/Developer contributions</td>
<td>CT1 CP2 CV9</td>
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<tr>
<td>Service</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>junction with Lots Road</td>
<td>Public realm improvements</td>
<td>Collision reduction</td>
<td>Urban realm improvements and collision reduction measures</td>
<td>TIL</td>
<td>TIL</td>
<td>£1,000,000</td>
<td>Short / Medium term: 2018/19</td>
<td>Likely to be completed after Lots Road Power station development</td>
<td>CT1 CP2 CV13</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>A4 Brompton Road from Egerton Gardens to Hans Crescent</td>
<td>Pedestrian crossing</td>
<td>Address need for pedestrian crossing</td>
<td>Provision of pedestrian crossing on east arm of Warwick Road, improvements to pedestrian facilities at junction, urban realm improvements along West Cromwell Road including new tree planting</td>
<td>TIL</td>
<td>TIL</td>
<td>£3,000,000</td>
<td>Medium term: 2018/19</td>
<td>Planning contributions – S106/ CIL</td>
<td>CT1 CP2 CV8</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>A3220 Redcliffe Gardens</td>
<td>Speed reductions</td>
<td>Reduce speed and safety measures</td>
<td>Speed reduction measures</td>
<td>TIL</td>
<td>TIL</td>
<td>£250,000.00</td>
<td>Short term: 2017/18</td>
<td>Source of funding to be confirmed</td>
<td>CT1</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>A3220 Holland Park Roundabout and Shepherd’s Bush Green</td>
<td>Pedestrian and cyclist crossing</td>
<td>Address the need for pedestrian and cyclist crossing facilities</td>
<td>New cycle and pedestrian crossing through roundabout and improvements to cycle connectivity from Shepherd’s Bush Green</td>
<td>TIL</td>
<td>TIL</td>
<td>£3,000,000</td>
<td>Medium term: 2020</td>
<td>TIL and Planning contributions – S106 / CIL</td>
<td>CT1</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Borough-wide Phase 2 of Quietways</td>
<td>To provide routes on lightly trafficked roads</td>
<td>Various engineering interventions, cycle permeability measures and wayfinding</td>
<td></td>
<td>RBKC - Transport and Technical Services</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Short / Medium term: 2017-2021</td>
<td>TIL</td>
<td>CT1</td>
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<td>Service</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Borough-wide</td>
<td>Mayor of London’s Cycle Hire</td>
<td>Bring benefits of cycle hire to the whole borough</td>
<td>Extend to North Kensington</td>
<td>TIL</td>
<td>TIL</td>
<td>Costs to be confirmed</td>
<td>Medium term: By 2020</td>
<td>TIL and Planning contributions – S106 / CIL</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Borough-wide (residential areas)</td>
<td>Electric vehicle charging points</td>
<td>To ensure we meet residents’ demand for EV charging infrastructure.</td>
<td>Additional charging points</td>
<td>RBKC - Transport and Technical Services</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Long term: By 2028</td>
<td>LIP, TIL and Planning contributions – S106 / CIL / funding</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Borough-wide</td>
<td>Cycle parking (LIP scheme 4)</td>
<td>To meet demand for cycle parking</td>
<td>Ongoing programme to add cycle parking where needed</td>
<td>RBKC - Transport and Technical Services</td>
<td>RBKC</td>
<td>Circa £50,000-£100,000 per annum</td>
<td>Long term: By 2028</td>
<td>TIL and LIP</td>
<td>CT1</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Borough-wide</td>
<td>Cycling permeability programme (LIP scheme 5)</td>
<td>To remove barriers to cycle routes</td>
<td>Two-way cycle schemes and removal of physical obstructions</td>
<td>RBKC - Transport and Technical Services</td>
<td>RBKC</td>
<td>Circa £70,000 per annum</td>
<td>Long term: By 2028</td>
<td>TIL and LIP</td>
<td>CT1</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Borough-wide</td>
<td>Traffic Signal Modernisation; complementary measures (LIP Scheme 14)</td>
<td>Improved facilities for pedestrians</td>
<td>Pedestrian Countdown signals</td>
<td>RBKC - Transport and Technical Services</td>
<td>TIL</td>
<td>Circa £100,000 per annum</td>
<td>Long term: By 2028</td>
<td>TIL and LIP</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Borough-wide</td>
<td>Pedestrian Accessibility Programme (LIP Scheme 15)</td>
<td>Improved wayfinding using Legible London</td>
<td>Legible London schemes</td>
<td>RBKC - Transport and Technical Services</td>
<td>RBKC</td>
<td>Circa £50,000 per annum</td>
<td>Long term: By 2028</td>
<td>TIL and LIP</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Borough-wide</td>
<td>Pedestrian Improvements at Traffic Lights (LIP Scheme 17)</td>
<td>Improved facilities for pedestrians</td>
<td>New “green man” facilities</td>
<td>RBKC - Transport and Technical Services</td>
<td>RBKC</td>
<td>Circa £150,000 per annum</td>
<td>Long term: By 2028</td>
<td>TIL and LIP</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Borough-wide ward – level area reviews</td>
<td>De-cluttering, tackling congestion, improve safety, improve permeability, improve bus stop accessibility, improve service provision, (LIP Scheme 18)</td>
<td>Comprehensive review of two wards to improve streetscape</td>
<td>Removal of signs and street furniture, existing traffic schemes, and identify new traffic schemes</td>
<td>RBKC - Transport and Technical Services</td>
<td>RBKC</td>
<td>£60,000 for scheme development</td>
<td>Long term: By 2028</td>
<td>TIL and LIP</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Crossrail Station</td>
<td>To assist and facilitate the regeneration of North Kensington, including improving transport accessibility</td>
<td>Two 250m long covered platforms including waiting areas and information systems; supporting track and signalling works; footbridge with</td>
<td>RBKC, GLA, National Grid, Ballymore, Sainsbury’s, Department for Transport, TIL</td>
<td>Crossrail Ltd</td>
<td>£100 million Refer to Kensington Development Infrastructure Medium / Long term: By 2023, at the</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1, CP2, CV5, CA1</td>
<td></td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Kensal Canalside bus infrastructure and bus service enhancements</td>
<td>To assist and facilitate the regeneration of North Kensington,</td>
<td>New bus stands; new bus stops; bus network changes and bus capacity enhancements</td>
<td>TIL</td>
<td>TIL</td>
<td>In excess of £300,000</td>
<td>Medium term: By 2020</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1 CT1</td>
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<td></td>
<td></td>
<td></td>
<td>including improving transport accessibility</td>
<td>Refer to the Kensal Development Infrastructure Study (DIFS) for detailed specification.</td>
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<td>Refer to the Kensal DIFS for detailed specification.</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Canal Way bus infrastructure Indicative from Kensal Development</td>
<td>To assist and facilitate the regeneration of North Kensington,</td>
<td>New bus stops (U and T) on Canal Way to accommodate up to 49 buses/hr requiring a 45m</td>
<td>TIL</td>
<td>TIL</td>
<td>In excess of £75,000</td>
<td>Medium term: By 2020</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1 CT1</td>
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<td></td>
<td></td>
<td>Infrastructure Study (DIFS)</td>
<td>including improving transport accessibility</td>
<td>bus stop clearway. These stops will require two shelters</td>
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<td>Refer to the Kensal DIFS for detailed specification.</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Barlby Street Bus Infrastructure Indicative from Kensal DIFS</td>
<td>To assist and facilitate the regeneration of North Kensington,</td>
<td>New bus stops to serve the re-aligned routes 70 and 316</td>
<td>TIL</td>
<td>TIL</td>
<td>£45,000</td>
<td>Medium term: By 2020</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1</td>
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<td></td>
<td></td>
<td></td>
<td>including improving transport accessibility</td>
<td>Refer to the Kensal DIFS for detailed specification.</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Ladbroke Grove bus infrastructure Indicative from Kensal DIFS</td>
<td>To assist and facilitate the regeneration of North Kensington,</td>
<td>Enhances Bus Stops R and S to accommodate up to 30 buses per hour. These stops will</td>
<td>TIL</td>
<td>TIL</td>
<td>£30,000</td>
<td>Medium term: By 2020</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1</td>
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<td></td>
<td>including improving transport accessibility</td>
<td>require changes to road markings to accommodate the longer bus stop clearways.</td>
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<td>Refer to the Kensal DIFS for detailed specification.</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Bus route alignment Indicative from Kensal DIFS</td>
<td>To assist and facilitate the regeneration of North Kensington,</td>
<td>Changes to Route alignments, termination points and peak vehicle requirements. Further</td>
<td>TIL</td>
<td>TIL</td>
<td>£7.5 million</td>
<td>2024</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1</td>
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<td></td>
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<td>including improving transport accessibility</td>
<td>Refer to Kensal DIFS for detailed specification.</td>
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<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
<td>Policy Ref</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Ladbroke Grove/Canal Way signalised junction</td>
<td>To accommodate traffic demands generated from the development</td>
<td>New signalised junction that realigns Kensal Road to create a cross road layout and with pedestrian crossing. Refer to the Kensal DIFS for detailed specification.</td>
<td>RBKC- Transport and Technical Services</td>
<td>RBKC</td>
<td>In excess of £750,000</td>
<td>Medium term: By 2020</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Ladbroke Grove/Barlby Road signalised junction</td>
<td>To accommodate traffic demands generated from the development</td>
<td>New signalised junction with pedestrian crossing facilities on the west and south arms. Refer to the Kensal DIFS for detailed specification.</td>
<td>RBKC- Transport and Technical Services</td>
<td>RBKC</td>
<td>£500,000</td>
<td>Medium term: By 2020</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>New road and pedestrian bridge over the Great Western Main Line</td>
<td>To accommodate additional traffic generated by development of the site</td>
<td>New road and pedestrian bridge over the Great Western Mainline connecting the Kensal Canalside and North Pole Sites. The bridge has a width of approximately 140m including ramps. The width is based on two traffic lanes of 6.5m and two footways of 2.5 each. Refer to the Kensal DIFS for detailed specification.</td>
<td>Network Rail</td>
<td>RBKC</td>
<td>£11 million</td>
<td>Medium term: By 2020</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Road widening and extension Canal Way</td>
<td>To accommodate additional traffic generated by development of the site</td>
<td>Widened and extended road between Ladbroke Grove and the bridge access road to accommodate general traffic including HGVs and Buses. Refer to the Kensal DIFS for detailed specification.</td>
<td>RBKC / Developer</td>
<td>RBKC</td>
<td>£2.4 million</td>
<td>Medium term: By 2020</td>
<td>Planning Contributions – direct developer delivery</td>
<td>CV1 CP2 CV5 CA1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Barlby Street: New road through North Pole site and signalised</td>
<td>To accommodate additional traffic generated by development of the site</td>
<td>The road extends from Barlby Road to Sutton Way but does not provide a vehicular access to Scrubs Lane. The width of the road (including footways) is 18m (east of the new road bridge) and</td>
<td>RBKC / Developer</td>
<td>RBKC</td>
<td>£3.5 million</td>
<td>Medium term: By 2020</td>
<td>Planning Contributions – direct developer delivery</td>
<td>CV1 CP2 CV5 CA1</td>
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<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
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<td>Sources of funding</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Barlby Street/Barlby Road: New signalised junction at the end of Barlby Street</td>
<td>New signalised junction at the end of Barlby Street with full pedestrian crossing facilities. Refer to the Kensal DIFS for detailed specification.</td>
<td>15m (west of the new road bridge). The road includes a new bus stop and 2.5m wide footways on each side of the road. Refer to the Kensal DIFS for detailed specification.</td>
<td>RBKC / Developer</td>
<td>RBKC</td>
<td>£400,000</td>
<td>Medium term: By 2020</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Raising North Pole site</td>
<td>Required due to levels difference between the two sites</td>
<td>Raising of North Pole Site to allow Barlby Street to align with the GWML road bridge. Refer to the Kensal DIFS for detailed specification.</td>
<td>North Pole</td>
<td>North Pole</td>
<td>£16 million</td>
<td>Medium term: By 2020</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Improved pedestrian and cycle route along the Grand Union Canal towpath adjacent to the development</td>
<td>Essential mitigation</td>
<td>5m wide towpath and sealed gravel surfacing. Refer to the Kensal DIFS for detailed specification.</td>
<td>RBKC: Transport and Technical Services</td>
<td>RBKC</td>
<td>£2 million</td>
<td>Medium term: By 2020</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Kensal Green Cemetery: Enhanced footpaths between the new bridges (see W5 &amp; W7 and Harrow Road)</td>
<td>Essential mitigation</td>
<td>Works to include resurfacing, potential widening and appropriate street lighting. Refer to the Kensal DIFS for detailed specification.</td>
<td>RBKC: Transport and Technical Services</td>
<td>RBKC</td>
<td>£1 million</td>
<td>Medium term: By 2020</td>
<td>Planning Contributions – direct developer delivery</td>
<td>CV1 CP2 CV5 CA1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Canal Square to Kensal Green Cemetery: New footbridge over the Grand Union Canal</td>
<td>Essential mitigation</td>
<td>To link Canal Square to footpaths through the Kensal Green Cemetery. Positioned to the east of plot C. Approx. 4.0m wide shared pedestrian &amp; cycle bridge. Approx. 50m length including ramps. Refer to the Kensal DIFS for detailed specification.</td>
<td>Developer</td>
<td>Management organisation to be confirmed</td>
<td>£2 million</td>
<td>Medium term: By 2020</td>
<td>Planning Contributions – direct developer delivery</td>
<td>CV1 CP2 CV5 CA1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Signage at Kensal Canalside and North Pole</td>
<td>To provide legible London signs</td>
<td>Up to 4 signs within Kensal Canalside and up to 2 signs within North Pole. Refer to the Kensal DIFS for detailed specification.</td>
<td>TIL</td>
<td>TIL</td>
<td>£70,000</td>
<td>Medium term: By 2020</td>
<td>Planning Contributions – direct developer delivery</td>
<td>CV1 CP2 CV5 CA1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Barlby-Treverton</td>
<td>New road access infrastructure to be determined through a possible Planning Brief or Planning Brief</td>
<td>Specific requirement to be confirmed</td>
<td>To integrate the site with the wider community. Refer to the Kensal DIFS for detailed specification.</td>
<td>RBKC: Transport and Technical Services</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Medium / Long term:</td>
<td>RSL Investment Homes and Communities Agency</td>
<td>CP2 CV5 CA2</td>
</tr>
<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
<td>Policy Ref</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Worthington Green Station</td>
<td>Improvements to Bus infrastructure</td>
<td>To improve accessibility, connectivity and urban form</td>
<td>New street alignments</td>
<td>RBKC / Developer</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Medium / Long term: 2016-2028</td>
<td>Planning contributions – S106 / CIL</td>
<td>CP2 / CV6 / CA3</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Worthington Green Station</td>
<td>Reconnection of Portobello Road and Worthington Road to Ladbroke Grove</td>
<td>To improve access to Lots Road from the TLRN</td>
<td>Modification to junction</td>
<td>TIL</td>
<td>TIL</td>
<td>€200,000</td>
<td>Delivery timescale to be confirmed</td>
<td>Planning contribution - S106</td>
<td>CP2 / CV9 / CA3</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Lots Road Power Station</td>
<td>Road junction improvements</td>
<td>To integrate the site with the wider community</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC</td>
<td>RBKC</td>
<td>€993,000</td>
<td>Delivery timescale to be confirmed</td>
<td>Planning contribution - S106</td>
<td>CA9</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Lots Road Power Station</td>
<td>Cycle and pedestrian improvements</td>
<td>To integrate the site with the wider community</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC / Transport and Technical Services</td>
<td>RBKC</td>
<td>€900,000</td>
<td>Delivery timescale to be confirmed</td>
<td>Planning contribution - S106</td>
<td>CA9</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Lots Road Power Station</td>
<td>Streetscape improvements</td>
<td>To integrate the site with the wider community</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC / Transport and Technical Services</td>
<td>RBKC</td>
<td>€900,000</td>
<td>Delivery timescale to be confirmed</td>
<td>Planning contribution - S106</td>
<td>CA9</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Earl's Court</td>
<td>Improvements to public transport interchange at Earl’s Court and West Brompton Stations</td>
<td>Improvements to address additional travel demand generated by development of the site</td>
<td>Improved pedestrian routes between the two stations. Improved interchange within each station</td>
<td>RBKC / Transport and Technical Services</td>
<td>TIL</td>
<td>Costs to be confirmed</td>
<td>Delivery timescale to be confirmed</td>
<td>TIL and Planning contribution - S106</td>
<td>CT1 / CP2 / CV8 / CA6</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Gloucester Road Station</td>
<td>Step-free access to stations</td>
<td>Better access and improved safety at stations</td>
<td>Ensure step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>€10-25 million</td>
<td>Long term: By 2028</td>
<td>CIL / S106, developer contributions</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Holland Park Station</td>
<td>Step-free access to stations</td>
<td>Better access and improved safety at stations</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>€10-25 million</td>
<td>Long term: By 2028</td>
<td>CIL / S106, developer contributions</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Knightsbridge Station</td>
<td>Step-free access to stations</td>
<td>Better access and improved safety at stations</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>€30 million</td>
<td>Long term: By 2028</td>
<td>CIL / S106, developer contributions</td>
<td>CT1 / CV12</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Ladbroke Grove Station</td>
<td>Step-free access to stations</td>
<td>Better access and improved safety at stations</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>€10-25 million</td>
<td>Long term: By 2028</td>
<td>CIL / S106, developer contributions</td>
<td>CP2 / CV10 / CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Latimer Road Station</td>
<td>Step-free access to stations</td>
<td>Better access and improved safety at stations</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>€30 million</td>
<td>Long term: By 2028</td>
<td>CIL / S106, developer contributions</td>
<td>CP2 / CV9 / CT1</td>
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<tr>
<td>Service</td>
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<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
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<td>Sources of funding</td>
<td>Policy Ref</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>Notting Hill Station – District &amp; Circle Line</td>
<td>Step-free access to stations</td>
<td>Better access and improved safety at stations</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>£10-25 million</td>
<td>Long term: By 2028</td>
<td>CIL / S106, developer contributions</td>
<td>CP2 CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Notting Hill Station – Central Line</td>
<td>Step-free access to stations</td>
<td>Better access and improved safety at stations</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>£60 million, or more</td>
<td>Long term: By 2028</td>
<td>CIL / S106, developer contributions</td>
<td>CP2 CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Sloane Square Station</td>
<td>Step-free access to stations</td>
<td>Better access and improved safety at stations</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>£25-60 million</td>
<td>Long term: By 2028</td>
<td>CIL / S106, developer contributions</td>
<td>CP2 CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>South Kensington – Piccadilly Line</td>
<td>Step-free access to stations</td>
<td>Better access and improved safety at stations</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>£25-60 million</td>
<td>Long term: By 2028</td>
<td>CIL / S106, developer contributions</td>
<td>CP2 CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Westbourne Park Station</td>
<td>Step-free access to stations</td>
<td>Better access and improved safety at stations</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>£40 million, assuming a lift solution for Step-free access</td>
<td>Long term: By 2028</td>
<td>CIL / S106, developer contributions</td>
<td>CT1 CP2 CT6</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Westbourne Park Station</td>
<td>Opening up rear entrance and partial step-free access</td>
<td>To enhance safety and pedestrian flow, and regeneration of the wider Golborne and Trellick area.</td>
<td>Improvements to rear of station, and additional revenue costs associated with the opening.</td>
<td>TIL</td>
<td>TIL</td>
<td>£2.7 million</td>
<td>Long term: By 2028</td>
<td>Planning contributions – S106</td>
<td>CT1 CP2 CP6</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>West Brompton Station</td>
<td>Step-free access to stations</td>
<td>Better access and improved safety at stations</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>Under £10-25 million</td>
<td>Long term: By 2028</td>
<td>CIL / S106, developer contributions</td>
<td>CP2 CP8 CA6</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>High Street Kensington Station</td>
<td>Refurbishment of High Street Kensington tube station including Step-free access to station</td>
<td>Better access and improved safety at stations</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>Approx. £10-25 million</td>
<td>Long term: By 2028</td>
<td>Planning contributions – CIL / S106</td>
<td>CT1 CP2 CT12</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>South Kensington Station – District &amp; Circle Line</td>
<td>Improved access to South Kensington tube station including Step-free access to station from street and from pedestrian foot tunnel</td>
<td>To improve pedestrian flow, safety, accessibility and convenience.</td>
<td>Step-free access and accessibility improvements</td>
<td>TIL / RBKC</td>
<td>TIL</td>
<td>£25-60 million</td>
<td>Long term: By 2028</td>
<td>Planning contributions – CIL / S106</td>
<td>CP2 CT14</td>
</tr>
</tbody>
</table>

| Children's Services (Education) | Children's Services | Boroughwide | Requirements for access to play, child care and extended use of schools | Additional facilities are itemised as borough wide. For example, improved or extended access to existing provision at Flashpoint Venture Centre, and out of borough Little Wormwood Scrubs. These requirements are based on key points identified from Pathfinder status funding. Extended schools capital and Planning contribution – S106. | RBKC | RBKC | Costs to be confirmed | Delivery timescale to be confirmed | Play Pathfinder status funded | CV1 CK1 |

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<table>
<thead>
<tr>
<th>Service</th>
<th>Where</th>
<th>What</th>
<th>Why</th>
<th>Specific requirements to be confirmed</th>
<th>Lead delivery organisation</th>
<th>Management organisation</th>
<th>Cost</th>
<th>When</th>
<th>Sources of funding</th>
<th>Policy Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>Children's Services</td>
<td>Whistler Walk Children's Home</td>
<td>Replace existing children's home</td>
<td>The need to increase capacity for existing popular schools in the borough and meet future demands.</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC</td>
<td>RBKC</td>
<td>£3.0 million</td>
<td>Short term: 2012-2016</td>
<td>RBKC Corporate Funding</td>
<td>CV1 CK1</td>
</tr>
<tr>
<td>Children's Services</td>
<td>Children's Centres are based across the borough sometimes within schools.</td>
<td>Continued provision of Children's Centres</td>
<td>Future infrastructure requirements are based on need, and arising or changing population.</td>
<td>Continued provision of Children's Centres, and expansion where required due to population. Specific requirements to be confirmed</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Delivery timescale to be confirmed</td>
<td>DfE, Children's Centres funding, Private and/or voluntary funding</td>
<td>CV1 CK1</td>
</tr>
<tr>
<td>Children's Services</td>
<td>Borough wide</td>
<td>Borough wide coverage of schools – Primary School</td>
<td>The need to increase capacity for existing popular schools in the borough and meet future demands.</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC</td>
<td>RBKC</td>
<td>£12.7 million (Primary school)</td>
<td>Long term: By 2028</td>
<td>RBKC Capital Funding, Child Yield Review, Planning contributions – S106 / CIL</td>
<td>CV1 CK1 CV5 CA1 CA2 CV8 CA6 CA7</td>
</tr>
<tr>
<td>Children's Services</td>
<td>Borough wide</td>
<td>Borough wide coverage of schools – Secondary School</td>
<td>To meet future demands</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC</td>
<td>RBKC</td>
<td>£27.63 million (Secondary)</td>
<td>Long term: By 2028</td>
<td>Funding sources to be confirmed Likely to include Planning contributions – S106/ CIL/ Direct developer delivery</td>
<td>CV1 CK1</td>
</tr>
<tr>
<td>Children's Services</td>
<td>Borough wide</td>
<td>Increase school capacity</td>
<td>To meet future demands</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Short / Medium / Long term: To 2028 and beyond</td>
<td>Funding sources to be confirmed Likely to include Planning contributions – S106/ CIL/ Direct developer delivery</td>
<td>CV1 CK1</td>
</tr>
<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
<td>Policy Ref</td>
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<tr>
<td>Children's Services</td>
<td>Borough wide</td>
<td>Improve outdoor spaces such as playgrounds for all levels</td>
<td>To improve outdoor spaces</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Delivery timescales to be confirmed</td>
<td>Likely to include Planning contributions – S106/ CIL/ Direct developer delivery</td>
<td>CV1 CK1</td>
</tr>
<tr>
<td>Children's Services</td>
<td>Borough wide</td>
<td>Refurbishments to all school kitchens</td>
<td>Refurbishments to all school kitchens (rolling programme) to increase capacity for staff and pupils - various locations. Specific requirements to be confirmed</td>
<td>RBKC</td>
<td>RBKC</td>
<td>£160,000</td>
<td>Long term: To 2028 and beyond</td>
<td>RBKC Capital Funding</td>
<td>CV1 CK1</td>
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</tr>
<tr>
<td>Children's Services</td>
<td>AP Hub School</td>
<td>Alternative Schooling Provision and 6th form Free School</td>
<td>Childcare expansion to accommodate governments plans for 30 hour free childcare</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Short term: 2018</td>
<td>Funding sources to be confirmed</td>
<td>CV1 CK1</td>
</tr>
<tr>
<td>Children's Services</td>
<td>Borough wide</td>
<td>Childcare providers in North and South of borough will seek to expand their footprint to increase capacity to enable increased demand for childcare</td>
<td>Childcare expansion to accommodate governments plans for 30 hour free childcare</td>
<td>Specific requirements to be confirmed</td>
<td>Lead delivery organisation to be confirmed</td>
<td>Management organisation to be confirmed</td>
<td>Approximately £1.2 million</td>
<td>Short term: 2016 - 2019</td>
<td>DFE Capital grant contributions</td>
<td>CV1 CK1</td>
</tr>
<tr>
<td>Children's Services</td>
<td>St Marks park</td>
<td>Expand footprint</td>
<td>To increase capacity address increased demand for childcare</td>
<td>Increase capacity of Play hut in St Marks park to increase childcare spaces</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Approximately £1.2 million</td>
<td>Short term: 2016 - 2019</td>
<td>DFE Capital grant contributions</td>
<td>CV1 CK1</td>
</tr>
<tr>
<td>Children's Services</td>
<td>Kensal Canalside</td>
<td>New Primary School</td>
<td>Required as a result of population increase from development</td>
<td>3FE primary school. A 2FE primary school is required to 2028 with a 1FE extension required by 2030</td>
<td>Lead delivery organisation to be confirmed</td>
<td>Management organisation to be confirmed</td>
<td>£13.7 million</td>
<td>Long term: 2FE by 2028 1FE extension</td>
<td>Planning Contributions - S106, direct developer delivery, Mainstream Funding</td>
<td>CV1 CK1 CV5 CA1</td>
</tr>
<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
<td>Policy Ref</td>
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<tr>
<td>Children’s Services</td>
<td>Kensal Canalside</td>
<td>Extension to secondary school</td>
<td>Required as a result of population increase from development</td>
<td>300 person secondary school extension Refer to the Kensal DIFS for detailed specification.</td>
<td>Lead delivery organisation to be confirmed</td>
<td>Management organisation to be confirmed</td>
<td>£10.6 million</td>
<td>Long term: by 2027</td>
<td>Planning Contributions - S106, direct developer delivery</td>
<td>CV1, CK1, CV5, CA1</td>
</tr>
<tr>
<td>Children’s Services</td>
<td>Barlby-Treverton</td>
<td>Replacement primary School at Barlby site</td>
<td>Infrastructure to be determined through a possible Planning Brief or through the planning process.</td>
<td>Replacement primary School</td>
<td>RBKC</td>
<td>RBKC</td>
<td>£30 million (for both replacement primary school and special school)</td>
<td>Medium / Long term: 2020/21 to 2030/31</td>
<td>Planning Contributions - S106, Capital Programme and Government grants</td>
<td>CV1, CK1, CV5, CA2</td>
</tr>
<tr>
<td>Children’s Services</td>
<td>Barlby-Treverton</td>
<td>New special school at Barlby site</td>
<td>Infrastructure to be determined through a possible Planning Brief or through the planning process.</td>
<td>The need for Special Educational Needs (SEN) requirements</td>
<td>New special school</td>
<td>RBKC</td>
<td>Costs to be confirmed (encompassed in borough wide primary and secondary needs costs above)</td>
<td>Medium / Long term: 2020/21 to 2030/31</td>
<td>Planning Contributions - S106, Capital Programme and Government grants</td>
<td>CV1, CK1, CV5, CA2</td>
</tr>
<tr>
<td>Children’s Services</td>
<td>Wornington Green</td>
<td>Education Facilities</td>
<td>Specific requirements to be confirmed</td>
<td>Lead delivery organisation to be confirmed</td>
<td>Management organisation to be confirmed</td>
<td>Costs to be confirmed</td>
<td>Costs to be confirmed</td>
<td>Medium / Long term: 2016/17 to 2020/21</td>
<td>Funding sources to be confirmed</td>
<td>CV1, CK1, CV6, CA3, CA7</td>
</tr>
<tr>
<td>Children’s Services</td>
<td>Warwick Road Sites</td>
<td>Crèche and education facilities</td>
<td>Specific requirements to be confirmed</td>
<td>Lead delivery organisation to be confirmed</td>
<td>Management organisation to be confirmed</td>
<td>Costs to be confirmed</td>
<td>Costs to be confirmed</td>
<td>Short term: 2016/17 to 2020/21</td>
<td>Funding sources to be confirmed</td>
<td>CV1, CK1, CV8, CA4</td>
</tr>
<tr>
<td>Environment, Leisure and Residents’ Services</td>
<td>Kensal Canalside: Canal</td>
<td>Canal environmental improvements</td>
<td>To assist regeneration of the Kensal area</td>
<td>Management plan to maintain or fund stretches of canal associated with large developments similar to examples at Paddington</td>
<td>RBKC</td>
<td>British Waterways</td>
<td>Costs to be confirmed, dependent on scale of development</td>
<td>Medium / Long term: 2016/17 to 2020/21</td>
<td>Planning Contributions - S106, and other</td>
<td>CP2, CV5, CA1</td>
</tr>
<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
<td>Policy Ref</td>
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</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Portobello Road (Market)</td>
<td>Improvements to enliven the area, e.g. electricity points for traders, improve services for market, including storage, toilets</td>
<td>To close the gap between Portobello Road and Golborne Road and improve the market</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC / Market Traders</td>
<td>RBKC</td>
<td>£206,000</td>
<td>2021/22 to 2030/31</td>
<td>Funding source to be confirmed</td>
<td>CP2 CV10</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Maxilla Gardens</td>
<td>Improve quality of existing Maxilla Gardens</td>
<td>Improve open space</td>
<td>Environmental enhancements</td>
<td>Westway Development Trust</td>
<td>Management organisation to be confirmed</td>
<td>£130,000</td>
<td>Delivery timescale to be confirmed</td>
<td>Funding source to be confirmed</td>
<td>CR5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Notting Hill Gate</td>
<td>Public Realm improvements throughout Notting Hill Gate</td>
<td>To facilitate redevelopment of Notting Hill Gate and provide enhancements</td>
<td>Please see Notting Hill Gate SPD</td>
<td>RBKC</td>
<td>RBKC</td>
<td>£3 million</td>
<td>Delivery timescale to be confirmed</td>
<td>Planning Contributions - S106/ CIL and TfL</td>
<td>CP2 CV11 CR4 CR4 Notting Hill Gate SPD</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Portobello/Ladbroke Grove</td>
<td>Enhancements to public realm and redevelopment</td>
<td>To provide clear wayfinding and improve public realm to aid legibility in the area,</td>
<td>Enhanced pedestrian wayfinding to Portobello Market</td>
<td>RBKC and Westway Development Trust</td>
<td>Westway Development Trust</td>
<td>£411,000</td>
<td>Short / Medium term: 2016/17 to 2025/26</td>
<td>Funding source to be confirmed</td>
<td>CP2 CV10 CR4</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Portobello</td>
<td>Provision of new youth activity area</td>
<td>To provide new youth facilities for the local population</td>
<td>Specific requirements to be confirmed</td>
<td>Westway Development Trust</td>
<td>Westway Development Trust</td>
<td>£178,000</td>
<td>Delivery timescale to be confirmed</td>
<td>Funding source to be confirmed</td>
<td>CV1 CR1</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Wornington Green</td>
<td>Play space and public open space</td>
<td>Generated as part of current development proposals</td>
<td>reinstatement of an improved Athlone Gardens and Venture Centre. Play space and play equipment. Community hall/ youth facility. Walking, cycling and public realm improvements</td>
<td>RBKC, Catalyst Housing Group, Homes and Communities Agency</td>
<td>Catalyst Housing Group</td>
<td>Costs to be confirmed</td>
<td>Short term: By 2020/2021 - Project is underway</td>
<td>Homes and Communities Agency/ Catalyst Housing Group</td>
<td></td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Service</th>
<th>Where</th>
<th>What</th>
<th>Why</th>
<th>Specific requirements</th>
<th>Lead delivery organisation</th>
<th>Management organisation</th>
<th>Cost</th>
<th>When</th>
<th>Sources of funding</th>
<th>Policy Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Warwick Road (5 sites including 100 West Cromwell Road)</td>
<td>Public open space, Community sports hall, Crèche, education contributions</td>
<td>Generated as part of current development proposals</td>
<td>As set out in existing adopted SPD</td>
<td>Developers and site owners</td>
<td>RBKC, developer and TIL</td>
<td>Costs to be confirmed</td>
<td>Short / Medium term: 2016/17 to 2025/26</td>
<td>Planning contributions – S106 and private investment</td>
<td>CP2 CV8 CA7 CK1 CR5 Warwick Road Planning Brief</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Lots Road/ World’s End Estate</td>
<td>River path provision</td>
<td>To improve pedestrian links and connectivity of the area, and help development of the area</td>
<td>Footpath access and provision to be included within development</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Short / Medium term: 2016/17 to 2025/26</td>
<td>Planning contributions – S106 and direct developer delivery</td>
<td>CP2 CV9 CA9 CA10</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Along the Westway</td>
<td>Lighting and public art along the Westway, including hanging gardens</td>
<td>To provide environmental enhancements in order to meet the vision of improving the Westway</td>
<td>Environmental enhancements and as indicated in the Westway SPD</td>
<td>RBKC</td>
<td>RBKC/ Highway Agency</td>
<td>Costs to be confirmed</td>
<td>Long term: By 2030/31</td>
<td>Planning contributions – S106</td>
<td>Westway SPD</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Along the Westway</td>
<td>Maintenance / improvements to public realm under and alongside the motorway to include the provision of public green space, pathways and community art projects</td>
<td>To provide environmental enhancements in order to meet the vision improving the Westway</td>
<td>Environmental enhancements</td>
<td>Westway Development Trust</td>
<td>Costs confirmed</td>
<td>£225,000 per annum</td>
<td>Timescale to be confirmed</td>
<td>Source of funding to be confirmed</td>
<td>CR4 Westway SPD</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Notting Hill Gate</td>
<td>Enhanced pedestrian way finding to Portobello Market</td>
<td>To provide good design and clear wayfinding, in order to allow for the improvement and redevelopment of the area</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Delivery timescale to be confirmed</td>
<td>Source of funding to be confirmed</td>
<td>CP2 CV11 Notting Hill Gate SPD</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Notting Hill Gate</td>
<td>The provision of a CCHP network, or similar, and other green infrastructure, e.g. Street trees and living roofs</td>
<td>To deliver cooling, heat and power in an environmentally friendly way</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC / Esco</td>
<td>Management organisation to be confirmed</td>
<td>Costs to be confirmed</td>
<td>Delivery timescale to be confirmed</td>
<td>Planning contributions – S106/ CIL</td>
<td>CE1 Notting Hill Gate SPD</td>
</tr>
<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
<td>Policy Ref</td>
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<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Knightsbridge</td>
<td>Public realm improvements</td>
<td>To allow rebalancing between north and south of the street, to encourage people to stay longer</td>
<td>Enhancements to public realm</td>
<td>RBKC</td>
<td>RBKC/ Private</td>
<td>Costs to be confirmed</td>
<td>Short term: by 2020/21</td>
<td>Planning contributions – S106/ CIL (cross sublimation)</td>
<td>CP2</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>South Kensington - Station Exhibition Road</td>
<td>Public realm improvements and improvements to station</td>
<td>To provide shared space at Exhibition Road, improvements to South Kensington Tube, along Thurlow Road, and to give greater pedestrian emphasis. Also including improving the customer facing environment within the museum subway</td>
<td>Works include shared space arrangements, step-free access to station (see transport sectional above) and pedestrian enhancements.</td>
<td>RBKC and City of Westminster</td>
<td>RBKC and TFL</td>
<td>£13 million</td>
<td>Short term: 2016/17 to 2020/21 Works are underway</td>
<td>Planning contributions – S106/ CIL and private</td>
<td>CT1</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Westway Sports Centre</td>
<td>Sports provision</td>
<td>To improve sports/leisure provision for a growing population and re-provide pitches lost at the Kensington Academy</td>
<td>Provide additional sports pitches, extension to Climbing Centre, sports hall and improved riding arena.</td>
<td>RBKC and Westway Development Trust</td>
<td>Westway Development Trust</td>
<td>£1.15 million</td>
<td>Delivery timeframe to be confirmed</td>
<td>Source of funding to be confirmed</td>
<td>CK1</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Westway Sports Centre</td>
<td>Sports provision</td>
<td>To improve sports/leisure provision for a growing population and re-provide pitches lost at the Kensington Academy</td>
<td>New youth activity area (outdoor or indoor)</td>
<td>Westway Development Trust</td>
<td>Westway Development Trust</td>
<td>£290,000</td>
<td>Delivery timeframe to be confirmed</td>
<td>Source of funding to be confirmed</td>
<td>CK1</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Westway Sports Centre</td>
<td>Sports provision</td>
<td>To improve sports/leisure provision for a growing population and re-provide pitches lost at the Kensington Academy</td>
<td>New youth activity area (outdoor or indoor)</td>
<td>Westway Development Trust</td>
<td>Westway Development Trust</td>
<td>£2.15 million</td>
<td>Delivery timeframe to be confirmed</td>
<td>Source of funding to be confirmed</td>
<td>Westway SED</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Maxilla Site</td>
<td>Community Hub, new offices for local community groups and charities.</td>
<td>Provide community space</td>
<td>Westway Development Trust</td>
<td>Westway Development Trust</td>
<td>Westway Development Trust</td>
<td>£2.15 million</td>
<td>Delivery timeframe to be confirmed</td>
<td>Source of funding to be confirmed</td>
<td>Westway SED</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough Wide</td>
<td>Mini recycling banks</td>
<td>To provide better street based recycling facilities to residents</td>
<td>New recycling bins</td>
<td>RBKC</td>
<td>RBKC/ SUEZ</td>
<td>Approximately £60,000</td>
<td>Long term: by 2030/21</td>
<td>Source of funding to be confirmed</td>
<td>CE3</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough Wide</td>
<td>CCTV</td>
<td>To improve community safety through enhanced CCTV Coverage and capabilities</td>
<td>To provide, additional, new and improved CCTV equipment and coverage across the Borough</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Long term: by 2030/21</td>
<td>Source of funding to be confirmed</td>
<td>CE3</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough Wide</td>
<td>New waste collection, recycling collection by vehicles</td>
<td>To ensure sufficient capacity to collect and dispose of resident’s waste</td>
<td>New collection and street sweeping vehicles</td>
<td>RBKC</td>
<td>RBKC/ SUEZ</td>
<td>Costs to be confirmed</td>
<td>Long term: by 2030/21</td>
<td>Source of funding to be confirmed</td>
<td>CE3</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough Wide</td>
<td>Museums</td>
<td>To enhance the borough’s museums</td>
<td>Enhancements to existing museums such as Leighton House</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Long term: by 2030/21</td>
<td>Source of funding to be confirmed</td>
<td>CK1</td>
</tr>
<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
<td>Policy Ref</td>
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<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough Wide</td>
<td>Sustainability measures to community / public buildings</td>
<td>To make public and community buildings more sustainable</td>
<td>Installing community energy schemes</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Costs to be confirmed per installation/measure</td>
<td>Long term: by 2030/31</td>
<td>Source of funding to be confirmed</td>
<td>CE2</td>
</tr>
<tr>
<td></td>
<td>Borough Wide</td>
<td>Open space improvements / mini allotments</td>
<td>To improve underused and neglected areas of open space, provide food growing facilities for residents, schools and community groups</td>
<td>Installing food growing gardens (community kitchen gardens)</td>
<td>RBKC</td>
<td>RBKC</td>
<td>£50,000 to £100,000 per annum</td>
<td>Long term: by 2030/31</td>
<td>Source of funding to be confirmed</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tri-Borough</td>
<td>Improved facilities for the Coroners and Mortuary services</td>
<td>To update and improve the equipment and facilities to deal with the population increase and changing population</td>
<td>New technology and expansion of service</td>
<td>WCC</td>
<td>Management organisation to be confirmed</td>
<td>Costs to be confirmed</td>
<td>Long term: by 2030/31</td>
<td>Source of funding to be confirmed</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cremorne Gardens</td>
<td>Infrastructure improvements</td>
<td></td>
<td>Kiosk /Café</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Short / Medium term: Feasibility study - 2017/18</td>
<td>Planning contributions – S106 / CIL</td>
<td>CK1</td>
</tr>
<tr>
<td></td>
<td>Holland Park</td>
<td>Infrastructure improvements</td>
<td>Poor drainage eroding paths, improved drainage will have a SUDs element to fit with the natural park environment</td>
<td>Improve park drainage</td>
<td>RBKC</td>
<td>RBKC</td>
<td>To be costed</td>
<td>Short term: 2016/17 to 2020/21</td>
<td>Source of funding to be confirmed</td>
<td>CR5</td>
</tr>
<tr>
<td></td>
<td>Holland Park</td>
<td>Play space</td>
<td>Current playground is at the end of its shelf life and some equipment is beyond repair</td>
<td>Design and build a flagship adventure playground</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Approximately £400,000</td>
<td>Short term: 2016/17 to 2020/21</td>
<td>Parks Capital Budget and Planning contributions – S106 / CIL</td>
<td>CR5</td>
</tr>
<tr>
<td></td>
<td>Portobello Squares (Tavistock Gardens, Colville Square and Powis Square)</td>
<td>Powis Square improvements – i.e. new railings, new playground etc.</td>
<td>Colville Square and Tavistock have been improved in recent years, Powis Square infrastructure is old and beginning to fail</td>
<td>Improve infrastructure</td>
<td>RBKC</td>
<td>RBKC</td>
<td>£200,000</td>
<td>Short term: By 2017/18</td>
<td>Parks Capital Budget</td>
<td>CR5</td>
</tr>
<tr>
<td></td>
<td>Westfield Park</td>
<td>Infrastructure improvements</td>
<td></td>
<td>Improve buildings and infrastructure (specifically drainage) Playground improvements</td>
<td>RBKC</td>
<td>RBKC</td>
<td>Playground element will be done first and will cost approx £150,000</td>
<td>Short term: By 2017/18</td>
<td>Parks Capital Budget</td>
<td>CR5</td>
</tr>
<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
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<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Wornington Green</td>
<td>Temporary park</td>
<td>Construction of temporary park</td>
<td>RBKC</td>
<td>Final scheme cost to be confirmed</td>
<td>Short: By 2020/21</td>
<td>Planning contributions - S106 and developer delivery</td>
<td>CA3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Chelsea Gym</td>
<td>Extension to Chelsea Gym</td>
<td>Increase floor area and create larger station gym to increase capacity.</td>
<td>Lead delivery organisation to be confirmed</td>
<td>Management organisation to be confirmed</td>
<td>Short: By 2020/21</td>
<td>RBKC Capital Fund (Corporate Funding)</td>
<td>CK1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough wide</td>
<td>Noise mitigation</td>
<td>The noise action plans identify the locations of 23 Important Areas in RBKC classed as requiring action.</td>
<td>This includes acoustic barriers, quiet road surfaces and speed reduction measures.</td>
<td>RBKC</td>
<td>TBC</td>
<td>Costs to be confirmed per measure defined</td>
<td>Short: 2016/17 to 2020/21</td>
<td>Source of funding to be confirmed</td>
<td>CK1</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough wide</td>
<td>Air quality monitoring stations</td>
<td>The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded.</td>
<td>Upgrading air quality monitoring stations at North Kensington, Cromwell Road, Earls Court Road, Kings Road and Knightsbridge.</td>
<td>RBKC – Environmental Health (Air Quality/Contaminated Land)</td>
<td>RBKC</td>
<td>£60,000 annually</td>
<td>Long: By 2030/31</td>
<td>RBKC LIP (TfL) Planning Contributions – S106/CIL</td>
<td>CE5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough wide</td>
<td>Air quality monitoring stations</td>
<td>The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded.</td>
<td>New equipment to measure levels of PM2.5</td>
<td>RBKC – Environmental Health (Air Quality/Contaminated Land)</td>
<td>RBKC</td>
<td>£30,000</td>
<td>Short: By 2020/21</td>
<td>RBKC LIP (TfL) Planning Contributions – S106/CIL</td>
<td>CE5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough wide</td>
<td>Air quality monitoring stations</td>
<td>The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded.</td>
<td>Replacement of old gas analysers</td>
<td>RBKC – Environmental Health (Air Quality/Contaminated Land)</td>
<td>RBKC</td>
<td>£10,000</td>
<td>Short: By 2020/21</td>
<td>RBKC LIP (TfL) Planning Contributions – S106/CIL</td>
<td>CE5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough wide</td>
<td>Air quality monitoring stations</td>
<td>The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded.</td>
<td>New continuous traffic monitoring sites</td>
<td>RBKC – Environmental Health (Air Quality/Contaminated Land)</td>
<td>RBKC</td>
<td>£20,000 set up cost</td>
<td>Long: By 2030/31</td>
<td>LIP</td>
<td>CE5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough wide</td>
<td>Air quality</td>
<td>The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded.</td>
<td>Implementation of measures contained within the Council’s Air Quality Action Plan.</td>
<td>RBKC – Environmental Health (Air Quality/Contaminated Land)</td>
<td>RBKC</td>
<td>£30-40,000 annually</td>
<td>Long: By 2030/31</td>
<td>LIP, RBKC</td>
<td>CE5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough wide</td>
<td>Museums</td>
<td>Phase 3 of refurbishment of Leighton House; including the redevelopment of Perrin Wing at the east end of the house.</td>
<td></td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Long: By 2030/31</td>
<td>Capital Programme</td>
<td>CK1</td>
<td></td>
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<table>
<thead>
<tr>
<th>Service</th>
<th>Where</th>
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<th>Specific requirements</th>
<th>Lead delivery organisation</th>
<th>Management organisation</th>
<th>Cost</th>
<th>When</th>
<th>Sources of funding</th>
<th>Policy Ref</th>
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</thead>
<tbody>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Borough wide</td>
<td>Infrastructure may be required to assist in meeting government climate change targets.</td>
<td>To meet targets on emissions and carbon reduction as set out in National indicators and legislation.</td>
<td>Implementing the boroughs Climate Change Strategy: 2008-2015; Putting buildings and land holdings in order.</td>
<td>RBKC – TELS Climate Change Strategy, Management organisation dependant on measures implemented</td>
<td>Annual budget of £50,000 for Climate Change Initiatives</td>
<td>Long term: By 2030/31</td>
<td>Capital Strategy Programme/ Other grant funding bids/ Funding from the Carbon Trust</td>
<td>CE2</td>
<td></td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Kensal Canalside</td>
<td>Energy Centre</td>
<td>As per policy requirements</td>
<td>Specific requirement to be confirmed Refer to the Kensal DIFS for detailed specification.</td>
<td>Developer</td>
<td>Developer</td>
<td>£5.7 million</td>
<td>Medium / Long term 2020/21 to 2030/31</td>
<td>Planning contributions – Direct developer delivery</td>
<td>CV5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Kensal Canalside</td>
<td>Primary heat pipework</td>
<td>As per policy requirements</td>
<td>Specific requirement to be confirmed Refer to the Kensal DIFS for detailed specification.</td>
<td>Developer</td>
<td>Developer</td>
<td>£4.15 million</td>
<td>Medium / Long term 2020/21 to 2030/31</td>
<td>Planning contributions – Direct developer delivery</td>
<td>CV5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Kensal Canalside</td>
<td>Primary heat substations</td>
<td>As per policy requirements</td>
<td>Specific requirement to be confirmed Refer to the Kensal DIFS for detailed specification.</td>
<td>Developer</td>
<td>Developer</td>
<td>£881,000</td>
<td>Medium / Long term 2020/21 to 2030/31</td>
<td>Planning contributions – Direct developer delivery</td>
<td>CV5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Wornington Green</td>
<td>Play space and play equipment</td>
<td>Required as part of development</td>
<td>Specific requirement to be confirmed</td>
<td>Developer</td>
<td>Developer</td>
<td>Costs to be confirmed</td>
<td>Short term: 2016/17 to 2020/21</td>
<td>Planning contributions – Direct developer delivery</td>
<td>CV6</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Wornington Green</td>
<td>Provision of open space</td>
<td>Provision of open space</td>
<td>Required as part of development</td>
<td>Developer</td>
<td>Developer</td>
<td>Costs to be confirmed</td>
<td>Short term: 2016/17 to 2020/21</td>
<td>Planning contributions – Direct developer delivery</td>
<td>CP2</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Land Adjacent to Trellick Tower</td>
<td>Provision of open space</td>
<td>Provision of open space</td>
<td>Required as part of development</td>
<td>Developer</td>
<td>Developer</td>
<td>Costs to be confirmed</td>
<td>Short term: 2016/17 to 2020/21</td>
<td>Planning contributions – S106 / Direct developer delivery</td>
<td>CP2</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Land Adjacent to Trellick Tower</td>
<td>Public Realm improvements, including public art</td>
<td>Public Realm improvements, including public art</td>
<td>Required as part of development</td>
<td>Developer</td>
<td>Developer</td>
<td>Costs to be confirmed</td>
<td>Short term: 2016/17 to 2020/21</td>
<td>Planning contributions – S106 / Direct developer delivery</td>
<td>CP2</td>
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<td>Service</td>
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<td>Specific requirements</td>
<td>Lead delivery organisation</td>
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<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Silchester Estates</td>
<td>Public open space infrastructure to be determined through a possible Planning Brief or through the planning process.</td>
<td>As part of any development</td>
<td>Subject to any development proposals</td>
<td>Subject to any development proposals</td>
<td>Subject to any development proposals</td>
<td>Subject to any development proposals</td>
<td>Medium / Long term: By 2030/31</td>
<td>Subject to any development proposals</td>
<td>CP2 CV9 CA5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Warwick Road Sites</td>
<td>Community sports hall and swimming pool</td>
<td>As part of any development As set out in Supplementary Planning Document.</td>
<td>Specific requirements to be confirmed</td>
<td>Lead delivery organisation to be confirmed</td>
<td>Management organisation to be confirmed</td>
<td>Costs to be confirmed</td>
<td>Short term: by 2020/21</td>
<td>Funding sources to be confirmed</td>
<td>CP2 CV9 CA7</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Warwick Road Sites</td>
<td>Landscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road site</td>
<td>As part of any development As set out in Supplementary Planning Document.</td>
<td>Specific requirements to be confirmed</td>
<td>Lead delivery organisation to be confirmed</td>
<td>Management organisation to be confirmed</td>
<td>Costs to be confirmed</td>
<td>Short term: by 2020/21</td>
<td>Funding sources to be confirmed</td>
<td>CP2 CV9 CA7</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Warwick Road Sites</td>
<td>Streetscape improvements to Warwick Road in connection to all development sites</td>
<td>As part of any development As set out in Supplementary Planning Document.</td>
<td>Specific requirements to be confirmed</td>
<td>Lead delivery organisation to be confirmed</td>
<td>Management organisation to be confirmed</td>
<td>Costs to be confirmed</td>
<td>Short term: by 2020/21</td>
<td>Funding sources to be confirmed</td>
<td>CP2 CV9 CA7</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Lots Road Power Station</td>
<td>Streetscape improvements</td>
<td>As part of development</td>
<td>As per planning permission</td>
<td>Developer</td>
<td>Developer</td>
<td>Costs to be confirmed</td>
<td>Short term: by 2020/21</td>
<td>Planning contributions – S106 / Developer delivery</td>
<td>CP2 CV9 CA9</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Silchester Estates</td>
<td>Supporting community facilities Infrastructure to be determined through a possible Planning Brief or through the planning process.</td>
<td>As part of any development</td>
<td>Subject to any development proposals</td>
<td>Subject to any development proposals</td>
<td>Subject to any development proposals</td>
<td>Subject to any development proposals</td>
<td>Medium / Long term: By 2030/31</td>
<td>Subject to any development proposals</td>
<td>CP2 CV9 CA5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Warwick Road Sites</td>
<td>Social and community facilities</td>
<td>As part of any development As set out in Supplementary Planning Document.</td>
<td>Specific requirements to be confirmed</td>
<td>Lead delivery organisation to be confirmed</td>
<td>Management organisation to be confirmed</td>
<td>Costs to be confirmed</td>
<td>Short term: by 2020/21</td>
<td>Funding sources to be confirmed</td>
<td>CP2 CV8 CA7</td>
</tr>
<tr>
<td>Service</td>
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<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
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<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Lots Road Power Station</td>
<td>Community facilities</td>
<td>As of development</td>
<td>As per planning permission</td>
<td>Developer</td>
<td>Developer</td>
<td>Costs to be confirmed</td>
<td>Short term: By 2020/21</td>
<td>Planning contributions – S106</td>
<td>CP2 CV8 CA9</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Earl’s Court Community facilities - secured in redevelopment Additional new public open space including considering opportunities to create biodiversity</td>
<td>The infrastructure identified will assist the objective of keeping life local, allowing meeting the needs of the new population resulting from development.</td>
<td>Determined in accordance with local need.</td>
<td>RBKC Service provider, Possibly NHS Kensington &amp; Chelsea.</td>
<td>Costs to be estimated according to need requirement</td>
<td>Short / Medium term: By 2025/26</td>
<td>Planning contributions S106 / CIL/direct developer delivery</td>
<td>CP2 CV8 CA6</td>
<td></td>
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</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Earl’s Court Community facilities - secured in redevelopment Additional new public open space including considering opportunities to create biodiversity</td>
<td>The provision of a CCHP network, or similar.</td>
<td>To provide cooling, heat and power in an environmentally friendly way.</td>
<td>RBKC</td>
<td>RBKC/ Esco.</td>
<td>To be costed.</td>
<td>Short / Medium term: By 2025/26</td>
<td>Planning contributions S106 / CIL/direct developer delivery</td>
<td>CP2 CV8 CA6</td>
<td></td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Chelsea Farmers’ Market New public square Detailed infrastructure to be determined through planning process</td>
<td>As part of development</td>
<td>Subject to development proposals</td>
<td>Subject to development proposals</td>
<td>Subject to development proposals</td>
<td>Subject to any development proposals</td>
<td>Short term: By 2020/21</td>
<td>Subject to any development proposals</td>
<td>CP2 CV15 CA12</td>
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</tbody>
</table>

**Library Services**

<p>| Libraries | Borough wide | Planned capital refurbishment programme for all libraries | To ensure library buildings are fit for purpose | Planned capital refurbishment programme for all libraries, commencing with refurbishment and spatial layout and to ensure library buildings are fit for purpose | RBKC - Culture | RBKC - Culture | Estimated to be £100,000 per annum | Long term: by 2030/31 | Heritage Lottery Fund, LDA, GLA, Arts Council, NHHG, Capital Projects Funding from Corporate Funding | CK1 |
| Libraries | Central Library | Planned capital refurbishment | To ensure library buildings are fit for purpose | Planned capital refurbishment programme for all libraries, | RBKC - Culture | RBKC - Culture | Estimated to be £100,000 per annum | Long term: | Heritage Lottery Fund, GLA, Arts, | CK1 |</p>
<table>
<thead>
<tr>
<th>Service</th>
<th>Where</th>
<th>What</th>
<th>Why</th>
<th>Specific requirements</th>
<th>Lead delivery organisation</th>
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<th>Cost</th>
<th>When</th>
<th>Sources of funding</th>
<th>Policy Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>Libraries</td>
<td>Notting Hill Library</td>
<td>Planned capital refurbishment programme for all libraries</td>
<td>To ensure library buildings are fit for purpose</td>
<td>Renovating and making the basement area accessible.</td>
<td>RBKC - Culture</td>
<td>RBKC - Culture</td>
<td>Estimated to be £100,000 per annum</td>
<td>Long term: by 2030/31</td>
<td>Heritage Lottery Fund, LDA, GLA, Arts, Council, NHHG, Capital Projects Funding from Corporate Funding</td>
<td>CK1</td>
</tr>
<tr>
<td>Libraries</td>
<td>Kensal Library</td>
<td>Planned capital refurbishment programme for all libraries</td>
<td>To ensure library buildings are fit for purpose</td>
<td>Requires more space by possibly opening up under-utilised space so that facilities for which there is a demand such as improved IT, children’s story and activity space and soft seating to encourage reading can be added. The library needs refurbishing.</td>
<td>RBKC - Culture</td>
<td>RBKC - Culture</td>
<td>Estimated to be £100,000 per annum</td>
<td>Long term: by 2030/31</td>
<td>Heritage Lottery Fund, LDA, GLA, Arts, Council, NHHG, Capital Projects Funding from Corporate Funding</td>
<td>CK1 CV5 CA1 CA2 CA3 CV6 CA4</td>
</tr>
<tr>
<td>Libraries</td>
<td>North Kensington Library</td>
<td>Planned capital refurbishment programme for all libraries</td>
<td>To ensure library buildings are fit for purpose</td>
<td>The existing North Kensington Library is housed in a building unfit for purpose. Cabinet approval has been obtained to build a new larger North Kensington Library, including space for Community Use and Adult Learning, on the site of the existing Lancaster Youth Centre site and Isaac Newton Centre Car Park. It would benefit from the provision of additional meeting rooms and community facilities.</td>
<td>RBKC - Culture</td>
<td>RBKC - Culture</td>
<td>Costs to be confirmed</td>
<td>Long term: by 2030/31</td>
<td>Heritage Lottery Fund, LDA, GLA, Arts, Council, NHHG, Capital Projects Funding from Corporate Funding</td>
<td>CK1</td>
</tr>
<tr>
<td>Libraries</td>
<td>Chelsea Library</td>
<td>Planned capital refurbishment programme for all libraries</td>
<td>To ensure library buildings are fit for purpose</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC - Culture</td>
<td>RBKC - Culture</td>
<td>Estimated to be £100,000 per annum</td>
<td>Long term: by 2030/31</td>
<td>Heritage Lottery Fund, LDA, GLA, Arts, Council, NHHG, Capital Projects Funding from Corporate Funding</td>
<td>CK1</td>
</tr>
<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
<td>Management organisation</td>
<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
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<tr>
<td>Libraries</td>
<td>Golborne Library</td>
<td>Improved Facilities</td>
<td>Specific requirements to be confirmed</td>
<td>RBKC - Culture</td>
<td>Costs to be confirmed</td>
<td></td>
<td></td>
<td></td>
<td>Heritage Lottery Fund, LDA, GLA, Arts, Council, NHS, Capital Projects Fund, Corporate Funding</td>
<td>CV6</td>
</tr>
<tr>
<td>Public Health and NHS</td>
<td>Borough wide</td>
<td>Infrastructure requirements within NHS Estate Strategy for provision of GP premises, practice-based commissioning, acute and non-acute healthcare, mental health care, dental and other primary care services</td>
<td>To support population in the borough. Requirements are population and health needs based. Needs are demonstrated to government and funding is agreed.</td>
<td>Primary Care requirement = 4.7 WTE GPs, Primary Care Space requirement = 770 m²</td>
<td>NHS</td>
<td>NHS</td>
<td>£1.5 million</td>
<td>Long term: By 2030/31</td>
<td>Government grant funding mainly/ revenue funding from any lease or commercial lease/ Planning contributions - S106/CIL</td>
<td>CK1</td>
</tr>
<tr>
<td>Public Health and NHS</td>
<td>King’s Road and Sloane Square: NHS requirement</td>
<td>Kings Road/ Sloane Square/ Fulham Road West: there is limited GP provision (with exception of hospital). (S).</td>
<td>Provision within Stanley or Hans Town Wards is required. GP Primary Care Facility required allowing provision in under-provided area. Subject to Out of Hospitals Service Strategy. Possible co-location opportunity at the Royal Hospital site. Estimated healthcare space requirement 750m² GIA.</td>
<td>NHS</td>
<td>NHS</td>
<td>£1.2 million</td>
<td>Short term: By 2020/21</td>
<td>Planning contributions - S106/CIL/ Direct developer delivery</td>
<td>CK1</td>
<td></td>
</tr>
<tr>
<td>Public Health and NHS</td>
<td>Lots Road/World’s End: NHS requirements Detailed infrastructure requirement relating to Lots Road Power Station Redevelopment comprising 420 homes and includes a new GP ‘doctor’s’ surgery.</td>
<td>Expansion and enhancement of existing healthcare premises to meet current under-provision. Facility to meet local population needs</td>
<td>NHS</td>
<td>NHS</td>
<td>£1.2 million</td>
<td>Short term: By 2020/21</td>
<td>Planning contributions - S106/CIL/ Direct developer delivery</td>
<td>CK1</td>
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<tr>
<td>Service</td>
<td>Where</td>
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<td>Specific requirements</td>
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<tr>
<td>Public Health and NHS</td>
<td>Notting Hill Gate; NHS requirements</td>
<td>GP Primary Care Facility to be located in the Holland Park, Notting Hill Gate Area.</td>
<td>To accommodate the services of two existing GP Practices. Potential patient list including future expansion = 20,000 patients.</td>
<td>New GP-led Integrated Primary Care Centre for Health and Wellbeing, Notional space</td>
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</tr>
<tr>
<td>Public Health and NHS</td>
<td>Notting Hill Gate; NHS requirements</td>
<td>Possible hub for Out of Hospitals Services Strategy</td>
<td>To provide infrastructure to facilitate integrated health and social care teams and delivery of out of hospital clinical services supported by Integrated IT Support Systems. Co-location opportunities to be explored.</td>
<td>Specification: 1,650 m² GIA. Possible phased development with minimum space 980 m² ramping up to 1,650 m²</td>
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<tr>
<td>Public Health and NHS</td>
<td>Portobello Road/Notting Hill Gate; NHS requirements</td>
<td>St Charles Centre for Health &amp; Wellbeing</td>
<td>To provide infrastructure to facilitate integrated health and social care teams and delivery of out of hospital clinical services supported by Integrated IT Support Systems</td>
<td>Possible hub for Out of Hospitals Services Strategy</td>
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<td>Public Health and NHS</td>
<td>Portobello Road/Notting Hill Gate</td>
<td>Refurbishment of Piper House to provide supported living and registered care accommodation</td>
<td>Refurbishment and remodelling of existing building for Adult Social Care</td>
<td>NHS</td>
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<tr>
<td>Public Health and NHS</td>
<td>Borough wide</td>
<td>Premises improvements to social services. Adult services premises to increase capacity and improve service</td>
<td>Renewal of existing premises to support increased population</td>
<td>NHS</td>
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<tr>
<td>Public Health and NHS</td>
<td>Violet Melchett Clinic</td>
<td>Expansion plans for Violet Melchett Clinic to create a Health Hub</td>
<td>Comprising up to 4 GP practices as well as delivery of Out of Hospital services</td>
<td>NHS</td>
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**Cost**

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</tr>
<tr>
<td>Public Health and NHS</td>
<td>Earls Court</td>
<td>Detailed infrastructural requirement relating to the approved scheme are contained in an agreed S106</td>
<td>To accommodate a larger patient list</td>
<td>Locate estate suitable to accommodate local practices who are in non-compliant and cramped buildings with no capacity for expansion</td>
</tr>
<tr>
<td></td>
<td>Kensal Canalside</td>
<td>Primary health care facilities, generic GP surgery extension reinforce existing facilities</td>
<td>Required as a result of population increase from development See DIFS</td>
<td>4 GP’s required to support the population Refer to the Kensal DIFS for detailed specification.</td>
</tr>
<tr>
<td>Public Health and NHS</td>
<td>Worthington Green</td>
<td>Healthcare facilities</td>
<td>Required as part of development</td>
<td>Specific requirement to be confirmed</td>
</tr>
<tr>
<td>Public Health and NHS</td>
<td>Warwick Road Sites</td>
<td>Health facilities</td>
<td>As part of any development As set out in Supplementary Planning Document.</td>
<td>Specific requirements to be confirmed</td>
</tr>
<tr>
<td>Public Health and NHS</td>
<td>Earl's Court</td>
<td>Detailed infrastructural requirement relating to the approved scheme are contained in an agreed S106</td>
<td>Possible expansion of Abingdon Health Centre to accommodate growth</td>
<td>The major development in the area will require additional facilities to meet the needs of the new population</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Worthington Green: Metropolitan Policing Facilities</td>
<td>Increased population from development, and an MPS need to be closer to community</td>
<td>Dependent on overall nature development, population increase and needs</td>
<td>Metropolitan Police Service</td>
</tr>
<tr>
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<td>What</td>
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</tr>
<tr>
<td>Emergency Services</td>
<td>Kensal Canalside</td>
<td>Neighbourhood Policing Facilities</td>
<td>Currently 4 SN Teams based at Lancaster Grove. With Kensal development could spread these therefore additional capacity required</td>
<td>Additional SNT premises. Refer to the Kensal DIFS for detailed specification.</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Wornington Green or Latimer Area</td>
<td>Neighbourhood Policing Facilities</td>
<td>Possible increasing of population would require additional capacity, Current provision is leasehold and could be secured through additional premises. Note: either here or Latimer, not both</td>
<td>Additional or combining SNT premises.</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Borough wide</td>
<td>Policing Facilities</td>
<td>Possible introduction of custody suites for dedicated custody resource within borough.</td>
<td>Custody suite: specific requirement to be confirmed</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Kensal Canalside</td>
<td>Police station reinforcement (enhancement to existing facilities)</td>
<td>Required as a result of population increase from development</td>
<td>Reinforcement / extension to existing police stations including custody suite, crime investigation area. Approximately 160Sqm Refer to the Kensal DIFS for detailed specification.</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Kensal Canalside</td>
<td>Ambulance station extension (enhancement to existing service provision)</td>
<td>Required as a result of population increase from development</td>
<td>Ambulance station extension of approx. 100Sqm Refer to the Kensal DIFS for detailed specification.</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Chelsea Fire Station</td>
<td>Re-provide / Relocate</td>
<td>Listed station is reaching the end of its “fit for purpose” life span as determined by the LFEPA Asset Management Plan 2011.</td>
<td>New site / new station</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Kensington Fire Station</td>
<td>Minor refurbishment</td>
<td>Upgrades required as facilities are aging.</td>
<td>Minor refurbishment works as required.</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>North Kensington Fire Station</td>
<td>Refurbishment</td>
<td>Upgrades required as facilities are aging.</td>
<td>Refurbishment works as required.</td>
</tr>
</tbody>
</table>

Utilities
<table>
<thead>
<tr>
<th>Service</th>
<th>Where</th>
<th>What</th>
<th>Why</th>
<th>Specific requirements</th>
<th>Lead delivery organisation</th>
<th>Management organisation</th>
<th>Cost</th>
<th>When</th>
<th>Sources of funding</th>
<th>Policy Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utilities</td>
<td>Kensal Green</td>
<td>Substation</td>
<td>1. To enhance electricity supply to the capital and traction supply to Crossrail. 2. Supply electrical needs to operate Crossrail.</td>
<td>Substation</td>
<td>National Grid</td>
<td>National Grid</td>
<td>Short term: By 2018</td>
<td>Funding source to be confirmed</td>
<td>CP2 CV5 CA1</td>
<td></td>
</tr>
<tr>
<td>Utilities</td>
<td>Counters Creek Storm Relief Sewer (Counters Creek Catchment)</td>
<td>Sewerage upgrades within the catchment which provides foul and surface water drainage for part of north London</td>
<td>Storm relief sewerage upgrades are required to address existing capacity constraints experienced during storm conditions which can result in sewer flooding.</td>
<td>Upgrades of the sewerage network within the Counters Creek catchment</td>
<td>Thames Water</td>
<td>Thames Water</td>
<td>£250 million for all of the elements of the scheme which include: A new storm relief sewer to increase the sewer capacity; Sustainable drainage systems to reduce surface water run-off entering the sewers (a pilot study is proposed for Arundel Gardens); Anti-flooding (FLIP) devices to stop the sewers surcharging into lower properties; and, Local sewer improvements</td>
<td>Short term: 2013 onwards</td>
<td>TWUL (Regulated by Ofwat)</td>
<td>CE2</td>
</tr>
<tr>
<td>Utilities</td>
<td>Borough wide</td>
<td>Thames Tideway Tunnel</td>
<td>The Thames Tunnel will capture the flows of storm sewage from 34 combined sewer overflow points that currently discharge into the River Thames</td>
<td>The tunnel will run approximately 32 kilometres (20 miles) through the heart of London, at a depth ranging from approximately 30 metres at its western end (Acton Storm Tanks) to 67 metres at the eastern end (Abbey Storm Tanks)</td>
<td>Tideway on behalf of Bazalgette Tunnels Ltd</td>
<td>Tideway on behalf of Bazalgette Tunnels Ltd</td>
<td>£4.1 Billion</td>
<td>Development Consent Order granted in September 2014 Construction</td>
<td>Privately funded (Regulated by Ofwat)</td>
<td>CE2</td>
</tr>
<tr>
<td>Service</td>
<td>Where</td>
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<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>One of four National Grid deep electricity tunnels that will be built between Wimbledon and Kensal Green.</td>
<td>The work is vital to meet increasing demand in the capital. Additional cables can be installed in the tunnels if required in the future.</td>
<td>Mills Pumping Station, broadly following the path of the river. The tunnel would run through the Royal Borough with proposed connections provided to the existing sewer network at Cremorne Wharf Depot and Chelsea Embankment (near the Royal Hospital Chelsea). A four-metre diameter tunnel, these will house 400kv cables to secure electricity supplies to London. 12.4km in length, will be bored at a depth ranging from 20 to 60m below ground through the borough from Kensal. Refer to the Kensal DIFS for detailed specification.</td>
<td>EDF/ National Grid</td>
<td>EDF/ National Grid</td>
<td>£127 million (total project value = £600 million).</td>
<td>Short term: Between 2016/17 and 2020/21</td>
<td>Private</td>
<td>CP2 CV5 CA1</td>
</tr>
<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Primary electricity substation</td>
<td>Critical enabling</td>
<td>HV Cable network: Various loads Refer to the Kensal DIFS for detailed specification.</td>
<td>UK Power Networks</td>
<td>UK Power Networks</td>
<td>£1.12 million</td>
<td>Short / Medium term: By 2020-2022</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
</tr>
<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Electricity cable network</td>
<td>Critical enabling</td>
<td>HV Cable network: Various loads Refer to the Kensal DIFS for detailed specification.</td>
<td>UK Power Networks</td>
<td>UK Power Networks</td>
<td>£748,000</td>
<td>Medium / Long term: Between 2021-2030</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
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<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Electricity cable network</td>
<td>Critical enabling</td>
<td>LV Cable network: Various loads Refer to the Kensal DIFS for detailed specification.</td>
<td>UK Power Networks</td>
<td>UK Power Networks</td>
<td>£991,000</td>
<td>Medium / Long term: Between 2021-2030</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
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<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Electricity substation</td>
<td>Critical enabling</td>
<td>11kv Substations Refer to the Kensal DIFS for detailed specification.</td>
<td>UK Power Networks</td>
<td>UK Power Networks</td>
<td>£9.4 million</td>
<td>Medium / Long term: Between 2021-2030</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
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<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Existing electricity substations</td>
<td>Critical enabling</td>
<td>Removal of existing substations</td>
<td>UK Power Networks</td>
<td>UK Power Networks</td>
<td>£151,000</td>
<td>Short term: By 2020</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
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<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Electricity cable diversions</td>
<td>Critical enabling</td>
<td>Diversion of cabling prior to development of associated plot; Refer to the Kensal DIFS for detailed specification.</td>
<td>UK Power Networks</td>
<td>UK Power Networks</td>
<td>£169,000</td>
<td>Short term: By 2020</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
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<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Gas infrastructure</td>
<td>Critical enabling</td>
<td>Low pressure pipe network; Refer to the Kensal DIFS for detailed specification.</td>
<td>National Grid Gas</td>
<td>National Grid Gas</td>
<td>£154,000</td>
<td>Medium / Long term: Between 2021 - 2030</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
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<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Gas infrastructure</td>
<td>Critical enabling</td>
<td>Pressure Reducing Station (PRS); Refer to the Kensal DIFS for detailed specification.</td>
<td>National Grid Gas</td>
<td>National Grid Gas</td>
<td>£150,000</td>
<td>Short term: By 2020 - 2021</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
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<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Gas infrastructure</td>
<td>Critical enabling</td>
<td>Divert existing medium pressure mains diversion; Refer to the Kensal DIFS for detailed specification.</td>
<td>National Grid Gas</td>
<td>National Grid Gas</td>
<td>£557,000</td>
<td>Medium / Long term: 2021 - 2030</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
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<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Telecoms</td>
<td>Critical enabling</td>
<td>Distribution cables and cabinets; Refer to the Kensal DIFS for detailed specification.</td>
<td>Openreach and Virgin Media</td>
<td>Openreach and Virgin Media</td>
<td>£482,000</td>
<td>Medium / Long term: 2021 - 2030</td>
<td>MUSCO/ESCO/Utility funding</td>
<td>CP2 CV5 CA1</td>
</tr>
<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Potable Water</td>
<td>Critical enabling</td>
<td>Upgrade of 210m of 300mm dia. to 450mm diameter in Ladbroke Grove; Refer to the Kensal DIFS for detailed specification.</td>
<td>Thames Water / Developer</td>
<td>Thames Water</td>
<td>£314,000</td>
<td>Medium / Long term: 2021 - 2030</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
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<td>Potable Water</td>
<td>Critical enabling</td>
<td>Upgrade of 220m of 150mm dia to 300mm dia in Ladbroke Grove and Barby Road; Refer to the Kensal DIFS for detailed specification.</td>
<td>Thames Water / Developer</td>
<td>Thames Water</td>
<td>£285,000</td>
<td>Medium term: By 2024</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
</tr>
<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Potable Water</td>
<td>Critical enabling</td>
<td>On-site water mains; Refer to the Kensal DIFS for detailed specification.</td>
<td>Thames Water / Developer</td>
<td>Thames Water</td>
<td>£866,000</td>
<td>Medium / Long term: 2021 - 2030</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
</tr>
<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Potable Water</td>
<td>Critical enabling</td>
<td>Diversion of 160m of 150mm main; Refer to the Kensal DIFS for detailed specification.</td>
<td>Thames Water / Developer</td>
<td>Thames Water</td>
<td>£89,000</td>
<td>Short term: By 2020</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
</tr>
<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Sewerage and Drainage</td>
<td>Critical enabling</td>
<td>Foul water pipe network; Refer to the Kensal DIFS for detailed specification.</td>
<td>Thames Water / Developer</td>
<td>Thames Water</td>
<td>£1.13 million</td>
<td>Medium / Long term:</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
</tr>
</tbody>
</table>

Refer to the Kensal DIFS for detailed specification.
<table>
<thead>
<tr>
<th>Service</th>
<th>Where</th>
<th>What</th>
<th>Why</th>
<th>Specific requirements</th>
<th>Lead delivery organisation</th>
<th>Management organisation</th>
<th>Cost</th>
<th>When</th>
<th>Sources of funding</th>
<th>Policy Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Sewerage and Drainage</td>
<td>Critical enabling</td>
<td>Surface water pipe network Refer to the Kensal DIFS for detailed specification.</td>
<td>Thames Water / Developer</td>
<td>Thames Water</td>
<td>£1.13 million</td>
<td>Medium/Long term: 2021 - 2030</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
</tr>
<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Sewerage and Drainage</td>
<td>Critical enabling</td>
<td>Surface water attenuation and hydro brakes Refer to the Kensal DIFS for detailed specification.</td>
<td>Thames Water / Developer</td>
<td>Thames Water</td>
<td>£8.2 million</td>
<td>Medium/Long term: 2021 - 2030</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
</tr>
<tr>
<td>Utilities</td>
<td>Kensal Canalside</td>
<td>Sewerage and Drainage</td>
<td>Critical enabling</td>
<td>Diversion of 415m of trunk sewer (1327mm x 838mm) Refer to the Kensal DIFS for detailed specification.</td>
<td>Thames Water / Developer</td>
<td>Thames Water</td>
<td>£939,000</td>
<td>Short term: 2020</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
</tr>
</tbody>
</table>
Chapter 38 Monitoring

38.1 Introduction

38.1.1 Under the Planning and Compulsory Purchase Act 2004 every local planning authority has a responsibility for reporting on an annual basis the extent to which policies set out in Local development plans are being achieved. This is undertaken by having clear arrangements for monitoring and reporting results. Without these it would be impossible to determine whether the policy is achieving what it set out to do.

38.1.2 A list of performance indicators are listed under each of the ‘Strategic Themes’. This information is collected as part of the preparation of the Annual Monitoring Report and will also supply information into annual monitoring systems set up by the GLA, TfL and the LDA. Where it would appear through monitoring that targets are not being met, it may be necessary to review the policies within the Local Plan to establish whether they need to be amended in order to secure delivery of the spatial vision. The need to review policies will be identified in the Annual Monitoring Report.

38.1.3 The statements of policy within this monitoring chapter of the plan may be abbreviated versions of the identically numbered policies in the main text. In all instances reference should be made to the earlier chapters in the main text for the definitive version.

38.2 Section 106 Implementation and Infrastructure Monitoring

38.2.1 Planning obligations (s106 agreements) may be tied to specific infrastructure schemes where they are necessary to overcome a planning objection to a development or pooled where planning obligations are sought from a number of smaller developments, towards the provision of a scheme, for example from the Council’s Community Strategy, Capital Programme. It is important that developers entering into planning obligations know where, when and how their money will be spent.

38.2.2 A database is maintained, and incorporates a range of information in relation to planning obligations and unilateral undertakings including details of the development site, relevant dates for receipt of funds, the purpose of the obligation and level of funding. Contributions and interest accrued will be allocated to the implementation of projects in the vicinity of the site in a way that accords with the guidance in Circular 05/2005 ‘Planning Obligations’.

38.2.3 The Planning and Borough Development Directorate takes a strategic lead on the overall receipt monitoring and programme management of financial contributions, working with other parts of the Council and, through them, with external partner agencies to implement spend. Non financial planning obligations will also be monitored via the s106 database.

38.2.4 Infrastructure delivery will be monitored through a number of methods. The entire Infrastructure Delivery Plan (IDP), which is a separate document used as evidence for the Local Plan, is regularly reviewed with stakeholders and infrastructure providers through the Council’s strategic partnership – the Kensington and Chelsea Partnership. Formally, updating will be reported annually in the AMR.

38.2.5 Strategic sites’ infrastructure is specified within the schedules contained in this chapter, and provision is therefore monitored against progress on strategic sites. Provision of other infrastructure requirements that are listed in the Infrastructure Schedules, will be monitored annually against the indicator above.
38.2.6 Chapter 39 sets out the contingencies and risks, and provides a contingency for certain developments or events not occurring.

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1: Infrastructure Delivery and Planning Obligations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C1</td>
<td>To ensure delivery of necessary infrastructure provision to support development.</td>
<td>CIL liabilities issued, CIL monies received, CIL monies spent, Value of development contributions received by type, Analysis of in-kind and total received, by type of contribution and development, Infrastructure provision as identified within IDP.</td>
<td>Annual</td>
<td>Acolaid.</td>
</tr>
</tbody>
</table>

38.32 Core Policies

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy CP 1: Quanta of Development</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CP1 (1)</td>
<td>255 755 additional new homes a year to be provided... until... adoption of the London Plan or a replacement target is introduced... expected to be 600,000 p.a.</td>
<td>The net increase in additional residential units granted and completed.</td>
<td>Annual</td>
<td>Authority’s Monitoring Report.</td>
</tr>
<tr>
<td>CP1 (2)</td>
<td>A net increase in office floor-space of 6093,000m² in 2008 and to 2028</td>
<td>Net change of office floorspace implemented.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CP1 (3)</td>
<td>A net increase in comparison retail floorspace.</td>
<td>Net change of comparison retail floorspace implemented.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CP1 (4)</td>
<td>The number of infrastructure facilities provided which are listed in the infrastructure delivery plan.</td>
<td>The amount of s106/CIL contributions gained towards infrastructure provisions set out in the infrastructure delivery plan.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

Policy CP 2: North Kensington Places

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP2</td>
<td>The target is an amalgamation of the specific targets for the five Places which lie within the North Kensington Regeneration Area. To achieve the visions, principles and priorities set out in each of the Place chapters, they are set out within the Monitoring section of each relevant Place. Progress with the delivery of the visions and priorities will be monitored.</td>
<td>The monitoring indicators relevant for each Place are dependent on the nature of the individual indicator used.</td>
<td>Dependent on the nature of the individual indicator used.</td>
<td>Dependent on the nature of the individual indicator used.</td>
</tr>
</tbody>
</table>

Policy CP 3: Places

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP3</td>
<td>The target for each Place is set out with the Monitoring section of each relevant Place chapter. (Chapters 5 to 18).</td>
<td>The monitoring indicators relevant for each Place are dependent on the nature of the individual indicator used.</td>
<td>Dependent on the nature of the individual indicator used.</td>
<td>Dependent on the nature of the individual indicator used.</td>
</tr>
</tbody>
</table>

Policy CP 4: Quality of development and diversity of uses

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP4</td>
<td>The Borough’s townscape is to be preserved. To resist the loss of diversity of uses across the Borough.</td>
<td>The number and nature of design awards. Appeals lost when reason for refusal included harm to the Borough’s townscape. Number of applications and pre-applications considered by the AAP. Loss of non-residential floorspace both granted and completed.</td>
<td>Annual</td>
<td>Authority’s Monitoring Report, RBKC and RIBA design awards. AAP reports.</td>
</tr>
</tbody>
</table>

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38.43 Monitoring Places

38.43.1 For Places we have taken the view that we should monitor the implementation of each Place Vision rather than the relevant Place shaping policy (Policies CP 4-18). To that end, each Place has a section under Delivery which sets out how we will monitor the success of the Place Vision, will monitor delivery of the visions, principles and priorities set out in each chapter annually in the Monitoring Report.

38.54 Monitoring Strategic Sites

38.54.1 Kensal Gasworks

<table>
<thead>
<tr>
<th>Policy CA1: Kensal Gasworks Canal-side</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA1(a)</td>
<td>Deliver 2,300 2,746 3,600 new residential units dwellings by 2023</td>
<td>The number and nature of new dwellings in the Kensal Gasworks Strategic Site.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td></td>
<td>Deliver 10,000 m² of office floorspace by 2026</td>
<td>The amount of new Class B1(a) office floorspace in the Kensal Gasworks Strategic Site.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td></td>
<td>Deliver at least 2,000 m² of non-residential and social and community floorspace by 2024</td>
<td>The amount of new non-residential floorspace in the Kensal Gasworks Strategic Site Canal-side Opportunity Area.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(b)</td>
<td>Crossrail Elizabeth Line station opened and operational by 2022</td>
<td>The provision of a Crossrail Station on the Elizabeth Line which is open and operational in the Kensal Gasworks Strategic Site Canal-side Opportunity Area.</td>
<td>Annual</td>
<td>Information extracted from planning application information and information from Crossrail Limited.</td>
</tr>
<tr>
<td>CA1(c)</td>
<td>Deliver a bigger Sainsbury’s supermarket on the site of a scale similar to the existing store.</td>
<td>The amount of change of retail floorspace on the site within the Sainsbury’s unit.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(d)</td>
<td>Crossrail station opened and operational by 2017, 2026</td>
<td>The provision of a Crossrail Station which is open and operational in the Kensal Gasworks Strategic Site Canal-side Opportunity Area.</td>
<td>Annual</td>
<td>Information extracted from planning application information and information from Crossrail Limited.</td>
</tr>
<tr>
<td>CA1(e) (g)</td>
<td>A CCHP or similar is On-site renewable energy sources are operational on the Kensal Gasworks Strategic Site Canal-side Opportunity Area by 2023, 2025</td>
<td>Has a The presence of on-site renewable energy source: a CCHP plant or similar to form part of a district heat and energy network on the site.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(f)</td>
<td>On-site waste management treatment facilities as part of the Kensal Gasworks development to deal with the development’s waste arisings.</td>
<td>The presence of an above on-site waste treatment facility has been delivered as part of the redevelopment at Kensal.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(g)</td>
<td>Comprehensive redevelopment of the site.</td>
<td>Has the site been developed in a comprehensive manner?</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(h)</td>
<td>100% of applications refused, High environmental standards in terms of construction and building materials.</td>
<td>Percentage of planning permissions refused which are not in compliance with Policy CE41.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td></td>
<td>Improve access to the canal.</td>
<td>The number of additional waterside walk, cycle ways and new access points created through development.</td>
<td>Annual</td>
<td>Aclaid development management administration system.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
</tr>
<tr>
<td>--------</td>
<td>--------</td>
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<td>--------</td>
</tr>
<tr>
<td>CA1(g)</td>
<td>New east-west road into Hammersmith and Fulham.</td>
<td>The number of new roads adopted by the Council in the Kensal Strategic Site.</td>
<td>Annual</td>
<td>Information extracted from Transportation Department datasets and RBKC Street Naming and Numbering.</td>
</tr>
<tr>
<td>CA1(g)</td>
<td>Ensure that public transport services, and access to them, are improved.</td>
<td>NI 175: Access to services and facilities by public transport, walking and cycling.</td>
<td>Annual</td>
<td>National Indicator: RBKC Performance Report.</td>
</tr>
<tr>
<td>CA1(g)</td>
<td>100% of new streets aid permeability and connect to the surrounding street network.</td>
<td>Changes in the Space Syntax map.</td>
<td>Reviewed every 5 years</td>
<td>Planning and Borough Development data.</td>
</tr>
<tr>
<td>CA1(g)</td>
<td>New linkages over the canal and railway.</td>
<td>Number of new bridges or crossings that have been established</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(h)</td>
<td>95% satisfaction with parks and open spaces in Kensal and surrounding major open spaces.</td>
<td>5108: Satisfaction with parks and open spaces.</td>
<td>Annual</td>
<td>Local Indicator: RBKC Performance Report.</td>
</tr>
<tr>
<td>CA1(h)</td>
<td>No loss of community floorspace as currently provided by Canalside House and the Boathouse Centre.</td>
<td>Amount of floorspace in community use in Canalside House and the Boathouse Centre.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(h)</td>
<td>The use of the area west of the gas holders for London-wide infrastructure needs.</td>
<td>Has the National Grid successfully delivered pan-London infrastructure requirements on site?</td>
<td>Annual</td>
<td>Information extracted from planning application information and National Grid.</td>
</tr>
<tr>
<td>CA1(l)</td>
<td>No applications granted which restrict access to the Ladbroke Grove Memorial.</td>
<td>Amount of applications granted which restrict access to the Memorial.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CA1(m)</td>
<td>A suitable setting for the designated heritage assets</td>
<td>Has development provided a suitable setting for the designated heritage assets including the Grade I Registered Park and Garden of Historic Interest?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA1(p)</td>
<td>Provide affordable housing</td>
<td>The number and type of housing proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acleid development management administration system.</td>
</tr>
<tr>
<td>CA1(r)</td>
<td>Improvements to public realm and public spaces</td>
<td>The nature of the public realm at Wormwood Scrubs, Kensal Green Cemetery and the Grand Union Canal.</td>
<td>Annual</td>
<td>Acleid development management administration system.</td>
</tr>
<tr>
<td>CA1(s)</td>
<td>Improvements to Ladbroke Grove junctions</td>
<td>The nature of the road junctions on, and surrounding the development site.</td>
<td>Annual</td>
<td>Information extracted from Transportation Department datasets.</td>
</tr>
<tr>
<td>CA1(w)</td>
<td>Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.</td>
<td>Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
</tbody>
</table>

### 38.4.2 Barby-Treverton

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA2(a)</td>
<td>The provision of up to 500 new residential units, a net increase of up to 350 units.</td>
<td>Residential units by tenure, size and total floorspace.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(b) and (g)</td>
<td>The provision of a two form entry primary school by 2018.</td>
<td>Size and capacity of new primary school.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(c) and (g)</td>
<td>The provision of a new school for special education needs by 2019.</td>
<td>Size and capacity of new school for special educational needs.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(d)</td>
<td>The provision of 700 sqm of commercial floorspace.</td>
<td>Net increase in Class A and Class B floorspace.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(e)</td>
<td>No net loss of social rented housing floorspace.</td>
<td>Social rented housing, by units, size and floorspace.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
</tr>
<tr>
<td>--------</td>
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</tr>
<tr>
<td>CA2(f)</td>
<td>Provision of a scheme which improves the legibility of the local environment. This would include a new access road and landscape and public realm improvements.</td>
<td>Nature and scale of new landscape and public realm improvements. Provision of a new access road.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(i)</td>
<td>Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.</td>
<td>Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
</tbody>
</table>

**38.54.23 Wornington Green**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA3(a)</td>
<td>Minimum of 538 affordable residential units by 2020.</td>
<td>Have sufficient affordable dwelling units been provided? Residential units by tenure, size and total floorspace.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA3(b)</td>
<td>Minimum of 150 market residential units by 2020.</td>
<td>Have sufficient market dwelling units been provided to help fund the development? Residential units by tenure, size and total floorspace.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA3(c)</td>
<td>Minimum of 9,186 sq.m of publicly accessible open space by 2020.</td>
<td>The area of replacement public open space, Has the replacement Athlone Gardens been provided?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA3(d)</td>
<td>The refurbishment or relocation of an improved community facility including the provision of the existing community and leisure facilities currently provided the Venture Centre, providing the same facilities as currently provided by 2020.</td>
<td>Has an improved community facility including the provision of the existing community and leisure facilities been provided? the Venture Centre been refurbished or relocated, providing the same or improved facilities as currently provided?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA3(e)</td>
<td>Approximately 2,000 sq.m of Class A uses (as defined by Town and Country Planning (Use Classes) Order 1987) by 2020.</td>
<td>The extent of A1 to A5 uses provided, by floorspace, proposed.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA3(f)</td>
<td>The provision of on-site renewable energy sources a CCHP to form part of a district heat and energy network by 2020.</td>
<td>The provision of on-site renewable energy sources, Has a CCHP system been provided?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA3(g)</td>
<td>The re-provision of the storage units on Munro Mews by 2020 at a similar or improved standard/quantum as that which currently exists.</td>
<td>The nature and floorspace of the, Has the storage units on Munro Mews, been re-provided?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA3(h)</td>
<td>Housing provision that meets the needs of the existing local community.</td>
<td>The nature of the newly provided housing, Is the community integrated and each tenant's housing need been taken into account?</td>
<td>Annual</td>
<td>Local housing need assessments in the area.</td>
</tr>
<tr>
<td>CA3(i)</td>
<td>The submission of a phasing scheme by 2012.</td>
<td>Has a phasing scheme been submitted?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA3(j)</td>
<td>Minimum at least 2977 sq.m of publicly accessible open space provided from the start of construction until 2020.</td>
<td>Has a The amount of publicly accessible open space that has been provided during the construction.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA3(k)</td>
<td>The reconnection of Portobello Road and Wornington Road to Ladbroke Grove.</td>
<td>Does the development connect Portobello Road and Wornington Road to Ladbroke Grove?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
</tbody>
</table>

**38.54.34 Land Adjoining Adjacent to Trellick Tower**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA4(a)</td>
<td>Provision of a minimum of 60 residential units by 2016.</td>
<td>Residential units by tenure, size and total floorspace.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>Policy CA3(b)</td>
<td>Improved social and community facilities by 2015. A suitable setting for the designated heritage assets including Grade II* listed Trellick Tower.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>政策编号</td>
<td>改善社会和社区设施，包括2015年之前完成的，适合于指定的文化遗产资产，包括列级II*的特里利克大厦。</td>
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<tr>
<td>Policy CA4(b)</td>
<td>Has development delivered improvements to the social and community facilities? Has development provided a suitable setting for the designated heritage assets including Grade II* listed Trellick Tower?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>政策编号</td>
<td>是否实施了社会和社区设施的改善？开发是否提供了适合于指定文化遗产资产的环境，包括列级II*的特里利克大厦？</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual</td>
<td>Acolaid发展管理行政系统，规划申请信息。</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policy CA3(c)</td>
<td>A restored Trellick Tower by 2015. The restoration of Trellick Tower.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>政策编号</td>
<td>2015年恢复特里利克大厦。特里利克大厦的恢复。</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual</td>
<td>英国遗产。</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Policy CA 4 (d) (c)</td>
<td>New social and community uses, including health facilities, by 2015, 2021. The net change in provision of new social and community uses provided.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>政策编号</td>
<td>新的社会和社区用途，包括健康设施，2015年，2021年。新提供的社会和社区用途的净变化。</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual</td>
<td>Acolaid发展管理行政系统。</td>
<td></td>
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</tr>
</tbody>
</table>

### 38.5.4 Kensington Leisure Centre

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy CA4: Kensington Leisure Centre</td>
<td>The provision of a new academy, with a minimum floor area of 10,000m², with its own sports facilities by 2014.</td>
<td>Has a new academy, with its own sports facilities, been provided?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td></td>
<td>The provision of a refurbished or relocated sports centre, offering equivalent facilities.</td>
<td>Has the existing sports centre been refurbished or relocated on site, offering equivalent facilities?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td></td>
<td>The provision of sufficient open space by 2014.</td>
<td>Has open space been provided on site in form of external sports pitches?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td></td>
<td>The provision of a CCHP plant to form part of the district heat network.</td>
<td>Has a CCHP plant been provided to form part of the district heat network?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td></td>
<td>Design of the external sports facilities to contribute to the visual amenity of the surrounding properties.</td>
<td>Do the external sports facilities contribute to the visual amenity of the surrounding properties?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td></td>
<td>Improve the legibility and permeability of the wider area.</td>
<td>Has a new road linking Grenfell Road and St icleer Road?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td></td>
<td>S106 financial contributions for public transport infrastructure and others in accordance with the S106 SPD.</td>
<td>Have sufficient s106 financial contributions been received?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
</tbody>
</table>

### 38.5.5 The Former Commonwealth Institute

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target: The Former Commonwealth Institute</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy CA5:</td>
<td>9,200m² of exhibition or assembly and leisure floorspace within the tent building by 2012.</td>
<td>The amount of floorspace for exhibition or assembly and leisure proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acolaid发展管理行政系统。</td>
</tr>
<tr>
<td></td>
<td>Re-use of the Commonwealth Institute as a high tech generating public institutional use by 2012.</td>
<td>The proposed use for the Commonwealth Institute building as part of planning application for the redevelopment of the wider site.</td>
<td>Annual</td>
<td>Acolaid发展管理行政系统。</td>
</tr>
<tr>
<td></td>
<td>Preserve the &quot;t'ent&quot; building for future generations.</td>
<td>Is the proposed use of the Commonwealth Institute &quot;tent building&quot; one which will secure its continued use and provide regeneration benefits for Kensington High Street?</td>
<td>Annual</td>
<td>Acolaid发展管理行政系统。</td>
</tr>
<tr>
<td></td>
<td>An active public space on the High Street Kensington frontage by 2012.</td>
<td>Has open space been provided on the site along the Kensington High Street frontage?</td>
<td>Annual</td>
<td>Acolaid发展管理行政系统。</td>
</tr>
</tbody>
</table>
38.4.5 Silchester Estates

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA5(a)</td>
<td>Depending on the outcome of the options appraisals provision of up to 1,400 residential units, a net increase of 850, by 2028.</td>
<td>Residential units by tenure, size, and total floorspace.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA5(b)</td>
<td>If whole scale redevelopment proposed, this will be carried out in the framework of a comprehensive masterplan.</td>
<td>Presence of a masterplan.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA5(c)</td>
<td>No net loss of social rented floorspace.</td>
<td>Residential units by tenure, size and total floorspace.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA5(d)</td>
<td>Improvement of the legibility of the local environment.</td>
<td>Nature of the redevelopment and of legibility of local environment.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA5(f)</td>
<td>Open space.</td>
<td>Open space provision The amount of open space proposed as part of planning application.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA5(g)</td>
<td>Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.</td>
<td>Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA5(h)</td>
<td>Provision of supporting improvement of existing community facilities.</td>
<td>Nature and provision of community facilities</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
</tbody>
</table>

38.54.76 Earl’s Court Exhibition Centre

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA6.4(a)</td>
<td>Provide 500,000 dwellings by 2020.</td>
<td>Residential units by tenure, size and total floorspace.</td>
<td>Annual</td>
<td>Acloid development management administration system.</td>
</tr>
<tr>
<td>CA6.4(b)</td>
<td>Provide 10,000 sqm (108,000 ft²) of office floor space by 2023.</td>
<td>The amount of office floorspace proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acloid development management administration system.</td>
</tr>
<tr>
<td>CA6.4(c)</td>
<td>Provide small-scale retail to serve day-to-day needs by 2023.</td>
<td>The amount of small-scale retail of a nature which serve day-to-day needs of those living, visiting and working within the site.</td>
<td>Annual</td>
<td>Acloid development management administration system.</td>
</tr>
<tr>
<td>CA6.4(d) &amp; (t)</td>
<td>Provide a significant cultural facility, of at least national identity in the Earl’s Court and West Kensington Opportunity Area by 2023.</td>
<td>The size and nature of the provision of a significant cultural facility, provided of at least national identity, proposed as part of planning application for the redevelopment of the Earl’s Court and West Kensington Opportunity Area.</td>
<td>Annual</td>
<td>Acloid development management administration system.</td>
</tr>
<tr>
<td>CA6.4(e)</td>
<td>Provide a balanced mix of uses, including hotel, leisure and social and community uses by 2023.</td>
<td>Provision of non-residential uses required to deliver a sustainable and balanced mixed use development, including hotel, leisure and social and community uses.</td>
<td>Annual</td>
<td>Acloid development management administration system.</td>
</tr>
<tr>
<td>CA6.4(g)</td>
<td>Provide on-site waste management facilities by 2023.</td>
<td>The nature of the waste facilities proposed as part of planning application for the redevelopment of the site.</td>
<td>Annual</td>
<td>Acloid development management administration system.</td>
</tr>
</tbody>
</table>
Policy Target | Monitoring Indicator(s) | Frequency | Source
---|---|---|---
**CA 8 (h)** New development is low or carbon neutral in nature meets the required Code for Sustainable Homes and BREEAM standards and the provision provides of on-site renewable energy sources a Combined Cooling, Heating and Power (CCHP) plant or similar delivered by 2028. | The proposed development is low or carbon neutral in nature and a meets the required Code for Sustainable Homes and BREEAM standards and delivers a district heat and energy source is provided. | Annual | Acoldia development management administration system.

**CA 8 (i)** Provide a new urban quarter, which is well linked with its surroundings through improved east-west connections by 2028. | Integration of the new development with its surroundings and the provision of improved east-west connections. | Annual | Acoldia development management administration system.

**CA 8 (j) and (n)** | | | |

**CA 8 (k)** A new open square fronting onto Warwick Road, with active frontages by 2028. | | Annual | Acoldia development management administration system.

**CA 8 (l)** Provide social and community facilities by 2028. | The presence of social and community facilities as part of the redevelopment of the site. | Annual | Acoldia development management administration system.

**CA 8 (m)** Provide new public open space and opportunities to create biodiversity by 2028. | The presence of new open space and measures to create biodiversity as part of the redevelopment of the site. | Annual | Acoldia development management administration system.

**CA 8 (o)** Improve tube, bus and rail access by 2028. | | | |

**CA 8 (p)** Contribute to step free access at West Brompton Station, measures to increase the capacity of the West London Line and improvements to its interchange with the Underground network particularly at Earl’s Court. | Level of contributions received | Annual | Acoldia development management administration system.

**CA 8.4(p)(q)** Improved pedestrian connectivity from and through the site and surrounding area to public transport facilities, and improved north/south cycle links by 2028. | Nature of improvements to pedestrian and north/south cycle links provided, proposed as part of planning application for the redevelopment of the site. | Annual | Acoldia development management administration system.

**CA 8.4(q) (r)** Provide affordable housing by 2020. | The number and type of housing proposed as part of planning application for the redevelopment of the site. | Annual | Acoldia development management administration system.

**CA 8.4(q) (s)** Provide education facilities or contributions by 2028. | The scale and nature of education facilities provided, proposed as part of planning application for the redevelopment of the site. | Annual | Acoldia development management administration system.

**CA 8.4(q) (u)** Provide other contributions identified in the Planning Obligations SPD and site specific SPD by 2028. Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs. | The contributions as part of planning application for the redevelopment of the site. Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs. | Annual | Acoldia development management administration system.

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### 38.54.67 Warwick Road

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy CA8 7: Warwick Road Sites</td>
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<td></td>
</tr>
<tr>
<td>CA8 7 (a)</td>
<td>Provide 1,550  1,719 dwellings by 2020.  2029</td>
<td>Residential units by tenure, size and total floorspace. The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acoldia development management administration system.</td>
</tr>
<tr>
<td>CA8(a)(i)</td>
<td>Provide 530 dwellings including 63 affordable housing units, on the Charles House site by 2015.</td>
<td>The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acoldia development management administration system.</td>
</tr>
<tr>
<td>CA6 7 (a)</td>
<td>Provide 250 dwellings including affordable housing units, on the Former Territorial Army site by 2020.</td>
<td>Residential units by tenure, size and total floorspace. The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6 7 (a)</td>
<td>Provide 1500 dwellings, including affordable housing units, on the Empress Telephone Exchange site by 2020.</td>
<td>Residential units by tenure, size and total floorspace. The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6 7 (a)</td>
<td>Provide 300-330 dwellings, including affordable housing units, on the Homebase site by 2020.</td>
<td>Residential units by tenure, size and total floorspace. The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6 7 (a)</td>
<td>Provide 250 dwellings, including affordable housing units, on the 100 / 100A West Cromwell Road site by 2020.</td>
<td>Residential units by tenure, size and total floorspace. The amount of housing proposed as part of planning application for the site.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6 (b)</td>
<td>Provide a primary school on the Charles House site by 2014.</td>
<td>Has a primary school been provided on the Charles House site?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6 7 (c)</td>
<td>Provide on-site public open space, including outdoor play space on the northern four sites.</td>
<td>Has Area of public open space on site been provided on the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6 7 (d)</td>
<td>Provide leisure, social and community uses (Class D1), provision of car parking and open amenity space on the 100 / 100A West Cromwell Road site by 2020.</td>
<td>Nature and floorspace of Have leisure, social and community uses (Class D1), together with car parking and open amenity space been provided on the site?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6 7 (e)</td>
<td>Provide non-residential uses to provide active frontages at ground floor level on the northern four sites by 2020</td>
<td>Presence of Have non-residential uses to provide created at ground floor level on the northern four sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6 7 (g)</td>
<td>Provide affordable housing by 2020.</td>
<td>Has the proposed affordable housing been provided as part of planning permission for the sites? Residential units by tenure, size and total floorspace</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(h)</td>
<td>Provide social and community facilities by 2020.</td>
<td>Have the proposed social and community facilities been provided as part of planning permissions for the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(j)</td>
<td>Provide a community sports hall by 2020.</td>
<td>Has the proposed community and sports hall been provided as part of planning permissions for the redevelopment of the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(i)</td>
<td>Provide health facilities by 2020.</td>
<td>Have the proposed health facilities been provided as part of planning permissions for the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6(k)</td>
<td>Provide crèche and education facilities by 2020.</td>
<td>Have the proposed crèche and education facilities been provided as part of planning permissions for the sites?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA6 7 (h)</td>
<td>Provide landscape improvements to 100/100A West Cromwell Road by 2020.</td>
<td>Nature of Have the proposed landscape improvements been delivered as part of planning permissions for the 100 West Cromwell Road site?</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>
CA8 7 (m) Provide streetscape improvements to Warwick Road by 2028. Nature of Have the proposed landscape improvements been delivered as part of planning permissions for the 100 West Cromwell Road site? Annual Acoldia development management administration system.

CA8 7 (o) (m) Provide pedestrian and cycle improvements by 2028. Nature of Have the proposed pedestrian and cycle improvements been provided as part of planning permissions for the sites? Annual Acoldia development management administration system.

CA8 7 (o) (n) Provide floorspace for Safer Neighbourhoods unit by 2028. Presence of Has the proposed floorspace for Safer Neighbourhoods unit been provided as part of planning permissions for the sites? Annual Acoldia development management administration system.

CA8 7 (p) (o) Provide a contribution to facilitate the return of the Earl's Court one-way system to two-way working by 2020. Has the Nature and amount of financial contribution been received to facilitate the return of the Earl's Court one-way system to two-way working? Annual Acoldia development management administration system.

CA8(q)-(p) Provide other contributions identified in the Planning Obligations SPD and site specific SPDs. Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs. Have the proposed contributions been received as part of planning application for the redevelopment of the sites? Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs. Annual Acoldia development management administration system.

38.4.8 Warwick Road Estate

Policy Target Monitoring Indicator(s) Frequency Source

Policy CA8: Warwick Road Estate

CA8(a) Depending on the outcome of the options appraisal provide 350 residential units (a net addition of 230 units) by 2023. The number of residential units provided as part of the redevelopment of the site. Annual Acoldia development management administration system.

CA8(b) Depending on the outcome of the options appraisal provide 1,800 sqm of Class B1 office space by 2023. The amount of Class B1 office floorspace provided on the site. Annual Acoldia development management administration system.

CA8(c) Depending on the outcome of the options appraisal provide A class uses in the ground floor to provide active frontage by 2023. The amount and location of Class A uses at the ground floor of the site. Annual Acoldia development management administration system.

CA8(c) and (d) Provide a service depot and ancillary offices The retention of the service depot and the ancillary office floorspace on the site. Annual Acoldia development management administration system.

CA8(e) No loss of social rented accommodation Quantum of social rented housing provided on the site, measure both in terms of units and floorspace. Annual Acoldia development management administration system.

CA8(f) Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs. Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs. Annual Planning application information

CA8(bg) No loss in the quality of the floorspace of existing children’s nursery (Class D1) The class D1 floorspace, in the form of a children’s nursery, provided on the site. Annual Acoldia development management administration system.

38.4.9 Lots Road Power Station

Policy Target Monitoring Indicator(s) Frequency Source

Policy CA9: Lots Road Power Station

CA9(a), (b) and (c) Provide 2,000 sq m of A class retail floorspace. Flexible uses incorporating shops (A1), professional services (A2) or food and drink (A3): 1,029 sq m Quantum and nature of class A floorspace. Annual Acoldia development management administration system.

CA9(b) Flexible uses incorporating shops (A1), professional services (A2), business (B1) or assembly and leisure (D2): 364 sq m Quantum and nature of Flexible A, B1 or D2 class floorspace. Annual Acoldia development management administration system.

CA9(c) Business (B1): 3,499 sq m Quantum of B1 Floorspace Annual Acoldia development management administration system.

CA9(d) and (e) Provide 120 sq m of non-residential, (Class D1) floorspace. Flexible uses incorporating non-residential uses (D1) or assembly and leisure (D2): 1,653 sq m Quantum and nature of class D1 or D2 floorspace. Annual Acoldia development management administration system.
### 38.4.10 Site at Lots Road

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CA10</strong> Site at Lots Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CA10(a)</td>
<td>Provision of at least 120 residential units</td>
<td>Residential units by tenure, size and total floorspace.</td>
<td>Annual</td>
<td>Adial development management administration system.</td>
</tr>
<tr>
<td>CA10(b), (d)</td>
<td>Provide 4000 sq m of commercial floorspace</td>
<td>Quantum and nature of class A and B floorspace.</td>
<td>Annual</td>
<td>Adial development management administration system.</td>
</tr>
<tr>
<td>CA10(c)</td>
<td>Provision of active street frontages to Lots Road</td>
<td>The presence of an active street frontage on Lots Road</td>
<td>Annual</td>
<td>Adial development management administration system.</td>
</tr>
<tr>
<td>CA10(d(e), (d))</td>
<td>Development which positively contributes to the character and appearance of the area and the surrounding buildings and respects the setting of the Lots Village Conservation Area; Development that respects the setting of the Lots Village Conservation Area;</td>
<td>The nature of the development and its impact upon the character and appearance of the surrounding area and the setting of the Lots Village Conservation Area.</td>
<td>Annual</td>
<td>Adial development management administration system.</td>
</tr>
<tr>
<td>CA10(e)</td>
<td>Development of a scale and density that is appropriate to its surroundings;</td>
<td>The nature of the development and how well it sits within the existing townscape.</td>
<td>Annual</td>
<td>Adial development management administration system.</td>
</tr>
<tr>
<td>CA10(f)</td>
<td>Protection of the auction house use</td>
<td>Quantum and quality of A1 Auction house use.</td>
<td>Annual</td>
<td>Forthcoming planning applications and Adial development management administration system.</td>
</tr>
</tbody>
</table>
38.4.11 Harrington Road

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
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<tbody>
<tr>
<td>Policy CA11 Harrington Road</td>
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<tr>
<td>CA11(a)</td>
<td>Provision of at least 50 residential units by 2028.</td>
<td>The number of residential units provided as part of the redevelopment of the site.</td>
<td>Annual</td>
<td>A-council development management administration system.</td>
</tr>
<tr>
<td>CA11(b)</td>
<td>Provision of active street frontages to Harrington Road and Queen’s Gate.</td>
<td>The presence of an active street frontage on Harrington Road and Queen’s Gate.</td>
<td>Annual</td>
<td>A-council development management administration system.</td>
</tr>
<tr>
<td>CA11(c), (d), and (e)</td>
<td>A development which positively contributes to the character and appearance of the area and the surrounding buildings.</td>
<td>The nature of the development and its impact upon the character and appearance of the surrounding area.</td>
<td>Annual</td>
<td>A-council development management administration system.</td>
</tr>
<tr>
<td>CA11(d)</td>
<td>Development that positively contributes to the character and appearance of the Queen’s Gate Conservation Area.</td>
<td>The nature of the development and its impact upon the character and appearance of the surrounding area.</td>
<td>Annual</td>
<td>A-council development management administration system.</td>
</tr>
<tr>
<td>CA11(e)</td>
<td>Development of a scale and density that is appropriate to its surroundings;</td>
<td>The nature of the development and how well it sits within the existing townscape.</td>
<td>Annual</td>
<td>A-council development management administration system.</td>
</tr>
<tr>
<td>CA11(f)</td>
<td>Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.</td>
<td>Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.</td>
<td>Annual</td>
<td>A-council development management administration system.</td>
</tr>
</tbody>
</table>

38.4.12 Chelsea Farmer’s Market

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
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<tbody>
<tr>
<td>Policy CA12 Chelsea Farmers’ Market</td>
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<tr>
<td>CA12(a)</td>
<td>Provision of at least 50 residential units by 2028.</td>
<td>The number of residential units provided as part of the redevelopment of the site.</td>
<td>Annual</td>
<td>A-council development management administration system.</td>
</tr>
<tr>
<td>CA12(b)</td>
<td>Provision retail units fronting Sydney Street by 2028.</td>
<td>The presence of retail units fronting Sydney Street.</td>
<td>Annual</td>
<td>A-council development management administration system.</td>
</tr>
<tr>
<td>CA12(c), (d), and (e)</td>
<td>Creation of a new public square by 2028.</td>
<td>The presence of a new public square.</td>
<td>Annual</td>
<td>A-council development management administration system.</td>
</tr>
<tr>
<td>CA12(d) and (e)</td>
<td>Residential-led mixed use development;</td>
<td>The mix of uses that are given planning consent.</td>
<td>Annual</td>
<td>A-council development management administration system.</td>
</tr>
<tr>
<td>CA11(f)</td>
<td>Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.</td>
<td>Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.</td>
<td>Annual</td>
<td>A-council development management administration system.</td>
</tr>
</tbody>
</table>

38.65 Monitoring Strategic Objectives Policies

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
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<tbody>
<tr>
<td>Policy CK1: Social and Community Uses</td>
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<tr>
<td>CK1(a)</td>
<td>Full occupation of new Academy in North Kensington by 2018.</td>
<td>Provision of a new Academy school in North Kensington and enrolment and pupil registration of the Academy.</td>
<td>Annual</td>
<td>Information extracted from planning application information and school admissions data.</td>
</tr>
<tr>
<td>CK1(b)</td>
<td>Current percentage of access to facilities as detailed in the Walkable Neighbourhoods evidence base report is not diminished and expanded upon where appropriate.</td>
<td>Percentage of social and community facilities increases or decreases.</td>
<td>Annual</td>
<td>Information extracted from planning application information and GIS datasets.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
<td>CK1 (c)</td>
<td>No overall loss of facilities across the Borough.</td>
<td>Changes of use from social and community uses to other uses if results in a decrease.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CK1 (d)</td>
<td>Increase the existing land bank of social and community uses.</td>
<td>Changes of use to social and community use from other uses if results in an increase.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CK2: Local Shopping Facilities</td>
<td>Protect local shopping facilities and individual shops through the provision of new facilities in areas of deficiency to ensure that 77% or more of the Borough is within 5 minutes (400m) walk of these facilities, and improved.</td>
<td>Number of local convenience retail units created and to ensure that 77% of the Borough or more is within a 400m walk of facilities.</td>
<td>Annual</td>
<td>Information extracted from shopfront survey.</td>
</tr>
<tr>
<td>CK3: Walkable Neighbourhoods and Neighbourhood Facilities</td>
<td>Improve upon existing percentages as detailed in the Walkable Neighbourhoods base report.</td>
<td>Percentage of the area of the Borough which is deficient in social and community uses as defined in Keeping Life Local.</td>
<td>Annual</td>
<td>Information extracted from planning application information and GIS datasets</td>
</tr>
<tr>
<td>CK3</td>
<td>Seek increase in provision of both local authority and non-local authority educational establishments.</td>
<td>Number of educational establishments.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CK3</td>
<td>To ensure transport services and access to them is improved, particularly in areas where services are currently less good and to ensure that new development is located in areas where public transport accessibility is good.</td>
<td>Access to services and facilities by transport, walking and cycling.</td>
<td>Annual</td>
<td>National indicator 175.</td>
</tr>
<tr>
<td>CK3</td>
<td>85% of the Borough's area within an 800 metre walk of GP surgery.</td>
<td>Percentage of the area of the Borough within an 800 metre walk of a GP Surgery.</td>
<td>Annual</td>
<td>Information extracted from GIS datasets.</td>
</tr>
</tbody>
</table>
| Policy CF1: Location of new shop uses | 100% located in town centres or meeting the requirements of the sequential test.  
Location of new shop floorspace | Location of new shop floorspace                                                                                                                                                                                  | Annual    | Information extracted from approved planning applications that have been built.                                                                                                                                  |
| CF1(a)  | 100% located within existing higher order town centres or identified adjoining sites.                                                                                                                                 | Location of new retail development with a floor area of 400m² (4,300 ft²), (gross external) or more.                                                                                                           | Annual    | Information extracted from approved planning applications that have been built.                                                                                                                                  |
| CF1(b)  | New shops of less than 400m² (4,300 ft²) provided in all areas of retail deficiency as shown on the plan within Chapter 30 (Keeping Life Local) by 2028.                                                              | Progress with development of new shops of less than 400m² (4,300 ft²) in areas of retail deficiency – floorspace number of new units created.                                                                  | Annual    | Information extracted from planning applications/ approved applications that have been built.                                                                                                                   |
| CF1(d)  | Latimer production of a planning framework and masterplan (Area Action Plan) by 2012.  
Latimer: 1,000 sq m of additional retail floorspace to be occupied.  
Kensal: New neighbourhood centre by the end of the plan period. (Supplementary Planning Document: Phase 1 complete by 2020/2021; Phase 2 by 2023). | Progress in the establishment of new centres in Latimer and Kensal.                                                                                                                                               | Annual    | Information extracted from planning applications/ approved applications that have been built.                                                                                                                   |
| CF1(e)  | 100% meet the criteria set out in policy section (e).                                                                                                                                                              | Any approved applications which do not comply with policy CF1 parts (a) to (d).                                                                                                                                    | Annual    | Information extracted from approved planning applications that have been built.                                                                                                                                  |
| Policy CF2 - Retail Development in Town Centres | 100% reflecting the position of the centre in the retail hierarchy and assisting in the implementation of the vision for that centre (as set out in chapters 4-18). | Scale and nature of approved development.                                                                                                                                                                         | Annual    | Information extracted from approved planning applications that have been built.                                                                                                                                  |
| CF2(a)  | (i)100% of approved development having a range of unit sizes,  
(ii) No amalgamation of units permitted.                                                                                                                                                                         | (i) Range of shop unit sizes  
(ii) Amalgamation of units.                                                                                                                                                                                                 | Annual    | Information extracted from approved planning applications built.    |
<p>| CF2(b)  |                                                                 |                                                                                                                                                                                                                   |           |                                                                      |</p>
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<tr>
<th>Policy</th>
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<tbody>
<tr>
<td><strong>CF3(c)</strong></td>
<td>100% of applications which include a net increase in 1,000m² floorspace, which provided either an affordable shop, or a financial contribution to retail diversity, where this was viable.</td>
<td>Provision of affordable shops.</td>
<td>Annual</td>
<td>Information extracted from approved planning applications that have been built.</td>
</tr>
<tr>
<td><strong>Policy CF3 - Diversity of uses within town centres</strong></td>
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<tr>
<td><strong>CF3(a)</strong></td>
<td>(i) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria. (ii) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria. (iii) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria. Planning permission may not be required for many of these changes of use.</td>
<td>Number of shops and shop uses within primary retail frontages of: (i) Knightsbridge, King’s Road (east and west), Fulham Road, Brompton Cross, Earl’s Court Road, South Kensington and Kensington High Street unless the change is to another town centre use and where 80% of the ground floor units in the relevant street frontage will remain in an A1 (shop) use and the non shop use is not adjacent to another non-A1 use. (ii) Notting Hill Gate as above, but not permitting change of use to an estate agent, bureau de change (A2), or hot food takeaway (A5). (iii) Portobello Special District Centre – all shop uses protected.</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
<tr>
<td><strong>CF3(b)</strong></td>
<td>(i) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria. (ii) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria.</td>
<td>Number of shops and shop uses at ground floor level within the secondary frontages of: (i) Knightsbridge, King’s Road (east and west), Fulham Road, Brompton Cross, Earl’s Court Road, South Kensington and Kensington High Street unless the change is to another town centre use and where 50% of the ground floor units in the relevant street frontage will remain in an A1 (shop) use and there are no more than three non-A1 uses in a row. (ii) Notting Hill Gate as above, but not permitting change of use to an estate agent, bureau de change (A2), or hot food takeaway (A5).</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
<tr>
<td><strong>CF3(c)</strong></td>
<td>100% of approved applications (including appealed decisions) meeting the criteria.</td>
<td>Number of applications refused for the loss of retail to a non-A3 use.</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
<tr>
<td><strong>CF3(d)(e)(g)</strong></td>
<td>100% of approved applications (including appealed decisions) meeting the criteria.</td>
<td>Number of applications refused for loss of retail uses above or below ground floor level within town centres where the applicant could not successfully demonstrate that their loss will not adversely affect the essential shopping character and function of the centre.</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
<tr>
<td><strong>CF3(d)(e)(d)</strong></td>
<td>100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria.</td>
<td>Number of applications refused for loss of retail uses within neighbourhood centres where the proposal was not for a change to a social or community use, and where 66% of the relevant street frontage remains in A1 use.</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
<tr>
<td><strong>Policy CF4 - Street Markets</strong></td>
<td><strong>CF4(a)</strong></td>
<td>No loss of street markets in the borough.</td>
<td>Number of all the borough’s street markets.</td>
<td>Annual</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
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<tr>
<td>CF4(b)</td>
<td>New or expanded markets meeting the criteria.</td>
<td>Number of new or expansion of existing street markets where this fits with the broader retail strategy and strategic objectives for the town centres they would be located in or adjacent to.</td>
<td>Annual</td>
<td>The number of markets being managed through the Markets Office.</td>
</tr>
<tr>
<td>CF4(c)</td>
<td>No loss of storage lockups for street traders.</td>
<td>Number of existing storage lockups for street traders, or their equivalent re provision.</td>
<td>Annual</td>
<td>Information extracted from applications of change of use that have been implemented.</td>
</tr>
<tr>
<td><strong>Policy CF5 - Location of business uses</strong></td>
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<tr>
<td>Offices</td>
<td></td>
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<tr>
<td>CF5(a)</td>
<td>(i) 100% of approved applications (including appealed decisions) meeting the criteria. (ii) 100% of approved applications (including appealed decisions) meeting the criteria.</td>
<td>Number of applications (and floorspace) refused consisting of the loss of very small and small offices; medium sized offices within Employment Zones, High Order Town Centres and other accessible areas and primary commercial areas; large offices in Higher Order Town Centres and other accessible except where: (i) the office is in an employment zone and being replaced by a light industrial user, workshop or other use which directly supports the character and function of the zone; (ii) the office is within a town centre and is being replaced by a shop or shop floor space.</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
<tr>
<td>CF5(b)</td>
<td>A net increase in the number of very small, small and medium sized offices (up to 100 m² or less) in the borough.</td>
<td>Number of applications granted and implemented for very small, small and medium offices permitted anywhere in the borough save from ground floor level of town centres.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(c)</td>
<td>A net increase in the number of small, medium and large offices, located in line with the criteria detailed in the policy.</td>
<td>Number of applications (and floorspace) granted and implemented for small offices permitted anywhere in the borough, medium offices in town centres, in other accessible areas, in Employment Zones and in commercial areas, large offices in higher order centres and other accessible areas, or elsewhere when in accordance with the requirements of the sequential test and where not having a detrimental impact upon traffic generation in the area, except where the proposal results in shared communal residential business access, the net loss of any residential units of floorspace, or harms the retail function of a centre.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(d)</td>
<td>A net increase in the number of business centres meeting the policy criteria.</td>
<td>Number of applications granted and implemented for business centres at upper floor levels of higher order town centres, within accessible areas and within Employment Zones.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(e/d)</td>
<td>Each development over 100m² to have a range of unit sizes.</td>
<td>Number of applications granted and implemented which include provision of new business floor space over 100m² to be flexible, capable of accommodating a range of unit sizes.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td><strong>Light industrial</strong></td>
<td></td>
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<tr>
<td>CF5(e)</td>
<td>No loss of light industrial floorspace and warehousing to a non B class use.</td>
<td>Net loss of industrial and warehousing floorspace to a non B class use applied for throughout the borough.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
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<tr>
<td>CF5(f)</td>
<td>No loss of vehicle repair garages within the Borough</td>
<td>Number of planning permissions granted involving the loss of a vehicle repair garage.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(g)</td>
<td>100% of approved applications (including appealed decisions) meeting the criteria.</td>
<td>Percentage of new light industrial floorspace located within Employment Zones, predominantly commercial mews and other areas where amenity is not harmed.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(h)</td>
<td>An increase in the number of premises of a size suitable for the creative and cultural businesses. (Very small, small and medium units).</td>
<td>Percentage of applications for light industrial floorspace granted and implemented which included a mix of unit sizes suitable for the creative and cultural businesses, as appropriate.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>Employment Zones</td>
<td></td>
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</tr>
<tr>
<td>CF5(i)</td>
<td>No net loss in the number of light industrial uses, workshops, small and medium offices and business centres in Employment Zones.</td>
<td>Light industrial, workshops, small and medium offices and business centre floorspace by employment zone.</td>
<td>Every five years</td>
<td>Employment Land and Premises Study.</td>
</tr>
<tr>
<td>CF5(j)</td>
<td>No net loss of business floorspace in Employment Zones unless to a uses which supports the character and function of the zone, unless made up entirely of very small, small or medium units</td>
<td>Loss of business floorspace of uses which directly support the function and character of the zone.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(k)</td>
<td>No large scale office development in Employment Zones, unless made up entirely made up of very small, small or medium units.</td>
<td>Applications granted for large scale office development in Employment Zones where these were not made up entirely of very small, small or medium units.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(l)</td>
<td>In increase in A class and other town centre uses within the Employment Zone which help support the function and character of the zone</td>
<td>Applications (and floorspace) for A class and other town centre uses within the Employment Zone which help support the function and character of the zone</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(m)</td>
<td>No Residential development will only be granted in Employment Zones when shown to be necessary to support a significant uplift in both the quantity and quality of the business uses on the site.</td>
<td>Applications granted when shown to be necessary to support a significant uplift in both the quantity and quality of the business uses on the site for residential uses including student housing or any form of living accommodation within Employment Zones.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(n)</td>
<td>A net increase in the number of small businesses and workshops in Employment Zones</td>
<td>Applications granted within Employment Zones which include small businesses and workshop premises.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>Policy CF6 - Creative and Cultural Businesses</td>
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<tr>
<td>CF6</td>
<td>An increase in the number of premises of a size suitable for the creative and cultural businesses. (Very small, small and medium units).</td>
<td>Promote and protect the workspaces needed to support the creative and cultural industries across the borough.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>Policy CF7 - Arts and Culture Uses</td>
<td></td>
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</tr>
<tr>
<td>CF7(a)</td>
<td>No loss of arts and cultural uses in the borough.</td>
<td>Applications granted for net loss of arts and cultural uses.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF7(b)</td>
<td>Arts and cultural development that generates large numbers of visitors in locations with as PTAL of 4 or more unless criteria met.</td>
<td>Applications granted for larger scale new arts and cultural uses of expansion of these uses in areas that have a PTAL of 4 or above, unless this will be achieved during the lifetime of the plan.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
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<tr>
<td>CF7(c)</td>
<td>Any enabling development approved for the provision of arts or cultural uses.</td>
<td>Applications granted for enabling development on land or buildings where the current of last use was arts and cultural uses in order to provide alternative arts and cultural uses on site or improve arts and cultural uses elsewhere in the borough.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>Policy CF9 - Hotels</td>
<td></td>
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</tr>
<tr>
<td>CF8(a)</td>
<td>No loss of hotels or bed spaces unless in Earl’s Court ward.</td>
<td>Applications granted for loss of hotels or hotel bed spaces by ward.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF8(b)</td>
<td>No new hotels located outside, or immediately adjacent to, the borough’s higher order town centres.</td>
<td>Applications granted for new hotels by area.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF8(c)</td>
<td>An increase in the quality and/or quantity of the facilities of existing hotels in the borough.</td>
<td>An assessment of hotel quality.</td>
<td>Five year</td>
<td>RBKC Hotel Survey</td>
</tr>
<tr>
<td>Policy CF9 – Temporary Sleeping Accommodation</td>
<td></td>
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<tr>
<td>CF9</td>
<td>Protect all permanent residential accommodation from changes of use to short term lets.</td>
<td>Number of residential units lost to short term lets.</td>
<td>Annual</td>
<td>Authority’s Monitoring Report</td>
</tr>
<tr>
<td>Policy CF10 – Diplomatic and Allied Uses</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>CF10</td>
<td>Resist the creation of any new diplomatic uses within the defined “unsuitable” areas.</td>
<td>Number of new embassies created within “unsuitable area”. Number of applications granted when additional floorspace is created for embassy uses within “unsuitable area”.</td>
<td>Annual</td>
<td>Authority’s Monitoring Report</td>
</tr>
<tr>
<td>Policy CF11 – South Kensington Strategic Cultural Area</td>
<td></td>
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<tr>
<td>CF11</td>
<td>An increase in visitors to principal cultural uses in the South Kensington Strategic Cultural Area.</td>
<td>Number of visitors to main arts and cultural uses in the South Kensington Strategic Cultural Area.</td>
<td>Annual</td>
<td>Visit London Annual Visitor Survey</td>
</tr>
<tr>
<td>Policy CT1 - Improving alternatives to car use</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>CT1(a)</td>
<td>To locate high trip generating development in areas of the borough where public transport accessibility is good and where there is sufficient capacity.</td>
<td>PTAL at sites of high trip generating development granted PP.</td>
<td>Annual</td>
<td>Department of Planning and Borough Development</td>
</tr>
<tr>
<td>CT1(b) &amp; (c)</td>
<td>Ensure that development will not result in any material increase in traffic congestion or on-street parking pressure and that all new additional residential development be permit-free.</td>
<td>Proportion of residential permissions granted with permit-free.</td>
<td>Annual</td>
<td>Department of Planning and Borough Development</td>
</tr>
<tr>
<td>CT1(d) &amp; (e)</td>
<td>Ensure that car parking provided in new residential development to be at or below the adopted car parking standards; ensure that parking in non-residential development is for essential need only.</td>
<td>Level of car parking provided in new residential and commercial development.</td>
<td>Annual</td>
<td>Department of Planning and Borough Development</td>
</tr>
<tr>
<td>CT1(f)</td>
<td>Secure improvements to the walking and cycling environment and cycle parking, showering and changing facilities in new development.</td>
<td>Access to services and facilities by public transport, walking and cycling (NI175).</td>
<td>Annual</td>
<td>Department of Transportation and Highways</td>
</tr>
<tr>
<td>CT1(g)</td>
<td>Ensure that new development incorporates measures to improve road safety, and in particular the safety of pedestrians, cyclists and motorcyclists.</td>
<td>Use of policy and achievement of its aims.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
<tr>
<td>CT1(h)</td>
<td>Secure Travel Plans for larger scale development.</td>
<td>Number of Travel Plans secured (LIS106a and LIS106b for School Travel Plans).</td>
<td>Annual</td>
<td>Department of Transportation and Highways</td>
</tr>
<tr>
<td>CT1(i)</td>
<td>Ensure that public transport services, and access to them, are improved. North-south us links and areas that currently have lower levels of accessibility will be our priorities.</td>
<td>Access to services and facilities by public transport, walking and cycling (NI175).</td>
<td>Annual</td>
<td>Department of Transportation and Highways</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
<td>CT1(k)</td>
<td>Ensure that step-free access is delivered at all underground and rail stations by 2028.</td>
<td>Number of stations with step-free access.</td>
<td>Annual</td>
<td>Department of Transportation and Highways</td>
</tr>
<tr>
<td>CT1(l)</td>
<td>Resist new public car parks.</td>
<td>Use of policy and achievement of its aims.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
<tr>
<td>CT1(m)</td>
<td>Ensure that where new on-street parking is created as a result of regeneration schemes it is managed so that parking demand is controlled and the need for off-street parking is minimised.</td>
<td>Level of car parking provided in new development.</td>
<td>Annual</td>
<td>Department of Planning and Borough Development</td>
</tr>
<tr>
<td>CT1(p)</td>
<td>Ensure that new development adjacent to the River Thames on Grand Union Canal improves public transport and freight on the water and walking and cycling alongside it.</td>
<td>Use of policy and achievement of its aims.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
<tr>
<td>CT1(q)</td>
<td>Improve the streets within the Earl's Court one-way system</td>
<td>Improvements to the Earl's Court one-way system secured from high trip generating development in the area.</td>
<td>Annual</td>
<td>Department of Planning and Borough Development</td>
</tr>
<tr>
<td>CT1(r)</td>
<td>Protect existing footways and footpaths.</td>
<td>Use of policy and achievement of its aims.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
<tr>
<td><strong>Policy CT2 - New and enhanced rail infrastructure</strong></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>CT2(a)</td>
<td>Establish an Elizabeth Line Crossrail station at Kensal</td>
<td>The provision of an Elizabeth Line Crossrail station at Kensal.</td>
<td>Annual</td>
<td>Crossrail</td>
</tr>
<tr>
<td>CT2(b)</td>
<td>The creation of a new station on the West London line and North Pole Road at Westway Circus</td>
<td>The provision of a new station at North Pole Road-Westway Circus</td>
<td>Annual</td>
<td>TfL</td>
</tr>
<tr>
<td>CT2(c)</td>
<td>Protect the safeguarded route for the Chelsea-Hackney line Crossrail 2</td>
<td>Safeguarded route protected, including for new station on King's Road.</td>
<td>Annual</td>
<td>TfL</td>
</tr>
<tr>
<td>CT2(d)</td>
<td>Promote a station further west, potentially at Imperial Wharf, as part of the Chelsea-Hackney line.</td>
<td>The agreement to provide a station on the Chelsea-Hackney line and Imperial Wharf.</td>
<td>Annual</td>
<td>TfL</td>
</tr>
<tr>
<td>CT2(e)</td>
<td>Improvements to the accessibility of West Brompton Station; measures to increase the capacity of the West London line and improvements to its interchange with the underground network.</td>
<td>Improvements to West London line, including and West Brompton and improved interchange.</td>
<td>Annual</td>
<td>TfL</td>
</tr>
<tr>
<td><strong>CR1 - Street Network</strong></td>
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</tr>
<tr>
<td>CR1(a)</td>
<td>To establish traditional street patterns within regeneration and large scale development schemes which are permitted within the plan period.</td>
<td>The number of new roads adopted by the Council.</td>
<td>Annual</td>
<td>RBKC Street Naming and Numbering National Indicator: RBKC Performance Report.</td>
</tr>
<tr>
<td>CR1(b)</td>
<td>To improve connectivity within the Borough.</td>
<td>Changes in the Space Syntax map.</td>
<td>Reviewed every 5 years</td>
<td>Planning and Borough Development</td>
</tr>
<tr>
<td>CR1(c)</td>
<td>To improve accessibility of the street network within the Borough.</td>
<td>The number of street improvement schemes completed.</td>
<td>Annual</td>
<td>Statistical analysis of Local Implementation Plan.</td>
</tr>
<tr>
<td>CR1(d)</td>
<td>That 100% of all new streets are built to adoptable standards.</td>
<td>The number of new streets adopted and the number of new streets yet to be adopted.</td>
<td>Annual</td>
<td>RBKC Street Naming and Numbering</td>
</tr>
<tr>
<td>CR1(e)</td>
<td>That no new gated developments are created within the plan period.</td>
<td>The number of applications approved for gated development.</td>
<td>Annual</td>
<td>Acoldaid development control administration system.</td>
</tr>
<tr>
<td>CR1(f)</td>
<td>That there are no reductions in the number of existing rights of way within the plan period.</td>
<td>Use of policy and achievement of its aims.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
<tr>
<td><strong>Policy CR2 - Three-Dimensional Street Form</strong></td>
<td></td>
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<tr>
<td>CR2(a)</td>
<td>To establish traditional high quality street character and street form in all new or proposed streets within the plan period.</td>
<td>The number of new roads adopted by the Council.</td>
<td>Annual</td>
<td>Statistical analysis of road adoption records.</td>
</tr>
<tr>
<td>CR2(b)</td>
<td>To establish traditional high quality street character and street form in all new or proposed streets within the plan period.</td>
<td>Building height and street width.</td>
<td>Annual</td>
<td>Statistical analysis of road adoption records.</td>
</tr>
<tr>
<td>CR2(c)</td>
<td>To establish traditional high quality street character and street form as a result of new development within the plan period.</td>
<td>The percentage of appeals where CR2(c) was a reason for refusal.</td>
<td>Annual</td>
<td>Acoldaid development control administration system.</td>
</tr>
<tr>
<td>CR2(d)</td>
<td>To establish active street frontages and natural surveillance on all streets.</td>
<td>The percentage of appeals where CR2(d) was a reason for refusal.</td>
<td>Annual</td>
<td>Acoldaid development control administration system.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
<td>CR2(e)</td>
<td>To establish well defined open spaces within the Borough.</td>
<td>The percentage of permissions incorporating open space where CR2(e) was the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development control administration system.</td>
</tr>
<tr>
<td><strong>Policy CR3 - Street and Outdoor Life</strong></td>
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<tr>
<td>CR3(a) &amp; (b)</td>
<td>To provide successful and safe street markets throughout the plan period.</td>
<td>The number of new market stalls and number of vacant market stalls.</td>
<td>Annual</td>
<td>RBKC Street Trading Statistics</td>
</tr>
<tr>
<td>CR3(c)</td>
<td>To provide pedestrian friendly outdoor environments within the borough.</td>
<td>The number of street improvement schemes carried out.</td>
<td>Annual</td>
<td>Statistical analysis of Local Implementation Plan.</td>
</tr>
<tr>
<td>CR3(d)</td>
<td>To provide opportunities for outdoor life in the borough within the plan period.</td>
<td>The number of pavement cafes given planning permission.</td>
<td>Annual</td>
<td>Acolaid development control administration system.</td>
</tr>
<tr>
<td>CR3(e) &amp; (f)</td>
<td>To provide successful and well-managed special events in the borough.</td>
<td>The number of special events given planning permission.</td>
<td>Annual</td>
<td>Acolaid development control administration system.</td>
</tr>
<tr>
<td><strong>Policy CR4 - Streetscape</strong></td>
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<tr>
<td>CR4(a)</td>
<td>To ensure repaving secured by way of development is York stone, to ensure high standards of environmental cleanliness and to continue to remove non-essential street furniture by 2028.</td>
<td>Section 106 agreements secured that include York stone paving. Percentage of appeals where CR4 was a reason for refusal. N195a (Improved street and environmental cleanliness: levels of litter). N195b (Improved street and environmental cleanliness: levels of litter). N195c (Improved street and environmental cleanliness: levels of litter).</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CR4(b), (c) &amp; (d)</td>
<td>To provide attractive and pedestrian friendly streets within the borough.</td>
<td>Number of environmental improvements secured within S106 agreements.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
<tr>
<td>CR4(e) &amp; (f)</td>
<td>To maintain appearance of the streetscape through resisting all inappropriate advertisement.</td>
<td>The proportion of appeals upheld where CR4(e) or (f) is the reason for refusal. The number of appeals where CR4(e) or (f) is the reason for refusal. Number of enforcement investigations resulted in removal of unauthorised advertising and street furniture. Number of incidents of removal of unauthorised street furniture on the highway.</td>
<td>Annual</td>
<td>Acolaid development management administration system. Council’s Highways Enforcement team.</td>
</tr>
<tr>
<td>CR4(g)</td>
<td>To maintain high quality streetscapes and front gardens.</td>
<td>The percentage of applications for crossovers and forecourts that were refused stating CR4(g) as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CR4(h)</td>
<td>To increase the amount of public art in the borough over the plan period.</td>
<td>The number of new public art features created though development.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td><strong>Policy CR5 - Parks, Gardens, Open Spaces and Waterways</strong></td>
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<tr>
<td>CR5(a), (b)&amp;(d)</td>
<td>To improve the quality of the borough’s parks, gardens, open spaces and waterways within the plan period.</td>
<td>The amount of completed new public open space created. Number of parks and open spaces with an adopted Management Plan.</td>
<td>Annual</td>
<td>Acolaid development management administration system. Monitoring from RBKC Parks and Leisure Department</td>
</tr>
<tr>
<td>CR5(c)</td>
<td>To protect the borough’s existing high quality garden squares.</td>
<td>Proportion of appeals dismissed where CR5(c) is cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CR5(e)</td>
<td>To deliver on site external play space.</td>
<td>Proportion of appeals dis- missed where CR5 (e) is cited as the reason for refusal. Number of proposals which include the provision of external play space. Proportion of major residential developments which include the provision of external play space.</td>
<td>Annual</td>
<td>Acolaid development management administration system. S106 and CIL monitoring.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
<td>CR5(f)</td>
<td>To improve biodiversity and wildlife habitats within the borough.</td>
<td>Improvements in biodiversity in the borough.</td>
<td>Annual</td>
<td>Core Output indicator 8</td>
</tr>
<tr>
<td>CR5(g)</td>
<td>To protect the open spaces bounding the Royal Hospital.</td>
<td>The proportion of appeals dismissed where CR5(g) is cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management system.</td>
</tr>
<tr>
<td>CR5(h) &amp; (j)</td>
<td>To improve access to all waterways within the borough. Resist residential moorings on the Thames and Grand Union Canal where have a detrimental effect on character of area.</td>
<td>The number of additional waterside walks, cycle ways and new access points created through development. Has the Cremonne Wharf been maintained as a “Safeguarded Wharf”? Thames Estuary Partnership Action Plan Annual Review shows update on implementation process of Action Plan. Proportion of appeals dismissed where CR5(j) or (k) is cited as the reason for refusal. Number of new residential moorings permitted.</td>
<td>Annual</td>
<td>Acolaid development management system. Biodiversity of tidal stretch of the River Thames monitored through the Thames Tidal Thames Habitat Action Plan by the Thames Estuary Partnership Biodiversity Action Group.</td>
</tr>
<tr>
<td><strong>Policy CR6 - Trees and Landscape</strong></td>
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<tr>
<td>CR6(a), (b), (c) &amp; (h)</td>
<td>To maintain a high level of trees in the borough.</td>
<td>The number of additional Tree Preservation Orders approved. The percentage of appeals where CR6 (a), (b) or (h) was cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management system.</td>
</tr>
<tr>
<td>CR6(d), (e) &amp; (f)</td>
<td>To improve the townscape character through high quality landscaping.</td>
<td>The percentage of appeals where CR6 (d), (e) or (f) was cited as the reason for refusal.</td>
<td>Annual</td>
<td>Statistical analysis of the Arboricultural records</td>
</tr>
<tr>
<td>CR6(g)</td>
<td>To increase the number of street trees by 200 trees by 2028.</td>
<td>The number of street trees planted annually.</td>
<td>Annual</td>
<td>Statistical analysis of the Arboricultural records</td>
</tr>
<tr>
<td><strong>Policy CR7 - Servicing</strong></td>
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</tr>
<tr>
<td>CR7(a), (b) &amp; (c)</td>
<td>To only establish visually unobtrusive servicing facilities.</td>
<td>The number of planning applications for uses greater than 1,000m² with on-site servicing. Percentage of appeals where CR7 was a reason for refusal. Provision of coach management plan for suitable developments. Provision of coach drop-off and pickup facilities for new hotel development and extensions of an appropriate size. Number of planning applications resulting in the creation of new hotels, or extensions to existing hotels (with a floor area greater than 1,000 sq m) with coach facilities and a coach management plan.</td>
<td>Annual</td>
<td>Acolaid development management administration system. Authority’s Monitoring Report</td>
</tr>
<tr>
<td><strong>Policy CL1 - Context and Character</strong></td>
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</tr>
<tr>
<td>CL1(a), (b), (f), (g), (h), (i)</td>
<td>All development will be designed to respect context and character of the Royal Borough within the plan period.</td>
<td>Percentage of appeals dismissed where CL1(a), (b), (f), (g), (h) or (i) is the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CL1(c)</td>
<td>All development optimises development.</td>
<td>Percentage of appeals dismissed where CL1(c) is the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CL1(d) &amp; (e)</td>
<td>To improve the Borough’s river- side and canalside environments</td>
<td>The number of developments approved that include waterside improvements</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td><strong>Policy CL2 - Design Quality</strong></td>
<td></td>
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</tr>
<tr>
<td>CL2(a) &amp; (b)</td>
<td>All new development will be of high quality architectural and urban design.</td>
<td>The number of design awards granted. Building for Life Assessments. Core Output Indicator H6. Percentage of appeals where CL2(a) or (b) was the reasons for refusal. The number of developments that used architectural competitions to design the proposal.</td>
<td>Annual</td>
<td>Royal Borough of Kensington and Chelsea and RIBA design awards. Core Output indicators.</td>
</tr>
<tr>
<td><strong>Policy CL3 - Heritage Assets - Conservation Areas and Historic Spaces</strong></td>
<td></td>
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<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
<td>CL3(a), (b) &amp; (c)</td>
<td>To preserve or enhance the character and appearance of the Borough’s heritage assets throughout the plan period.</td>
<td>Percentage of appeals where CL3(a), (b) or (c) is the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CL3(b)</td>
<td>To ensure that uses which contribute to the character of conservation areas is protected.</td>
<td>Loss of non-residential uses within conservation areas where these uses are considered to contribute to the character of that area. Percentage of appeals dismissed where CL3(a), (b) or (c) is the reason for refusal.</td>
<td>Annually</td>
<td>Acolaid development management administration system for applications and for prior approval notifications. RBKC out of centre land use surveys.</td>
</tr>
<tr>
<td>CL3(d)</td>
<td>That 100% of all applications made within conservation areas are full planning applications. To preserve or enhance the character and appearance of the Borough’s heritage assets throughout the plan period.</td>
<td>The percentage of full planning applications within conservation areas. The number of conservation areas with Proposal Statements less than five years old. The percentage of developments granted planning permission within conservation areas.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

**Policy CL4 - Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CL4(a) &amp; (b)</td>
<td>The Borough’s heritage assets will be preserved or enhanced throughout the plan period.</td>
<td>The number of listed buildings in the borough. The number of buildings on the ‘Buildings at Risk’ register.</td>
<td>Annual</td>
<td>English Heritage Historic England Listed Buildings and Buildings at Risk registers.</td>
</tr>
<tr>
<td>CL4(c), (d), (f)</td>
<td>Preserve special architectural features of listed buildings.</td>
<td>Percentage of appeals where CL4(c) or (d) cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CL4(e)</td>
<td>Preserve or enhance the listed buildings within the Borough.</td>
<td>Percentage of appeals for the change of use of listed building where CL4(e) cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CL4(g)</td>
<td>The Borough’s archaeological assets will be preserved throughout the plan period.</td>
<td>Percentage of appeals for the change of use of listed building where CL4(g) cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

**Policy CL5 - Living Conditions**

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<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
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</thead>
<tbody>
<tr>
<td>CL5</td>
<td>To ensure that residential amenity is protected and that new housing developments include external amenity space (private open space, communal open space, balconies and roof gardens).</td>
<td>Percentage of permissions where CL5 cited as a reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

**Policy CL6 - Small-scale Alterations and Additions**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CL6(a), (b) &amp; (c)</td>
<td>To ensure that all alterations and additions maintain the existing quality and character of the Borough’s buildings.</td>
<td>Percentage of appeals where CL6 cited as a reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

**Policy CL7 – Basements**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator</th>
<th>When</th>
<th>Measured How</th>
<th>Measured by whom</th>
<th>Trigger for review</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator</td>
<td>When</td>
<td>Measured How</td>
<td>Measured by whom</td>
<td>Trigger for review</td>
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<tr>
<td>CL7 (a), (b) &amp; (c)</td>
<td>All permissions to be granted within the limits on extent set out in the policy.</td>
<td>Number of permissions for basement proposals, including a breakdown by size and type. Number of relevant applications granted over a two year period which do not comply with the limits set out in the policy. Appeals upheld on grounds of extent specified in the policy. Number of enforcement notices served relating to basement development being built not in accordance with the approved drawings.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/Crystal Reports. Appeal analysis. Acolaid enforcement monitoring system.</td>
<td>Department of Planning and Borough Development</td>
<td>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the extent of the basement is considered to be a principal issue and this was not supported by the inspector. More than 25% of relevant applications granted over a two year period which do not comply with the limits set out in the policy.</td>
</tr>
<tr>
<td>CL7 (d)</td>
<td>Basements should not cause loss, damage or long term threat to trees of townscape or amenity value.</td>
<td>Number of permissions for basement proposals which include the loss or damage to a tree of townscape or amenity value. Number of enforcement investigations relating to damage to trees during construction phase of development. Damage to trees of townscape and amenity value post construction. Number of enforcement notices served, and where challenged, quashed.</td>
<td>Annually</td>
<td>Aerial photos of before and after for basement permissions. Acolaid enforcement monitoring system. Through planning data on Acolaid/Crystal Reports. Appeal analysis.</td>
<td>Department of Planning and Borough Development</td>
<td>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the impact on trees is considered by the Council to be a principal issue but where this was not supported by the Inspector. More than 25% of relevant applications granted over a two year period which do not comply with the limits set out in the policy.</td>
</tr>
<tr>
<td>CL7 (e) &amp; (f)</td>
<td>In assessing harm to a heritage asset, the Council will apply the tests in national policy.</td>
<td>Proportion of appeals upheld on grounds of impact on the heritage asset. Number of enforcement investigations relating to damage to the fabric of listed building during construction phase of development. Number of enforcement notices served, and where challenged, quashed.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/Crystal Reports. Acolaid enforcement monitoring system.</td>
<td>Department of Planning and Borough Development</td>
<td>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the impact upon a heritage asset is considered by the council to be a principal issue but where the council's view on this matter was not supported by the Inspector.</td>
</tr>
<tr>
<td>CL7 (g) &amp; (h)</td>
<td>Improve the character or appearance of the building, garden or wider area with sensitively designed and discreetly sited external manifestations such as light wells.</td>
<td>Proportion of appeals upheld where the reason for refusal related to external manifestations of basements.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/Crystal Reports</td>
<td>Department of Planning and Borough Development</td>
<td>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the Council considered impact upon character and appearance to be a principal issue but where this was not supported by the Inspector.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator</td>
<td>When</td>
<td>Measured How</td>
<td>Measured by whom</td>
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<tr>
<td>CL7 (i)</td>
<td>Ensure that the basement does not increase the volume and flow of surface water run-off through appropriate use of SuDS.</td>
<td>Proportion of applications which include an element of basement development which have an effective SuDS. Proportion of appeals upheld in relation to the provision of SuDS.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/Crystal Reports</td>
<td>Department of Planning and Borough Development</td>
<td>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the Council consider the provision of SuDS to be principal issue but where this was not supported by the Inspector. More than 25% of relevant applications have not demonstrated the provision of an effective SuDS.</td>
</tr>
<tr>
<td>CL7 (j)</td>
<td>Require provision of 1 metre of soil.</td>
<td>Proportion of applications which include an element of basement development which have included the provision of 1 metre of soil. Proportion of appeals upheld in relation to the provision of 1m of soil.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/Crystal Reports</td>
<td>Department of Planning and Borough Development</td>
<td>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the Council considered the provision of a metre of soil to be a principal issue but where this was not supported by the inspector. More than 25% of relevant applications granted over a two year period which do not provide a metre of soil on the top of the basement beneath the garden.</td>
</tr>
<tr>
<td>CL7(k) &amp; (l)</td>
<td>Ensure that construction impacts are appropriately mitigated.</td>
<td>Enforcement cases relating to Construction Traffic Management Plans. Number of enforcement notices served, and where challenged, quashed. Complaints made to Environmental Health with regard noise and vibration. Number of s60 notices served. Percentage of appropriate large developments where the developer has entered into a voluntary s61 agreement with the Council in order to mitigate the potential impact.</td>
<td>Annually</td>
<td>Through enforcement data on Acolaid/Crystal Reports. Environmental Health noise complaints.</td>
<td>The Council – Department of Planning and Borough Development and Environmental Health</td>
<td>More than 50% of enforcement notices quashed over a two year period where the construction impacts were included by the Council as a key reason for the notice, but where this aspect was not supported by the inspector.</td>
</tr>
<tr>
<td>CL7 (m)</td>
<td>Ensure that basements are designed to minimise damage to and safeguard the structural stability of the application building, nearby buildings and other infrastructure including London underground tunnels and the highway.</td>
<td>Properties with newly created basements under imminent danger of collapse under the London Building Act.</td>
<td>Annually</td>
<td>Through Building Control Acolaid data.</td>
<td>The Council – Department of Planning and Borough Development and Building Control.</td>
<td>The Council will review the effectiveness of the policy when any building is shown to be in imminent danger of collapse.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator</td>
<td>When</td>
<td>Measured How</td>
<td>Measured by whom</td>
<td>Trigger for review</td>
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</tr>
<tr>
<td>CL7 (n)</td>
<td>Ensure that basements are protected from sewer flooding.</td>
<td>Proportion of applications which include an element of basement development which have included the provision of a suitable pumped device. Number of sewer flooding incidents reported to Thames Water. Proportion of appeals upheld where ground of appeal includes absence of provision of the suitable pumped devices.</td>
<td>Annually</td>
<td>Reported by Thames Water</td>
<td>The Council – Department of Planning and Borough Development (Flooding Officer)</td>
<td>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the protection of sewer flooding was considered by the Council to be a principal issue but where this was not supported by the Inspector. More than 25% of relevant applications granted over a two year period which do not include the provision of a suitable pumped device.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of basements built within the Borough under permitted development rights.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/Crystal Reports.</td>
<td>Department of Planning and Borough Development.</td>
<td>The Council will review the effectiveness of the policy if there is a doubling in the number of basements built under permitted development when compared to the 12 months before the adoption of CL7.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy CL8 - Existing Buildings – Roof Alterations/Additional Storeys</td>
<td>All roof alterations will respect the architectural style and character of the building. All roof alterations will have a positive impact on the Borough's skyline.</td>
<td>Percentage of appeals where CL8 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development administration system.</td>
</tr>
<tr>
<td>CL8(a), (b)</td>
<td>All roof alterations will respect the architectural style and character of the building.</td>
<td>Percentage of appeals where CL8 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development administration system.</td>
</tr>
<tr>
<td>CL8(b), (f)</td>
<td>All extension heights will have a positive impact on the Borough's skyline.</td>
<td>Percentage of appeals where CL9 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development administration system.</td>
</tr>
<tr>
<td>CL8(j)</td>
<td>New conservatories will respect the architectural style and character of the building.</td>
<td>Percentage of appeals dis- missed where CL9 cited as the reason for refusal.</td>
<td>Annually</td>
<td>Acolaid development administration system.</td>
</tr>
<tr>
<td>Policy CL9 - Existing Buildings – Extensions and Modifications</td>
<td>All extensions and modifications will respect the architectural style and character of the building.</td>
<td>Percentage of appeals where CL9 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development administration system.</td>
</tr>
<tr>
<td>CL10(a)</td>
<td>All new shopfronts and alterations will have a positive impact on the streetscene.</td>
<td>Percentage of appeals where CL10 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development administration system.</td>
</tr>
<tr>
<td>Policy CL10 - Shopfronts</td>
<td></td>
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<tr>
<td>CL11(a), (b), (c)</td>
<td>All new buildings and extensions heights will have a positive impact on the Borough's skyline.</td>
<td>Percentage of appeals where CL11 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development administration system.</td>
</tr>
<tr>
<td>CL11(a)</td>
<td>To maintain the strategic and local vistas views and gaps.</td>
<td>Percentage of appeals dismissed where CL11(a) cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development administration system.</td>
</tr>
<tr>
<td>Policy CL12 - Building Heights</td>
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<thead>
<tr>
<th>Policy</th>
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<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CL12(c)</td>
<td>That new buildings respect the setting of the Borough's townscape.</td>
<td>The number of full and outline applications for tall buildings. Percentage of appeals dismissed where CL12 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acloid development management administration system.</td>
</tr>
<tr>
<td>CH1(f)</td>
<td>Protection of all affordable housing</td>
<td>Percentage of qualifying development refused where this policy is quoted as a reason for refusal.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH1(c)</td>
<td>Prevention of further loss of housing stock through the amalgamation of existing dwellings.</td>
<td>Number of s106 agreements including restriction on further amalgamation clause.</td>
<td>Annual</td>
<td>S106 Agreements</td>
</tr>
<tr>
<td>CH2(b)</td>
<td>Securing the maximum reasonable amount of affordable housing.</td>
<td>Net and gross affordable housing completions and approvals.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH2(d)</td>
<td>Prevention of further loss of HMOs</td>
<td>Number of S106 agreements requiring studio retention in perpetuity.</td>
<td>Annual</td>
<td>Acloid development management administration system.</td>
</tr>
<tr>
<td>CH2(e)</td>
<td>No loss of hostels except for to affordable housing.</td>
<td>Net loss of residential hostel bed spaces.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
</tbody>
</table>

**Policy CH1: Housing Targets-Increasing Housing Supply**

- **CH1(a)** To deliver the required provision of housing. Housing trajectory (Core Output Indicator H1). Plan period and housing targets (Core Output Indicator H1). Net and gross housing completions and approvals (dwelling) (previous years, current year, future years).
- **CH1(b)** No approvals for amalgamations where there is the net loss of more than one residential unit. [Moved to new indicator CH2(b)] To deliver the required level of affordable housing. Net loss of residential units. Gross affordable housing completions (Core Output Indicator H5).
- **CH1(c)** Prevention of further loss of housing stock through the amalgamation of existing dwellings. [Moved to new indicator CH2(b)] To deliver the required level of affordable housing. Net affordable housing completions – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census).
- **CH1(e)** Protection of all market residential use and floorspace except for the reasons within Policy CH3. Percentage of qualifying development refused where this policy is quoted as a reason for refusal.
- **CH1(f)** Protection of all affordable housing floorspace and units. Percentage of qualifying development refused where this policy is quoted as a reason for refusal.

**Policy CH2: Housing Diversity Affordable Housing**

- **CH2(a)** To deliver the required proportion of starter homes. To deliver the required housing completion rate. Proportion of starter homes secured. | Proportion of starter homes secured. Housing completions by tenure by ward. | Annual | London Development Database |
<table>
<thead>
<tr>
<th>Policy</th>
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</thead>
<tbody>
<tr>
<td>CH2(f)(i)</td>
<td>Existing indicator CH2(p)</td>
<td>Receipt of viability assessment for all schemes where less than 50% affordable housing is proposed.</td>
<td>Annual</td>
<td>Acorda development management administration system.</td>
</tr>
<tr>
<td>CH2(f)(ii)</td>
<td></td>
<td>Receipt Number of viability assessments submitted alongside affordable housing scheme applications.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH2(f)(iii)</td>
<td></td>
<td>No schemes where there is a loss of five or more residential units.</td>
<td>Annual</td>
<td>Development management administration system</td>
</tr>
<tr>
<td>CH2(g)</td>
<td>Moved to new indicator CH1(c)</td>
<td>Number of s106 agreements including restriction on further amalgamation clause.</td>
<td>Annual</td>
<td>Acorda development management administration system.</td>
</tr>
<tr>
<td>CH2(h)</td>
<td>Provision of outdoor amenity space in housing schemes.</td>
<td>Number of incidences of use of policy criterion as reason for refusal.</td>
<td>Annual</td>
<td>Acorda development management administration system.</td>
</tr>
<tr>
<td>CH2(i)</td>
<td>Securing maximum reasonable amount of affordable housing.</td>
<td>Net and gross affordable housing completions – including 5% of affordable housing as 5% of the overall completions and as 5% of overall stock (the latter via the census).</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH2(j)</td>
<td>Securing of commuted sums for affordable housing for schemes between 300m² and 1200m².</td>
<td>Committed sum payments towards affordable housing fund secured from developments between 300m² and 1200m².</td>
<td>Annual</td>
<td>Acorda development management administration system.</td>
</tr>
<tr>
<td>CH2(k)</td>
<td>Securing of maximum reasonable amount of affordable housing.</td>
<td>Net and gross affordable housing completions – including 5% of intermediate housing as 5% of the overall completions and as 5% of overall stock (the latter via the census).</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH2(l)</td>
<td>Securing off-site affordable housing in wards other than those listed.</td>
<td>Percentage of off-site provision of affordable housing provided within the named wards.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH2(m)</td>
<td>All off-site affordable housing to be secured through a linked s106 agreement.</td>
<td>Number of s106 agreements linking development sites to provide off-site affordable housing concurrently.</td>
<td>Annual</td>
<td>Acorda development management administration system.</td>
</tr>
<tr>
<td>CH2(n)</td>
<td>All affordable housing to be integrated within developments.</td>
<td>Degree of integration of both tenure and appearance.</td>
<td>Annual</td>
<td>London Development Database and photos from Summer Starts and Completions Survey.</td>
</tr>
<tr>
<td>CH2(o)</td>
<td>Securing equal amenity provision for all affordable housing.</td>
<td>Equivalence of different aspects of amenity across tenures.</td>
<td>Annual</td>
<td>Site visits</td>
</tr>
<tr>
<td>CH2(p)</td>
<td>Moved to new indicator CH2(f)(i)</td>
<td>Number of viability assessments submitted alongside affordable housing scheme applications.</td>
<td>Annual</td>
<td>Acorda development management administration system.</td>
</tr>
<tr>
<td>CH2(q)</td>
<td>Moved to new indicator CH2(c)</td>
<td>Net and gross affordable housing completions – including 5% of intermediate housing as 5% of the overall completions and as 5% of overall stock (the latter via the census).</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH2(r)</td>
<td>All-provision to be at ‘usefully affordable’ point.</td>
<td>Cost to occupier of shared ownership affordable housing and whether it is around the mid-point between the cost of social rented housing and the cost of entry level market housing.</td>
<td>Annual</td>
<td>Social rented housing costs (Housing Department)</td>
</tr>
<tr>
<td>CH2(s)</td>
<td>[Moved to new Policy CH6]</td>
<td>All pitches at the site to be protected.</td>
<td>Annual</td>
<td>London Development Database</td>
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</tbody>
</table>

Policy CH3: Protection of Residential Uses, Housing Size Mix and Standards
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<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
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</thead>
<tbody>
<tr>
<td><strong>CH3(a)</strong></td>
<td>Provide a mix of housing types and sizes which meets the needs of the borough.</td>
<td>Percentage of different housing sizes approvals and completions</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td></td>
<td>Moved to new indicator CH1(e)] Protection of all market residential use and floor space except for the reasons within Policy CH3</td>
<td>Percentage of qualifying development refused where this policy is quoted as a reason for refusal.</td>
<td>Annual</td>
<td>Acotraid development management administration system.</td>
</tr>
<tr>
<td><strong>CH3(b)</strong></td>
<td>Protection of all affordable housing floor space and units.</td>
<td>Percentage of qualifying development refused where this policy is quoted as a reason for refusal.</td>
<td>Annual</td>
<td>Acotraid development management administration system.</td>
</tr>
<tr>
<td><strong>CH3(c)</strong></td>
<td>Permitted new residential floor space in all cases except for those set out in Policy CH3.</td>
<td>Percentage of qualifying development refused where this policy is quoted as a reason for refusal.</td>
<td>Annual</td>
<td>Acotraid development management administration system.</td>
</tr>
<tr>
<td><strong>Policy CH4: Specific Housing Needs</strong></td>
<td><strong>CH4(a) &amp; (b)</strong> Existing Indicator CH2(c)] To meet needs of older people through protection and delivery of extra care and sheltered housing.</td>
<td>Number of new sheltered housing and extra care homes approvals and completions.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td></td>
<td><strong>CH4(e)</strong></td>
<td>Build to rent scheme proposals</td>
<td>Completions and approvals of schemes classed as build to rent</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td><strong>CH4(f)</strong></td>
<td>Student housing proposals</td>
<td>Completions and approvals of student housing</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td><strong>CH4(i)</strong></td>
<td>Protect housing which meets identified local needs</td>
<td>Net change in the provision of HMOs and hostels (approvals and completions)</td>
<td>Annual</td>
</tr>
<tr>
<td><strong>Policy CH45: Estate Renewal Regeneration</strong></td>
<td><strong>CH4(a) &amp; (e)</strong></td>
<td>Provision of Deliver the maximum reasonable amount of affordable housing and meet the needs of existing residents through estate renewal regeneration.</td>
<td>Net and gross affordable housing completions within estate renewal schemes – including 3% of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census). Net change in the amount of affordable housing provision.</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td><strong>CH4(b) &amp; (e)</strong></td>
<td>All existing tenants provided with a new home.</td>
<td>Percentage of existing tenants provided with a new home as part of any estate renewal.</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td><strong>CH4(c) &amp; (e)</strong></td>
<td>Reprovision of housing to be provided according to housing needs.</td>
<td>Net and gross affordable housing completions within estate renewal schemes – including 3% of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census).</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td><strong>CH4(d) &amp; (e)</strong></td>
<td>Funding secured and assessed, supported by an assessment of what is financially viable.</td>
<td>Percentage of estate renewal scheme applications supported by financial appraisal.</td>
<td>Annual</td>
</tr>
<tr>
<td><strong>Policy CH6: Gypsy and Traveller Accommodation</strong></td>
<td><strong>CH6 [Moved from CH2s]</strong></td>
<td>All pitches at the existing site to be protected</td>
<td>Net additional Gypsy and Traveller pitches (Core Output Indicator H4).</td>
<td>Annual</td>
</tr>
<tr>
<td><strong>Policy CE1 - Climate Change</strong></td>
<td>CE1(a) to (d)</td>
<td>20% 34% reduction in carbon dioxide emissions against 1990 levels by 2020; 80% 60% reduction in carbon dioxide emissions against 1990 levels by 2050 (Climate Change Act 2008).</td>
<td>Boroughwide carbon dioxide emissions.</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td>CE1(a) to (d)</td>
<td>77% reduction in carbon dioxide emissions per capita per annum (Performance report 2009).</td>
<td>Carbon dioxide reduction per capita in local authority area.</td>
<td>Annual</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
<td>CE1(a) to (d) (f)</td>
<td>20% increase in energy generation from renewable sources (London Plan Policy 1A.2)</td>
<td>Energy generation from renewable sources in kWh/ year including a record of type, location and output.</td>
<td>Annual</td>
<td>Core Output Indicator E3 and information extracted from planning application.</td>
</tr>
<tr>
<td>CE1(a) to (c)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(d)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(c) to (e)</td>
<td>CCHP, or similar, proposed at all the strategic site allocations, Kensal, Wornington Green, Notting Hill Gate and Latimer and Earl's Court.</td>
<td>Have the strategic site allocations and development at Notting Hill Gate and Latimer delivered a CCHP plant or similar to form part of a district heat and energy network? Include details of the location and available capacity of the system.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(d)</td>
<td>100% of all proposed CCHP or similar.</td>
<td>Percentage of proposed CCHP plant or similar which connects to or is able to connect to existing or planned CCHP plant or similar.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(g) (f)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(h)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE1(i)</td>
<td>None set</td>
<td>What progress has been made to explore opportunities to further reduce carbon dioxide emissions and mitigate the impact of climate change?</td>
<td>Annual</td>
<td>Interview with Planning Policy Manager.</td>
</tr>
<tr>
<td>Policy CE2 - Flooding</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE2(a), h, i &amp; (f)</td>
<td>0 planning applications should be granted contrary to Environment Agency advice or Lead Local Flood Authority advice.</td>
<td>Number of planning applications</td>
<td>Annual</td>
<td>Core Output Indicator E1/ Core Output Indicator 7</td>
</tr>
<tr>
<td>CE2(b)</td>
<td>100% where required.</td>
<td>Number of Flood Risk Assessments (FRAs) and Exception Tests submitted with qualifying planning applications.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(c)</td>
<td>100% where required.</td>
<td>Number of Sequential Tests undertaken for planning applications within Flood Risk Zones 2 and 3 with qualifying planning applications.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(d)</td>
<td>100% where required.</td>
<td>Percentage of qualifying planning applications which propose flood defences or flood mitigation adequate flood risk measures.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(e)</td>
<td>100% where required.</td>
<td>Percentage of qualifying planning applications which propose sustainable urban drainage or similar maintenance of flood risk assets and measures.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(g)</td>
<td>100% where required.</td>
<td>Percentage of qualifying planning applications which propose adequate reduction of surface water run-off and SUDS.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(h)</td>
<td>0 appeals allowed. 100% where required.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal. Percentage of qualifying planning applications which propose permeable surfaces in gardens and landscaped areas.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(g)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(l)</td>
<td>100% where required.</td>
<td>Percentage of qualifying planning applications which propose SUDS when not required.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(1)</td>
<td>0 appeals allowed. 100% where required.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal. Percentage of qualifying planning applications which propose permeable surfaces in gardens and landscaped areas.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(2)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(2)(k)</td>
<td>Minimise the impact of the works on the character of the area and appearance of the area and amenity</td>
<td>Impact of the works associated to the Thames Tideway Tunnel to the area. Upon receipt of planning application.</td>
<td>Extracted from planning application information.</td>
<td></td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
<td>CE2(I)</td>
<td>100% where required.</td>
<td>Percentage of qualifying planning applications which propose water and sewerage infrastructure.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
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<tr>
<td>Policy CE3 - Waste</td>
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<tr>
<td>CE3(a)</td>
<td>10% reduction from previous year 445kg/household in 2006/07 to 405kg/household in 2015/16.</td>
<td>Residential household waste per household</td>
<td>Annual</td>
<td>National Indicator 191.</td>
</tr>
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<td></td>
<td>to (b)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE3(c)</td>
<td>25% 25% (Performance Report 2006/07 to 2016/17).</td>
<td>Percentage of household waste sent for reuse, recycling and composting.</td>
<td>Annual</td>
<td>National Indicator 192.</td>
</tr>
<tr>
<td>CE3(a)</td>
<td>Adoption in 2010/2012.</td>
<td>Progress in preparation of Waste DPD</td>
<td>Annual</td>
<td>Local Development Scheme review</td>
</tr>
<tr>
<td>CE3(a)</td>
<td>(a) and (b)</td>
<td>Meet the London Waste apportionment Gap as established in the WRWA WPA Waste Technical Paper (2016).</td>
<td>Annual</td>
<td>Extracted from LACW monitoring Data and Waste Data Interrogator.</td>
</tr>
<tr>
<td>CE3(c)</td>
<td>Safeguard Cremorne Wharf.</td>
<td>No loss of Cremorne Wharf.</td>
<td>Upon receipt of planning application information</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE3(d)</td>
<td>On-site waste management facilities at Kensal Gasworks and the Earl's Court Exhibition Centre site.</td>
<td>On-site waste management facilities delivered and part of the redevelopment of Kensal and Earl's Court.</td>
<td>Upon receipt of planning application information</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE3(e)</td>
<td>Small scale and innovative waste management facilities on residential, commercial and mixed use development.</td>
<td>Small scale waste management facilities delivered as part of residential, commercial and mixed use development.</td>
<td>Upon receipt of planning application information</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE3(f)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE3(g)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE3(h)</td>
<td>100% where required.</td>
<td>Percentage of qualifying development where an Ecological Impact Assessment has been submitted.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>Policy CE4 - Biodiversity</td>
<td></td>
<td></td>
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<tr>
<td>CE4(a)</td>
<td>50% of local sites (Performance Report 2009).</td>
<td>Proportion of local sites where positive conservation management has been or is being implemented.</td>
<td>Annual</td>
<td>National Indicator 197.</td>
</tr>
<tr>
<td>CE4(a), (b) and (d)</td>
<td>Increase in species throughout the borough.</td>
<td>Change in designated areas and populations of biodiversity (in numbers of species).</td>
<td>Annual</td>
<td>Core Output indicator 8 information from Greenspace Information for Greater London (GIGL)</td>
</tr>
<tr>
<td>CE4(c)</td>
<td>100% of all qualifying development.</td>
<td>Percentage of qualifying development where an Air Quality Assessment has been submitted.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>Policy CE5 - Air Quality</td>
<td></td>
<td></td>
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<tr>
<td>CE5(a)</td>
<td>To reduce boroughwide emissions of NOx.</td>
<td>Mean nitrogen dioxide (NOx) in micrograms/s/n emissions at identified sites within borough.</td>
<td>Annual</td>
<td>National Indicator 194 from the Annual Air Quality Monitoring Progress Reports</td>
</tr>
<tr>
<td>CE5(a)</td>
<td>To reduce borough-wide emissions of very small particles.</td>
<td>Emissions of very small particles (PM10 and PM2.5 in micrograms/m3) at identified sites within Borough, including the number of daily exceedences per year.</td>
<td>Annual</td>
<td>National Indicator 194 from the Annual Air Quality Monitoring Progress Reports</td>
</tr>
<tr>
<td>CE5(a)</td>
<td>100% of all qualifying development.</td>
<td>Percentage of qualifying development where an air quality assessment has been submitted.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE5(b)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE5(d)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<tr>
<td><strong>Policy CE6 - Noise and Vibration</strong></td>
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</tr>
<tr>
<td>CE6 (a) to (d)</td>
<td>These should be kept to a minimum</td>
<td>Number of noise and nuisance complaints where planning permission has been granted, including the location and potential noise source.</td>
<td>Annual</td>
<td>Local Indicator 4151 using HHACS data</td>
</tr>
<tr>
<td>CE6 (a) to (d)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information</td>
</tr>
<tr>
<td>CE6 (d)</td>
<td>None set</td>
<td>Number of tranquil quiet areas designated and reasons for designation?</td>
<td>Annual</td>
<td>Interview with Senior Noise and Nuisance Officer</td>
</tr>
<tr>
<td>CE6</td>
<td>Control the impact of noise and vibration sources during both construction and operational phases of development.</td>
<td>Enforcement cases relating to Construction Traffic Management Plans. Complaints made to Environmental Health with regard noise and vibration. Number of s60 notices served. Percentage of appropriate large developments where the developer has entered into a voluntary s61 agreement with the Council in order to mitigate the potential impact.</td>
<td>Annual</td>
<td>Enforcement data on Acolaid and information from the Environmental Health team.</td>
</tr>
<tr>
<td><strong>Policy CE7 Contaminated Land</strong></td>
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<tr>
<td>CE7</td>
<td>All developments on potentially contaminated land will have a remediation strategy as appropriate, and have a validation report confirming that the necessary remediation has taken place.</td>
<td>Number of schemes with a remediation strategy, where of a nature where such a strategy would be required. No of validation reports for schemes where remediation has taken place.</td>
<td>Annual</td>
<td>The Borough’s Environmental Heath team</td>
</tr>
</tbody>
</table>
Chapter 39  Contingencies and Risks for Site Allocations

39.1 Contingencies and Risks

39.1.1 PPS12 requires Councils to show what alternative strategies have been prepared to handle any uncertainty about the delivery of the Local Plan and what would trigger the need for alternatives.

Housing Provision

39.1.2 PPS3 states that local authorities should “identify different delivery options, in the event that housing delivery does not occur at the rate expected” (para 62). It adds that, as part of an implementation strategy, local authorities should identify possible risks and constraints to delivery and develop strategies to address any risks. The Council has tested its future housing growth assumptions exhaustively. However, in the event of any unusual circumstances, the Council has formulated contingency plans for three scenarios. Contingency and risk with regard to housing provision has been taken into account in Chapter 35 Diversity Housing through the inclusion of a 20% buffer over the housing target for the first 5 years when setting the housing target. A Housing Trajectory is provided in Chapter 40. The housing target is monitored on an annual basis in the Council’s Monitoring Report as set out in Chapter 38 Monitoring.

39.1.3 Monitoring will provide the basis on which the contingency plans within the Local Plan would be triggered, and where necessary undertake an early review of the relevant part of the Local Plan monitoring identifies. With regard to affordable housing provision, the affordable housing target set out in Chapter 35 Diversity of Housing has been set with regard to evidence on the financial viability of development using assumptions with ‘built-in’ contingencies. In any case, the approach to seek the ‘maximum reasonable amount’ of affordable housing and consideration of viability issues at planning application stage ensures that the Local Plan policies and implementation have ‘built-in’ contingencies to ensure that the implementation of the plan is not put at serious risk, as required by the NPPF.

39.1.4 Scenario 1 – There is a significant (more than 20 per cent) shortfall in the actual delivery against the cumulative total. The Council will identify the reason for the shortfall and address any delivery constraint initially through considering amending policies on receipt of evidence and analysis, and encouraging land assembly. If this constraint cannot be overcome, the Council will return to the potential sites identified in the GLA SHLAA and Housing Capacity Study for assessment, and seek to identify further sites which would be suitable, available and achievable in light of changed circumstances.

39.1.5 Scenario 2 – There is a shortfall against the expected provision in a site or allocation. The Council will identify the reasons for this shortfall e.g. a delivery constraint or a false assumption made in the assessment. The Council will encourage land assembly, and consider amending policies on receipt of evidence and analysis, for example relaxing restrictions on office conversions to residential, if this is deemed appropriate from an employment perspective as well as a housing perspective. If the shortfall is significant, and will impact on delivery against cumulative total as in Scenario 1, the Council will seek to identify further sites, again from the SHLAA, which would be suitable.

39.1.6 Scenario 3 – Failure to deliver the level of anticipated development. The Council will seek to identify the reasons for the non-delivery and seek to eliminate any constraint, for example by identifying specific sites and encouraging land assembly. Amending policies,
as in Scenarios 1 and 2 will be considered, if deemed appropriate, in addition to the Scenario 1 option of identifying further sites. If this is not possible, the Council will review the spatial distribution of future housing sites and may need to give housing greater emphasis relative to other uses and the anticipated growth in the broad location will be encouraged in other parts of the borough.

Infrastructure and Strategic Sites Allocations

39.1.3 The NPPG on Local Plans makes clear that where the deliverability of critical infrastructure is uncertain then the Local Plan should address the consequences of this, including possible contingency arrangements and alternative strategies. Delivery and contingencies have been considered as part of the Infrastructure Delivery Plan (IDP).

39.1.74 Consultation with internal and external agencies responsible for delivering infrastructure has been undertaken throughout the compilation of the IDP. This will continue, and the IDP will be retained as a ‘live document’, with opportunities to update additional infrastructure requirements as they become known.

39.1.85 The infrastructure schedule (see Chapter 37), which identifies key infrastructure projects required to support the delivery of the Local Plan, will be maintained by the Council. In preparing the IDP, the investment and operational plans and strategies of the relevant infrastructure providers have been consulted. These therefore recognise the resources required to support infrastructure delivery, and consideration has been given to providing a realistic assessment of requirements. Through working with partners, in particular with regular input from the KCP, the risk that infrastructure will not be forthcoming can be mitigated, or addressed at an early stage.

39.1.96 However, the Council recognises that there is a risk that infrastructure may not be provided and, in particular, this may have an impact on the delivery of development set out in the site allocations. Contingency plans relating to the site allocations are in place where required, as set out in the following schedules. The only major infrastructure item which is considered to affect the quantum of development envisaged on the strategic sites is the non-delivery of a Crossrail station at Kensal. All other quanta of development are not anticipated to be affected by infrastructure not coming forward when envisaged. Monitoring of infrastructure provision and of the IDP will ensure that the infrastructure items are both required and necessary, and based on the best available information. Where existing or planned infrastructure provision is not adequate to meet the needs generated by a proposal, the Council will secure provision by the use of planning obligations contributions (see policy C1). Where there remain capacity problems, or delivery of infrastructure cannot be overcome through securing appropriate planning obligations, the Council will require the developer to fund improvements prior to the development’s occupation (or other relevant trigger).

39.1.107 Although there may be circumstances that the Council cannot foresee that may influence the Local Plan policies, the assessment below demonstrates that each policy has been assessed in terms of the potential known risks and offers contingencies where appropriate.
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</thead>
<tbody>
<tr>
<td>8.</td>
<td>3.4.1.1</td>
<td><strong>Kensal:</strong> Crossrail Elizabeth Line Station and significant volumes of development on the Kensal Canalside Opportunity Area, all four at the Kensal sites</td>
<td><strong>Yes</strong></td>
<td><strong>Risk (i) Crossrail Network Rail identifies the station and/or additional track cannot be accommodated within the site at Kensington, either as a turn back or as a sidestation</strong></td>
<td><strong>High</strong></td>
<td><strong>Medium</strong></td>
<td>Yes</td>
<td><strong>Plan B: Improve local accessibility through bus-based improvements and off site rail improvements, and maintain relatively high development densities</strong></td>
<td><strong>North Kensington Area Action Plan issues and Options draft February 2008, Kensington Canalside Transport and Development Infrastructure Funding Study 2016</strong></td>
<td>This would allow the Council to meet its Housing targets and deliver some local regeneration benefits albeit at a reduced density</td>
<td><strong>V/a</strong></td>
<td><strong>The development potential would be limited by bus-based improvements. However, whilst the accessibility of the area as a whole may not be transformed as it would be by a rail station, existing stations indicate that increasing the PTAL from 2-3 to 4 can be achieved by adding one extra bus route. Therefore, this would still unlock development at a greater density</strong></td>
<td><strong>The scale of development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL 4. Bridges would still be considered as part of Phase 2 of this scenario.</strong></td>
</tr>
<tr>
<td></td>
<td>3.4.1.2</td>
<td>The scale of development may be reduced if not all bus sites are available</td>
<td><strong>Yes</strong></td>
<td><strong>Risk (ii) The work is retained as part of the gas infrastructure beyond the site and does not come forward for development limiting development capacity and also impacting on the potential of the adjacent site because of the safety cordon requirements. Decommissioning of the gas holders is not brought forward in line with the proposed development phasing.</strong></td>
<td><strong>Medium</strong></td>
<td><strong>High</strong></td>
<td>Yes</td>
<td><strong>Plan B: Reduced Development on the sites as a whole. In addition, development on the adjacent site would need to take into account the HSE buffer zone which limits residential dwellings</strong></td>
<td><strong>North Kensington Area Action Plan issues and Options draft February 2008, Kensington Canalside Transport and Development Infrastructure Funding Study 2016</strong></td>
<td>This would allow the strategy - of using the Kensal sites as a catalyst to regenerate the wider north Kensington area to continue, all be it with the site at a slightly reduced density</td>
<td><strong>V/a</strong></td>
<td><strong>The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced</strong></td>
<td><strong>The scale of development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL 4. The Southern Site (North Pole Depot) would still be able to come forward. Development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL 4. Bridges would still be considered as part of Phase 2 of this scenario.</strong></td>
</tr>
</tbody>
</table>

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| 8. | 3.4.1.1 | **Kensal:** Crossrail Elizabeth Line Station and significant volumes of development on the Kensal Canalside Opportunity Area, all four at the Kensal sites | **Yes** | **Risk (i) Crossrail Network Rail identifies the station and/or additional track cannot be accommodated within the site at Kensington, either as a turn back or as a sidestation** | **High** | **Medium** | Yes | **Plan B: Improve local accessibility through bus-based improvements and off site rail improvements, and maintain relatively high development densities** | **North Kensington Area Action Plan issues and Options draft February 2008, Kensington Canalside Transport and Development Infrastructure Funding Study 2016** | This would allow the Council to meet its Housing targets and deliver some local regeneration benefits albeit at a reduced density | **V/a** | **The development potential would be limited by bus-based improvements. However, whilst the accessibility of the area as a whole may not be transformed as it would be by a rail station, existing stations indicate that increasing the PTAL from 2-3 to 4 can be achieved by adding one extra bus route. Therefore, this would still unlock development at a greater density** | **The scale of development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL 4. Bridges would still be considered as part of Phase 2 of this scenario.** | **The Prolonged presence of the gas holders will limit development on Phase 1 to between 1,215 and 1,404 new dwellings at PTAL 4. The Southern Site (North Pole Depot) would still be able to come forward. Development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL 4. This would indicate the likely capacity of the Strategic Site would be between 2,215 and 2,652 new dwellings including an enlarged Sainsbury’s store and other non-residential uses together with the re-provision of existing facilities. Bridges would still be considered as part of Phase 2 of this scenario.** |
|  | 3.4.1.2 | The scale of development may be reduced if not all bus sites are available | **Yes** | **Risk (ii) The work is retained as part of the gas infrastructure beyond the site and does not come forward for development limiting development capacity and also impacting on the potential of the adjacent site because of the safety cordon requirements. Decommissioning of the gas holders is not brought forward in line with the proposed development phasing.** | **Medium** | **High** | Yes | **Plan B: Reduced Development on the sites as a whole. In addition, development on the adjacent site would need to take into account the HSE buffer zone which limits residential dwellings** | **North Kensington Area Action Plan issues and Options draft February 2008, Kensington Canalside Transport and Development Infrastructure Funding Study 2016** | This would allow the strategy - of using the Kensal sites as a catalyst to regenerate the wider north Kensington area to continue, all be it with the site at a slightly reduced density | **V/a** | **The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced** | **The scale of development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL 4. The Southern Site (North Pole Depot) would still be able to come forward. Development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL 4. Bridges would still be considered as part of Phase 2 of this scenario.** | **The scale of the impact would be established in an SPD for the site that will be produced in 2017. Phase 3 would have an indicative residential capacity of between 1,575 and 1,900 new homes.** | **The Southern Site (North Pole Depot) would still be able to come forward. Development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL 4. Bridges would still be considered as part of Phase 2 of this scenario.** |
| Risk (ii) | North Pole Depot is not released for redevelopment | High  | High  | Yes | Plan B: Reduced development on the sites as a whole. In addition, the potential of a new bridge links across the railway, and running a bus-link along the southern side of the railway to connect Hammersmith and Fulham would be removed. | North Kensington Area Action Plan Issues and Options draft February 2008 Kensington Canalside Transport and Development Infrastructure Funding Study 2016. | Plan C: Increase development on remaining sites to compensate | This option was not explicitly explored as it is not a realistic option | n/a | It is unrealistic to suggest that, taking the safety zone into account, the remaining sites would achieve his objective | n/a | The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced | Significant transport downside due to no access over railway may significantly limit access to the sites north of the railway line. Development would be based primarily on the Phase 1. However, achieving PTAL 4 should still remain a probability via bus- based improvements. Unreliable rent will therefore limit residential development to between 1,315 and 1,404 new dwellings at enforcing the 135 Consultation Zones, or 1,575 and 1,820 new dwellings should the gasholders be decommissioned and the Consultation Zones removed. An enlarged Sainsbury store and other non-residential uses together with the retention of existing facilities will also be expected. The residential units that could have been delivered on the North Pole Depot will not be built. Without a new bridge heavy road engineering will be required to provide adequate access to the northern part of the site, this will reduce the number of residential units that can be delivered, make the development less attractive and reduce development viability. The scale of this impact will be established in an SPD for the site that will be produced in 2017. |

| Risk (iv) | Landowners choose to develop land separately | Medium | High  | No | Plan B revert to development achievable without a station and a bridge. | Kensington Canalside Transport and Development Infrastructure Funding Study 2016. | Plan C: Increase development on remaining sites to compensate | This option was not explicitly explored as it is not a realistic option | n/a | It is unrealistic to suggest that, taking the safety zone into account, the remaining sites would achieve his objective | n/a | The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced. Without a Crossrail station and a new bridge heavy road engineering will be required to provide adequate access to the northern part of the site, this will reduce the number of residential units that can be delivered, make the development less attractive and reduce development viability. The scale of this impact will be established in an SPD for the site that will be produced in 2017. |
|-----|---------------------------------|-------------------------------------------------|---------------------------------|-------------------------------------------------|-----------------|---------------------------------|-------------------------------------------------|---------------------------------|---------------------|---------------------|-------------------------------|---------------------------------|---------------------------------|
| 2   | Barby- Treverton Estate renewal including the building of the new schools and additional private homes alongside the replacement social rented dwellings | a) The existing community will miss out on new homes and the opportunity to increase the Borough’s housing stock will be missed | Yes | Risk (i) The case for development on site is deemed unacceptable. | And | High | Considerations for Estate Regeneration Proposals Treverton Estate | n/a | n/a | The schools will be delivered but the opportunity to create additional homes will be lost. |
| 3   | Warrington Green Estate renewal including the building of additional private homes for sale alongside the replacement social rented dwellings | a) The existing community will miss out on new homes and the opportunity to increase the Borough’s housing stock will be missed | Yes | Risk (i) Funding is not forthcoming from the HCA | Low | High | Plan B. The project is delayed until alternative funding sources can be found | This was not explicitly considered as a separate option | n/a | Benefits of redevelopment would be delayed | Other funding sources will have to be found elsewhere or the site will be delayed until another funding stream becomes available.
<table>
<thead>
<tr>
<th>No.</th>
<th>Policy Area</th>
<th>Dependency: If this policy is not implemented, what may not happen on the ground as a result?</th>
<th>Central to delivery of the strategy vision?</th>
<th>Risk(s): what can go wrong in the way of implementing the policy?</th>
<th>Likelihood of risk occurring?</th>
<th>Impact on the strategy if risk occurs?</th>
<th>Potential Alternatives Required?</th>
<th>Plan B Required?</th>
<th>Source from which other options are drawn</th>
<th>Reason for selecting Plan B</th>
<th>Reason for rejecting other options</th>
<th>Implications of Plan B on dependencies</th>
<th>Delivery Implications</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Land adjacent to Trellick Tower: redevelopment of vacant site to facilitate improvements to Silchester Ward</td>
<td>Risk(s): 1. The maintenance of the adjacent Grade II* listed Trellick Tower will continue to run into disrepair and the full regeneration benefit will not be realised for this area 2. Kensington Leisure Centre: will be able to maintain the academy and refurbishment is replacement of the existing sports centre.</td>
<td>Yes</td>
<td>No</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>2</td>
<td>Kensington Leisure Centre: redevelopment for a new academy and refurbishment is replacement of the existing sports centre</td>
<td>Risk(s): 1. Continued poor academic achievement with children being educated in neighbouring boroughs</td>
<td>Yes</td>
<td>No</td>
<td>Medium</td>
<td>High</td>
<td>Yes</td>
<td>Plan B- delay implementation until alternative funding sources can be found</td>
<td>This was not explicitly considered as a separate option</td>
<td>This is the only alternative available that keeps the strategy for the project intact</td>
<td>n/a</td>
<td>Benefits of redevelopment would be delayed</td>
<td>Delivery would be delayed</td>
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<tr>
<td>3</td>
<td>The former Commonwealth Institute</td>
<td>Risk(s): 1. The existing community will miss out on new homes and the opportunity to increase the Boroughs housing stock will be missed</td>
<td>Yes</td>
<td>No</td>
<td>Medium</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>4</td>
<td>St Marylebone: site planning and development of additional private homes for sale alongside the replacement of social rented dwellings</td>
<td>Risk(s): 1. The case for development on site is deemed unacceptable</td>
<td>Yes</td>
<td>No</td>
<td>High</td>
<td>High</td>
<td>No</td>
<td>n/a</td>
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<tr>
<td>8</td>
<td>Warwick Road sites</td>
<td>3) Reduction in housing provision, and the possibility the Borough may not meet its housing targets</td>
<td>Yes</td>
<td>Risk (i)</td>
<td>Primarily the recession</td>
<td>High</td>
<td>High</td>
<td>Yes</td>
<td>There are no Plan B as the Council can implement that would counter the international recession. We would have to accept that the development may be delayed</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced</td>
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<tr>
<td>7</td>
<td>Warwick Road Estate: estate renewal including re-provision of office space, nursery and a depot (so far as this is required to meet operational requirements)</td>
<td>a) The existing community will miss out on new homes and the opportunity to increase the Borough’s housing stock will be missed</td>
<td>Yes</td>
<td>Risk (i)</td>
<td>The case for development on site is deemed unacceptable</td>
<td>Med</td>
<td>High</td>
<td>No the Council will consider alternative options for the site before making a decision on the potential development approach</td>
<td>n/a</td>
<td>n/a</td>
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<td>6</td>
<td>Earl’s Court Exhibition Centre: mixed use redevelopment including an exhibition or convention use</td>
<td>a) The Earl’s Court cultural ‘brand’ is lost if no exhibition centre or convention use is included in the redevelopment.</td>
<td>Yes</td>
<td>Risk (i)</td>
<td>The exhibition or convention uses require too high a cross-subsidy from the development, forcing up development volumes to unacceptable levels</td>
<td>Negligible</td>
<td>High</td>
<td>Yes</td>
<td>It is the ambition of the Council to retain an international convention or exhibition centre in Earl’s Court. However, these facilities may be provided within the Kensington Olympia site, and therefore a cultural facility of at least national significance would address the Council’s ambition to retain the cultural brand. Therefore, no Plan B is needed despite the ‘high’ impact score</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td></td>
<td></td>
<td>b) The Earl’s Court one-way system does not receive sufficient investment to be returned to two-way working</td>
<td>Yes</td>
<td>Risk (ii)</td>
<td>The comprehensive development including the decking over of rail tracks is so expensive that there is insufficient funding or support from TfL to return the one-way system to two-way working.</td>
<td>Medium</td>
<td>Medium</td>
<td>No</td>
<td>n/a</td>
<td></td>
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<td></td>
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<td>c)</td>
<td>Yes</td>
<td>Risk (iii)</td>
<td>The different sites are not developed comprehensively but come forward in a piecemeal manner</td>
<td>Med</td>
<td>Med</td>
<td>Yes</td>
<td>Strategic Site comes forward on its own. The Policy and supporting text in chapter 26 takes this into account.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>No.</td>
<td>Policy</td>
<td>Dependency: If this policy is not implemented, what may not happen on the ground as a result?</td>
<td>Central to deliver of the strategy vision?</td>
<td>Risk(s): what can get in the way of implementing the policy?</td>
<td>Likelihood of risk occurring?</td>
<td>Impact on the strategy if risk occurs?</td>
<td>Potential Alternatives</td>
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<td>99</td>
<td>Lots Road Power Station</td>
<td>1) Reduction in housing provision, and the possibility the Borough may not meet its housing targets</td>
<td>Yes</td>
<td>Risk (i) Primarily the recession</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>The risks have been assessed as low as pre-enabling works have begun and a formal start on site is expected shortly</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>10</td>
<td>Site at Lots Road</td>
<td>1) Reduction in housing provision, and the possibility the Borough may not meet its housing targets</td>
<td>High</td>
<td>Risk (i) Both RBKC and LBEF Councils failing to agree comprehensive development of the site.</td>
<td>High</td>
<td>Med</td>
<td>Yes</td>
<td>Develop only the portion of the site within RBKC</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>Development potential would be less, therefore benefits of comprehensive redevelopment reduced</td>
<td>Delivery would be delayed</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Harrington Road</td>
<td>1) Reduction in housing provision, and the possibility the Borough may not meet its housing targets</td>
<td>Med</td>
<td>Risk (i) The site is not brought forward for development</td>
<td>Med</td>
<td>Med</td>
<td>No</td>
<td>There are no Plan Bs that the Council can implement that would bring the site for development</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>Delivery may not come forward</td>
<td>Delivery would be delayed</td>
<td></td>
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<tr>
<td>12</td>
<td>Chelsea Farmers Market</td>
<td>1) Reduction in housing provision, and the possibility the Borough may not meet its housing targets</td>
<td>Med</td>
<td>Risk (i) The site has been identified as a construction site for Crossrail 2</td>
<td>Med</td>
<td>Med</td>
<td>No</td>
<td>The project is delayed until the site is released for development</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>delivery would be delayed</td>
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**DEVELOPMENT MANAGEMENT POLICIES**

**Keeping Late Local**

| Social and Community Lives (Policy CK1) | Lower residential quality of life | Medium | Lower Residential quality of life | Medium | Med | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

**Local Shopping Facilities (Policy CK2)**

| Lower residential quality of life | Medium | Lower Residential quality of life | Medium | Med | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

**Walkable Neighbourhoods (Policy CK3)**

| Lower residential quality of life | Medium | Lower Residential quality of life | Medium | Med | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

**Enabling Quality**

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<tbody>
<tr>
<td>5.1</td>
<td>Location of new shop uses (Policy CF1)</td>
<td>No sufficient diversity of the Borough's town centres as highly accessible areas which contain the mix of uses needed by residents and visitors to the Borough may decline. The vision to create a borough that contains a diverse mix of uses will be difficult to achieve if our town centres are not the driver for this. The Latimer and Kensal areas will not benefit from new centres which will serve the day-to-day needs of residents, with residents having to make do with existing provision in the area. These centres will only be required if the redevelopment of the areas occurs.</td>
<td>Low</td>
<td>Risk (i) Policies unsuccessful in implementing the town centre first approach to new town centres. Large scale residential development in the Latimer and Kensal areas does not occur.</td>
<td>Low</td>
<td>Plan B</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
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<tr>
<td>5.2</td>
<td>Retail Development with town centres (Policy CF2)</td>
<td>No. The town centres maintaining their distinct characters and functions will be difficult to achieve. The vision to create a borough that contains a diverse mix of uses will be difficult to achieve if our town centres are not the driver for this.</td>
<td>Low</td>
<td>Risk (i) Centres narrow decline relatively to our competitors.</td>
<td>Low</td>
<td>Medium</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>5.3</td>
<td>Diversity of uses within town centres (Policy CF3)</td>
<td>No. The retail expenditure that cannot be accommodated within existing centres, or by the expansion of the existing centres, will &quot;leak&quot; to neighbouring boroughs, where it will not contribute to the borough's economy. This would result in the Borough's town centres not being as large or as successful as they could be if all the &quot;need&quot; could be accommodated within them (be this by expansion or greater intensification)</td>
<td>High</td>
<td>Risk (i) We are unable to accommodate the additional retail workspace &quot;needed&quot; within the borough because there are not enough suitable sites available</td>
<td>High</td>
<td>Yes</td>
<td>Low</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<td>5.4</td>
<td>Street Markets (Policy CF4)</td>
<td>No. Although there is no longer adequate demand from the stall holders to maintain the Borough's markets, the character of the Borough's town centres which contain street markets will not be as vibrant and diverse.</td>
<td>Low</td>
<td>Risk (i)</td>
<td>Low</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tbody>
<tr>
<td>46</td>
<td>Location of Business 1 (Policy CF6)</td>
<td>Risk: (a) Astmptions is granted for large office in the employment zones and other areas which are not well-served by public transport. This will harm the council's ambition to minimize traffic generation as well as the council's ambitions to maintain a diverse mix of lower value uses within the employment zones.</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>72</td>
<td>Creative and Cultural Businesses (Policy CF14)</td>
<td>Risk: (a) Land use such as light industrial uses and few of the mix of small office will be unable to compete with higher value uses within the Employment Zones, diversity of uses within the Employment Zones contributes to the diverse uses sought by the council and articulated in the Fostering Vitality vision.</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>73</td>
<td>Arts and Culture areas (Policy CF7)</td>
<td>Risk: (a) Borough area is gradually deprived from an area which contributes to London as a world city and which makes the borough such an interesting place to live.</td>
<td>Negligible</td>
<td>High</td>
<td>High</td>
<td>With the work the Boroughs are undertaking on Exhibition Road, the risk of it occurring is negligible to no Plan B is been prepared even though the impact would be considerable.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>99</td>
<td>Hotels (Policy CF8)</td>
<td>Risk: (a) The Borough will see a decline in its hotel stock and will therefore be able to play host of a convention in London’s role as a world city.</td>
<td>Medium</td>
<td>Low</td>
<td>Low</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>100</td>
<td>Kensington Strategic Cultural Area (Policy CF8)</td>
<td>Low</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>103</td>
<td>Improving alternatives to fares (Policy CF4)</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>22</td>
<td>New Rail Infrastructure on Policy CL2</td>
<td></td>
<td></td>
<td>Risk to Kensington ability to deliver a station at Kensal Green as a pan-borough station.</td>
<td>High</td>
<td>High</td>
<td>Yes</td>
<td>Kensington Area Action Plan issues and options draft February 2008</td>
<td>This would allow the strategy to use the Kensal site as a catalyst to regenerate the wider north Kensington area in concert with the site as a slightly reduced density station.</td>
<td>Yes</td>
<td></td>
<td></td>
<td>Kensington site would be less attractive to Crossrail Station, and the accessibility of the area as a whole may not be transformed by a rail station, not would it still be approved by bus-based improvements.</td>
</tr>
<tr>
<td>23</td>
<td>Brook Network Policy CL1</td>
<td>No Fragmented and disjointed street network would remain in the borough.</td>
<td></td>
<td>Risk (i) That development proposals for larger scale development may not come forward due to the recession.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>24</td>
<td>Three Dimensional Street Form Policy CL3</td>
<td>No New development all against the historic built fabric.</td>
<td></td>
<td>Risk (i) That development proposals for larger scale development may not come forward due to the recession.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>25</td>
<td>Street and Outdoor Life Policy CL4</td>
<td>The level of street life will be less if the policy does not happen. Therefore the policy may impact on residents’ well-being.</td>
<td></td>
<td>Risk (i) That opportunities to create places do not arise due to the recession.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>26</td>
<td>Streetscape Policy CL4</td>
<td>We would fail to maintain the present very high streetscape standards.</td>
<td></td>
<td>Risk (i) Developers refuse to contribute</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>27</td>
<td>Parks, Gardens, Open Spaces and Waterways Policy CL5</td>
<td>There would be a degradation in the quality of the waterway, parks, gardens and open space.</td>
<td></td>
<td>Risk (i) That proposals for development may not come forward due to the recession.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>28</td>
<td>Trees and Landscape Policy CL6</td>
<td>Likelihood of a greater loss of trees in the borough.</td>
<td></td>
<td>Risk (i) Very little</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>29</td>
<td>Servicing Policy CL7</td>
<td>Likelihood of unsatisfactory servicing impacting negatively on new high density housing.</td>
<td></td>
<td>Risk (i) Site constraints</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Re-engaging Public Realm</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Crossrail Network Policy CL1</td>
<td>New Network infra structure would remain in the borough.</td>
<td></td>
<td>Risk (i) That development proposals for larger scale development may not come forward due to the recession.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

---

**Area Action Plan February 2008**

**Kensal Green area of opportunity**

**Kensal Green regeneration potential**

**Kensal Gate regeneration potential**

**Kensal building potential**

**Kensal costs and benefits**

**Kensal and Marylebone regeneration potential**

**Kensal and Marylebone regeneration costs and benefits**

---

533
<table>
<thead>
<tr>
<th>No.</th>
<th>Policy</th>
<th>Dependency: If this policy is not implemented, what may not happen on the ground as a result?</th>
<th>Central to delivery of the strategy vision?</th>
<th>Risk(s): what can get in the way of implementing the policy?</th>
<th>Likelihood of risk occurring?</th>
<th>Impacts on the strategy if risk occurs?</th>
<th>Potential Alternatives</th>
<th>Source from which other options are drawn</th>
<th>Reason for selecting Plan B</th>
<th>Reason for rejecting other options</th>
<th>Implications of Plan B on dependencies</th>
<th>Delivery Implications</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>New Buildings Extensions and Modifications (Policy CL3)</td>
<td>Improvement proposals fail to achieve high standards of design.</td>
<td>No</td>
<td>Risk (i) Technical planning inspection do not support the exceptional standards we are seeking.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>02</td>
<td>Historic Environment (Policy CL3)</td>
<td>The identity of the Borough is undermined because of a failure to protect its historic fabric.</td>
<td>No</td>
<td>Risk (i) Technical planning inspection do not support the exceptional standards we are seeking.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>03</td>
<td>Historic Areas (Policy CL4)</td>
<td>The identity of the Borough is undermined because of a failure to protect its historic fabric.</td>
<td>No</td>
<td>Risk (i) Technical planning inspection do not support the exceptional standards we are seeking.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>04</td>
<td>Amenity (CL5)</td>
<td>The high-quality residential life of the Borough is undermined because of a failure to protect amenity.</td>
<td>No</td>
<td>Risk (i) Technical planning inspection do not support the exceptional standards we are seeking.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>05</td>
<td>Small-Scale Alterations and Additions (Policy CL6)</td>
<td>Small-scale incremental changes leading to a degradation of the Borough character.</td>
<td>No</td>
<td>Risk (i) Technical planning inspection do not support the exceptional standards we are seeking.</td>
<td>Low</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>06</td>
<td>Housing Targets (Policy CH1)</td>
<td>Much-needed housing in the borough will not be provided.</td>
<td>Yes</td>
<td>Risk (i) Recession.</td>
<td>High</td>
<td>Med</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
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<tr>
<td>07</td>
<td>Housing Diversity (Policy CH2)</td>
<td>Housing in the borough will not be further diversified.</td>
<td>Yes</td>
<td>Risk (i) Failure to achieve goal affordable housing through viability assessments especially as part of recession.</td>
<td>Med</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>08</td>
<td>Residential Amenities (Policy CH3)</td>
<td>Reduction in quality of life for new and existing residents.</td>
<td>Yes</td>
<td>Risk (i) Increasing need for external living as part of climate change.</td>
<td>High</td>
<td>Med</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>No.</td>
<td>Policy</td>
<td>Dependency</td>
<td>Risk (Policy)</td>
<td>Likelihood of risk occurring?</td>
<td>Impact on the strategy if risk occurs?</td>
<td>Potential Alternatives</td>
<td>Source from which other options are drawn</td>
<td>Reason for selecting Plan B</td>
<td>Reason for rejecting other options</td>
<td>Implications of Plan B on dependencies</td>
<td>Delivery Implications</td>
<td></td>
</tr>
<tr>
<td>-----</td>
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<td>-------------------------------</td>
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<td>-----------------------------</td>
<td>-----------------------------------</td>
<td>-------------------------------</td>
<td>---------------------</td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Estate Renewal (Policy 1.1A)</td>
<td>Insufficiency of North Kensington</td>
<td>Risk (ii) Insufficiency of Alternative sources of funding</td>
<td>High</td>
<td>High</td>
<td>Yes</td>
<td>Plan B: Delay</td>
<td>Insufficiency of Alternative sources of funding, risk was not explicitly considered as a separate option, this is the only alternative suitable that keeps the strategy for the project on track</td>
<td>Yes</td>
<td>Benefits of underdevelopment would be delayed</td>
<td>Benefits of underdevelopment would be delayed</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Carbon Change (Policy 1.1E)</td>
<td>Insufficiency of carbon targets to mitigate climate change is essential</td>
<td>Risk (ii) Insufficiency of Building targets to be achieved, in order to achieve higher standards of CO₂ reduction, and proper use of water.</td>
<td>High</td>
<td>High</td>
<td>Yes</td>
<td>Plan C: Refurbishment</td>
<td>Insufficiency of Alternative sources of funding, risk was not explicitly considered as a separate option, this is the only alternative suitable that keeps the strategy for the project on track</td>
<td>No</td>
<td>Benefits of underdevelopment would be delayed</td>
<td>Benefits of underdevelopment would be delayed</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Recycling (Policy 1.2A)</td>
<td>Insufficiency of recycling targets</td>
<td>Risk (ii) Insufficiency of Planning and Environment Agency not supporting the policy</td>
<td>Low</td>
<td>Low</td>
<td>Yes</td>
<td>Plan B: Delay</td>
<td>Insufficiency of Alternative sources of funding, risk was not explicitly considered as a separate option, this is the only alternative suitable that keeps the strategy for the project on track</td>
<td>No</td>
<td>Benefits of underdevelopment would be delayed</td>
<td>Benefits of underdevelopment would be delayed</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Waste (Policy 1.2B)</td>
<td>Insufficiency of waste management</td>
<td>Risk (ii) Insufficiency of Planning and Environment Agency not supporting the policy</td>
<td>Low</td>
<td>Low</td>
<td>Yes</td>
<td>Plan B: Delay</td>
<td>Insufficiency of Alternative sources of funding, risk was not explicitly considered as a separate option, this is the only alternative suitable that keeps the strategy for the project on track</td>
<td>No</td>
<td>Benefits of underdevelopment would be delayed</td>
<td>Benefits of underdevelopment would be delayed</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Bio-diversity (Policy 1.2C)</td>
<td>Insufficiency of biodiversity</td>
<td>Risk (ii) Insufficiency of knowledge regarding the biodiversity of the area.</td>
<td>High</td>
<td>High</td>
<td>Yes</td>
<td>Plan B: Delay</td>
<td>Insufficiency of Alternative sources of funding, risk was not explicitly considered as a separate option, this is the only alternative suitable that keeps the strategy for the project on track</td>
<td>No</td>
<td>Benefits of underdevelopment would be delayed</td>
<td>Benefits of underdevelopment would be delayed</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Air Quality (Policy 1.2D)</td>
<td>Insufficiency of air quality</td>
<td>Risk (ii) Insufficiency of Planning and Environment Agency not supporting the policy</td>
<td>Low</td>
<td>Low</td>
<td>No</td>
<td>Plan B: Delay</td>
<td>Insufficiency of Alternative sources of funding, risk was not explicitly considered as a separate option, this is the only alternative suitable that keeps the strategy for the project on track</td>
<td>No</td>
<td>Benefits of underdevelopment would be delayed</td>
<td>Benefits of underdevelopment would be delayed</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Noise (Policy 1.2F)</td>
<td>Insufficiency of noise</td>
<td>Risk (ii) Insufficiency of Planning and Environment Agency not supporting the policy</td>
<td>Low</td>
<td>Low</td>
<td>No</td>
<td>Plan B: Delay</td>
<td>Insufficiency of Alternative sources of funding, risk was not explicitly considered as a separate option, this is the only alternative suitable that keeps the strategy for the project on track</td>
<td>No</td>
<td>Benefits of underdevelopment would be delayed</td>
<td>Benefits of underdevelopment would be delayed</td>
<td></td>
</tr>
</tbody>
</table>
Section 3 Supporting Information

Chapter 40 Housing Trajectory and Supporting Information

40.1 Appendix 1 Housing Trajectory

40.1.1 The Council’s housing target is 1,400 net additional units (350 units per annum) to be provided from 2007/8 until the London Plan is replaced. This is estimated to be in 2010/2011. From 2011/2012 the Council is planning to make provision for a minimum of 600 net additional dwellings per year. The housing target has varied over the trajectory period as shown by the green ‘target’ line in the trajectory graph.

40.1.2 The orange requirement line on the graph ‘Housing Trajectory to 2027/28’ shows the outstanding annual requirement for dwellings when judged against the target. This is based on a calculation of the number of dwellings needed at any point in time in order to meet the targets set over the whole period of the chart and is based on anticipated future developments. The target, in turn, affects the path of the orange line shown on this graph below. A lower target means that the overall dwelling requirement is met earlier. In this case the shortfall in completions over the recent past from 2004 to 2007 has ensured that the annual requirement being the outstanding need for more dwellings in each year remains positive until 2026/27 almost at the end of the trajectory period. The orange line remains above the year axis for longer becoming negative and dipping below the line only when the cumulative target for the period has been met. This shows that the target should be met by 2026/27.

40.1.3 The figures shown for the number of future dwelling completions allow for anticipated fallout when planning permissions either lapse or are superseded. In addition, the chart reflects a distribution of development taking place over a few years following the start of construction as well as a lapse rate of about a quarter. These proportions are based on patterns elsewhere within inner London. The construction progress over time also varies with the size of the development with the large developments taking longer.
40.1.4 The separate ‘Housing Trajectory Monitor to 2027/28’ graph comprises a single line which shows anticipated dwelling performance against target. It represents a comparison between the cumulative total of dwellings completed since the beginning of the plan period and the equivalent cumulative target over the same period. The effect of the early deficit shows clearly in the mid section of the graph only rising at the end of the period when more development is anticipated. The first half of the graph is affected by the early years resulting from the higher target level followed by a period of catch-up allowed by the lower target level. This is then followed by a slower rise as the anticipated housing supply from the available sites declines.

40.1.1 The London Plan, sets out a housing target of 733 dwellings per annum\textsuperscript{503} that the borough should seek to meet and exceed. The target is for ten years between 2015 and 2025 and has been rolled forward\textsuperscript{504} to 15 years resulting in an overall target of 10,995 units.

**First five year period (2015/16 2016/17 to 2019/20 2020/21)**

40.1.2 The NPPF requires authorities to identify and update annually a supply of specific deliverable sites to provide five years’ worth of housing against their housing requirements with an additional buffer of 20% where there is persistent evidence of under delivery against the plan target as in the case in the borough. To be considered deliverable\textsuperscript{505} sites should be:

1. Available now;
2. Offer a suitable location for development now;
3. Be achievable with a realistic prospect that housing will be delivered on the site within five years;
4. Sites with planning permission should be considered deliverable until permission expires.

40.1.3 The sites that make up the land supply for each year consist of the following components:

\textsuperscript{503} Table 3.1 London Plan 2016 (as amended)
\textsuperscript{504} Policy 3.3D Increasing Housing Supply, London Plan 2016 (as amended)
\textsuperscript{505} See glossary
1. Units under construction (at 1 April 2016) not expected to complete within the current monitoring year. Assumptions were made that schemes of between 1 and 24 units would be complete within two financial years of the start date. On sites over of 25 units or more, the best available information has been used to estimate completions. As development is actively occurring on these sites, they are considered to meet the tests of availability, suitability and deliverability set out the NPPF.

2. Units on sites with planning permission but not yet under construction. Assumptions were made that schemes of between 1 and 24 units would complete in three financial years from 01/04/2016 and are therefore all included as completions within FY2017/189. On sites over of 25 units or more the best available information has been used to estimate the timing of completions.

3. A small sites estimate was used to inform the land supply for the years 2018/19, 2019/20 and 2020/21. The figure of 152 has been taken from the London SHLAA 2013.

4. An estimate of vacant homes brought back into use of 46 units per annum also taken from the SHLAA is included for every year from 2015/16.

5. The non-self-contained allowance for the borough is 0 units per annum (London SHLAA 2013) so does not contribute to projections for this period, or to projections in the second or third five year periods.

**Second and Third five year period (2020/21 2021/22 – 2029/30 2030/31)**

40.1.4 The NPPF requires that for this period a supply of specific, developable sites or broad locations for growth are identified. The sites which make up this element of supply are those strategic sites allocated in the Local Plan (with and without planning permission) together with sites identified for inclusion within the council’s estate regeneration programme.

40.1.5 The annual small sites estimate and vacant units coming back to use have also been included in the land supply for this period for the reasons set out above.

40.1.6 It is anticipated that the broad locations which will provide the additional capacity required towards the end of the plan period are a potential further uplift on the Kensal Gasworks Strategic Site subject to additional transport and improvements.

**Five Year Housing Land Supply**

40.1.7 The housing supply requirement from 1 April 2016 to 31 March 2021 is 4,400 dwellings. This is made up of five years of the borough’s annual supply target of 733 new homes, plus a 20% buffer required in the NPPF where there has been a record of persistent under-delivery against the borough’s target. The current supply of deliverable sites during this period is expected to be 4,416 dwellings based on those sites assessed

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506 See glossary
as deliverable in the housing trajectory. This information is provided in the tables below.

40.1.8 The housing trajectory currently shows a total development pipeline of 10,734 11,694 net additional units for the 15 year period 2016/17 to 2029/30. The total target over the same period is 10,995 units. Therefore the total capacity is about 700 units below the borough target over the same period.

<table>
<thead>
<tr>
<th>Year</th>
<th>Projected Completions</th>
<th>Small Site Estimate</th>
<th>Vacant Units</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016/17</td>
<td>342 258</td>
<td>0</td>
<td>46</td>
<td>388 304</td>
</tr>
<tr>
<td>2017/18</td>
<td>364 581</td>
<td>0</td>
<td>46</td>
<td>410 627</td>
</tr>
<tr>
<td>2018/19</td>
<td>1,145 1045</td>
<td>0 152</td>
<td>46</td>
<td>1,191 1243</td>
</tr>
<tr>
<td>2019/20</td>
<td>1,072 921</td>
<td>152</td>
<td>46</td>
<td>1,270 1119</td>
</tr>
<tr>
<td>2020/21</td>
<td>959 925</td>
<td>152</td>
<td>46</td>
<td>1,157 1123</td>
</tr>
<tr>
<td>Total</td>
<td>3,882 3730</td>
<td>304 456</td>
<td>230</td>
<td>4,416</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimated Year of Completion</th>
<th>Site Allocations and Large Sites (25 units or more)</th>
<th>Site Allocations in St Quintin and Woodlands Neighbourhood Plan</th>
<th>Small Sites (less than or equal to 24 units) with Planning Permission</th>
<th>Small Sites Estimate (from SHLAA 2013)</th>
<th>Vacant Units coming back to use (from SHLAA 2013)</th>
<th>Total from all Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2016-17</td>
<td>152</td>
<td>0</td>
<td>190</td>
<td>0</td>
<td>46</td>
<td>388</td>
</tr>
<tr>
<td>FY 2017-18</td>
<td>340</td>
<td>0</td>
<td>24</td>
<td>0</td>
<td>46</td>
<td>410</td>
</tr>
<tr>
<td>FY 2018-19</td>
<td>1,056</td>
<td>67</td>
<td>22</td>
<td>0</td>
<td>46</td>
<td>1,191</td>
</tr>
<tr>
<td>FY 2019-20</td>
<td>1,034</td>
<td>38</td>
<td>0</td>
<td>152</td>
<td>46</td>
<td>1,270</td>
</tr>
<tr>
<td>FY 2020-21</td>
<td>959</td>
<td>0</td>
<td>0</td>
<td>152</td>
<td>46</td>
<td>1,157</td>
</tr>
<tr>
<td>Total</td>
<td>3,541</td>
<td>105</td>
<td>236</td>
<td>304</td>
<td>230</td>
<td>4,416</td>
</tr>
</tbody>
</table>

Please note that the Housing Trajectory in this Draft Policies document presents information as collected for the financial year 2014 – 15. This Housing Trajectory will be updated as part of the Monitoring Report published in December each year. The Monitoring Report also presents a yearly break down of the five year housing supply. The updated information will record information as collected for the financial year 2015 – 16. As a result the figures presented are expected to change at the next stage of plan making.
Source of 5 Year Housing Supply

Housing Trajectory 2015-16
## Housing Supply from Site Allocations

<table>
<thead>
<tr>
<th>Site Allocation</th>
<th>Current Status</th>
<th>Potential number of dwellings (net)</th>
<th>First Five Years</th>
<th>Years 6 to 10</th>
<th>Years 11-15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kensal</td>
<td>Further Alterations to the London Plan in 2015 increased the capacity of the site to 3,500 homes.</td>
<td>3,516</td>
<td>0</td>
<td>1,591</td>
<td>1,925</td>
</tr>
<tr>
<td>Barlby/ Treverton</td>
<td>Options appraisal being developed</td>
<td>350</td>
<td>0</td>
<td>210</td>
<td>140</td>
</tr>
<tr>
<td>Worthington Green</td>
<td>Planning permission granted for Phase 2. Planning application expected for Phase 3</td>
<td>281,281</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Phases 2 and 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Adjacent to Trellick Tower</td>
<td>Supplementary Planning Document prepared for site</td>
<td>60,80</td>
<td>80</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Silchester Estates</td>
<td>Options appraisal being developed</td>
<td>852</td>
<td>0</td>
<td>424</td>
<td>428</td>
</tr>
<tr>
<td>Earl’s Court Exhibition Centre</td>
<td>Planning permission granted scheme will take 15 years to complete</td>
<td>900,930</td>
<td>680</td>
<td>250</td>
<td>0</td>
</tr>
<tr>
<td>Former Territorial Army site</td>
<td>Planning permission granted</td>
<td>281</td>
<td>281</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Empress Telephone Exchange</td>
<td>Planning permission granted – scheme under construction.</td>
<td>158</td>
<td>158</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Homebase Site</td>
<td>Planning permission granted – scheme under construction.</td>
<td>330</td>
<td>330</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>100/100A West Cromwell Road</td>
<td>Planning permission expired</td>
<td>450</td>
<td>450</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Warwick Road Estate</td>
<td>Options appraisal being developed</td>
<td>230</td>
<td>0</td>
<td>230</td>
<td>0</td>
</tr>
<tr>
<td>Lots Road Power Station</td>
<td>Planning permission granted – under construction</td>
<td>420</td>
<td>420</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Site at Lots Road</td>
<td>Team appointed, pre-application to commence early 2017</td>
<td>420,60</td>
<td>60</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Harrington Road</td>
<td>Not known</td>
<td>50</td>
<td>0</td>
<td>50</td>
<td>0</td>
</tr>
<tr>
<td>Chelsea Farmer’s Market</td>
<td>May be required for Crossrail 2 construction</td>
<td>50</td>
<td>0</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>Total number of dwellings</td>
<td></td>
<td>8,117,8,098</td>
<td>2,740</td>
<td>2,755</td>
<td>2,543</td>
</tr>
</tbody>
</table>

### Fifteen Year Housing Land Supply

40.1.9 The total 15 year housing supply (2016/17 to 2030/31) is the first five year supply of 4,416 (sources of supply as shown above) plus the anticipated supply from site allocations for years 6 to 10 (2,755) and 11 to 15 (2,543) shown above. In addition the assumptions for 152 small sites estimate and 46 vacant units returning to use each year need to be added for years 6 to 15 (10 years). This results in a 15 year supply of 11,694 against a target of 10,995 over the same period giving a surplus of 699 units.

40.2 Appendix 2 - Further Evidence

Affordable Housing Target
40.2.1 Through the London Housing Strategy, the Council has a target to deliver 90 affordable homes per annum until the new London Plan is published (c.2011/2012) and 2,000 affordable homes (200 units per annum) from 2011/2012 until 2021/2022 from all sources, to be provided in the borough.

40.2.2 The affordable housing figure of 200 units per annum was calculated primarily by considering the estimated affordable housing from the site allocations. A number of the schemes shown in the table below have planning permission and therefore assuming these development proposals are implemented, the level of affordable housing to be delivered is known. However, for other sites, estimates have been made broadly based on a 50 per cent target (i.e. Kensal and Homebase). The 50 per cent target, in part, reflects the high level of need for affordable housing in the borough as evidenced within the SHMA. The 50 per cent target is therefore needs-driven. Where a qualifying scheme proposes less than this target, the dynamic viability approach will ensure that the maximum reasonable proportion of affordable housing is secured.

<table>
<thead>
<tr>
<th>Strategic Site</th>
<th>Total Estimated Housing Provision</th>
<th>Affordable Housing Provision (planning permission amount or estimate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kensal</td>
<td>2500</td>
<td>1250 (estimate)</td>
</tr>
<tr>
<td>Wornington</td>
<td>380 (new units from private sale)</td>
<td>0 (re-provision of existing 538 social rented units)</td>
</tr>
<tr>
<td>Land Adjacent to Trellick Tower</td>
<td>60</td>
<td>Uncertain due to the relationship of this site to the refurbishment of Trellick tower, which is largely social rented housing</td>
</tr>
<tr>
<td>North Kensington Sports Centre</td>
<td>No housing is allocated on this site. Some housing may be possible depending on the design of this site.</td>
<td>Unknown</td>
</tr>
<tr>
<td>The former Commonwealth institute</td>
<td>None/negligible</td>
<td>None/negligible</td>
</tr>
<tr>
<td>Warwick Road (separate sites listed below)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>— Charles House</td>
<td>530</td>
<td>63</td>
</tr>
<tr>
<td>— Former TA</td>
<td>255</td>
<td>84</td>
</tr>
<tr>
<td>— Telephone Exchange</td>
<td>158</td>
<td>59</td>
</tr>
<tr>
<td>— Homebase</td>
<td>300</td>
<td>150 (estimate)</td>
</tr>
<tr>
<td>— 100 West Cromwell Rd</td>
<td>350</td>
<td>100 (estimate)</td>
</tr>
<tr>
<td>Lots Road</td>
<td>420</td>
<td>166</td>
</tr>
<tr>
<td>Earl’s Court Exhibition Centre</td>
<td>500</td>
<td>250</td>
</tr>
<tr>
<td>Total</td>
<td>5,453</td>
<td>2,119</td>
</tr>
</tbody>
</table>

40.2.3 Past trends have indicated a typical overall delivery rate of 25-33 per cent and therefore a target of 200 units out of the proposed 600 (33 per cent) is considered appropriate because it is at the top end of this range. The latter also takes into account the fact that the 600 unit annual housing target (6,000 units over a ten year period) also includes small as well as larger housing schemes, and a proportion of the former will not be required to generate affordable housing. The borough has relatively few ‘major’ housing applications.
Previous trends have indicated that around 84 per cent of new homes come from schemes with ten or more units (i.e. where affordable housing would be required). Eighty four per cent of the overall affordable housing figure of 2119 is 1780, which is 30 per cent of the overall housing total shown above. The target is therefore set close to this percentage, because this is considered to be a realistic target figure.

40.2.4 The following table shows the site allocations in the Local Plan:

Table Royal Borough of Kensington and Chelsea - Borough Housing Trajectory Data to 2027-28

Affordable Housing Threshold Figure and Percentage

40.2.5 The Council requires the provision of affordable housing to be calculated on the basis of floorspace. Habitable rooms are not suitable because of the frequent differences between the tenures in the size of habitable rooms or number of habitable rooms, and the number of dwellings is equally problematic because of the variable size of dwellings in the private sector.

40.2.6 In calculating the floor area equivalent to the affordable housing threshold, the UDP floorspace standards have been applied to the Council’s preferred mix for nine market homes i.e. the number of homes that can be built without triggering affordable housing. This calculation has produced a threshold of 800sqm (8,600sqft), but as explained below a commuted sum will be sought between 800-1,200sqm (8,600-12,900sqft), and affordable units will be sought only where more than 1,200sqm (12,900sqft) of residential floorspace is proposed.

40.2.7 The Affordable Housing Threshold Calculation is as follows: Using Parker Morris minimum floorspace standards for residential developments

40.2.8 The housing policies require that a mix of dwellings of different sizes are provided in housing schemes. While the Strategic Housing Market Assessment identifies a particular demand for family sized units, with three or more bedrooms, in both the market and affordable housing sectors, the mix set out below is considered to be a mix which will be more typical of delivery because of the need to take account of site characteristics. The mix set out below, includes nine units with roughly half of the dwellings being smaller units and half larger units. This mix of 9 units would result in the following:

- 60 per cent one and two bedroom units (5.4 units);
- 40 per cent three and four bedroom units (3.6 units);
for small units (1 and 2 bed), round down the 5.4 ‘average’ to 5 units, and calculate all 5 at the 2-bed floor area of 57 sq.m (560 sq.ft) (the minimum net internal floor area for a home with 3 habitable rooms);

• for large units (3 and 4 bed), round up the 3.6 ‘average’ to 4 units, and calculate all 4 at the 4-bed floor area of 98 sq.m (1,050 sq.ft) (the most generous minimum net internal floor area for a home with 6 habitable rooms).

40.2.9 So that gives a floor area of:

- \[5 \times 57 = 285\]
- \[4 \times 98 = 392\]
- \[\text{Total} = 677 \text{sq.m (7,290 sq.ft)}\]

40.2.10 However, as this is net internal, it is also necessary to take account of the space required for circulation, common areas and structures. It may not be possible to physically fit this on a site with the 677 sq.m (7,290 sq.ft) of net internal floorspace. Thus, for policy purposes, a gross external figure is more useful.

40.2.11 Again, erring on the side of caution, within the borough given the number of existing buildings to be retained, allowing for a 15 per cent gross: net ratio, 15 per cent of 677 = 101.55 sq.m (1,090 sq.ft). The calculation would be as follows: 677 + 101.55 = 778.55 sq.m (8,370 sq.ft). For administrative convenience, this is rounded up to 800 sq.m gross external floorspace. Working out the affordable housing on site/commuted sum: The threshold for appropriate site provision is one house, thus a commuted payment will be sought where the floor area produces less than one house. The largest possible net internal floorspace for an affordable dwelling is 140 sq.m (5 bedroom), using the Housing Corporation Total Cost Indicator Tables for affordable housing space standards.

40.2.12 In order to have enough floorspace to generate this whole house on 1:1 ratio on floor area over 800 sq.m, 280 sq.m (3,000 sq.ft) would be required. As the threshold is expressed in gross external floor area, adding 15 per cent to 280 sq.m to translate this to gross external floorspace which produces a figure of 322 sq.m (280 + 42) (3,470 sq.ft). This is rounded up to 400 sq.m (4,300 sq.ft) for convenience.

40.2.13 Thus if between 800 sq.m and 1,200 sq.m (8,600-12,900 sq.ft) of residential floorspace is proposed a commuted sum should be provided, whereas if 1,200 sq.m (12,900 sq.ft) or more of residential floorspace is proposed affordable housing should be provided on-site.

40.2.14 The Council’s Affordable Housing Target: Viability Study, June 2015 includes a number of housing typologies to test the level of affordable housing that would be viable. The typologies include two small schemes of 4 houses and 5 flats respectively. The appraisals are structured to incrementally introduce affordable housing until the residual land value and the benchmark land value are equal. The study indicates that in these two small schemes depending on their location in the borough, it would be possible to achieve an affordable housing proportion of between 22% (zone E – Kensington West) and 61% (zone A - Knightsbridge).

40.2.2 Even at the lower end of the range at 22% the affordable housing that can be viably achieved is significant given that there is a strong reliance in the borough on small sites due to its uniquely dense and historic character.

40.2.3 Table 4.1.2 of the Affordable Housing Target: Viability Study, June 2015 sets out the size mix of the schemes that were tested. The floor areas in Table 4.1.2 are net internal areas.

508 Housing Corporation, Total Cost Indicators
rather than gross. The gross to net ratios applied are set out in Section 4.4 of the Viability Study (i.e. 100% for site type 1 and 85% for site type 2).

40.2.4 The split between private and affordable homes is assumed to be 80% and 20% (rounded from 22%) as that is the lower figure shown to be viable for these schemes in the relatively lower value areas.

**Floorspace of the scheme with 4 houses (Site Type 1)**

40.2.5 For the scheme with 4 houses, Table 4.1.2 assumes a 50:50 split between 3 bed and 4 bed houses.

No. of Private Houses (80% of 4) = 3

A. Assuming two houses are 3 bed and one is 4 bed, the floorspace would be –

\[2 \times (150 \text{ sq m}) + 200 \text{ sq m} = 500 \text{ sq m}\]

No. of affordable houses (20% of 4) = 1

B. Assuming the affordable house was a 3 bedroom unit, the size would be 100 sq m

Total Area (A+B) = 600 sq m
Gross to net ratio – 100%

**Total Gross Internal Area (GIA) – 600 sq m**

**Floorspace of the scheme with 5 flats (Site Type 2)**

40.2.6 For the scheme with 5 flats, Table 4.1.2 assumes 20% 2 bed flats, 40% 3 bed flats and 40% 4 bed flats.

No. of Private Houses (80% of 5) = 4

A. Assuming one flat is two bed, two flats are 3 bed and one flat is 4 bed (based on the size mix split above), the floorspace would be –

\[90 \text{ sq m} + 2 \times (110 \text{ sq m}) + 150 \text{ sq m} = 460 \text{ sq m}\]

No. of affordable houses (20% of 5) = 1

B. Assuming the affordable flat was a 2 bedroom unit, the floorspace would be 75 sq m

Total Area (A+B) = 535 sq m
Gross to net ratio – 85%

**Total Gross Internal Area (GIA) – 535/0.85 = 629 sq m**

40.2.7 The calculations above suggest a scheme size of between 600 sq m and 629 sq m could viably provide about 20% of affordable housing across the borough. To further support scheme viability, the larger of the two figures i.e. 600 sq m GIA rounded up to 650 sq m GIA is taken as the suitable threshold and schemes which meet or exceed this threshold are required to provide affordable housing in-line with Policy CH2.
## Chapter 41 Policy Replacement Schedule

### 41.0.1

The purpose of the following tables is to show how the **former extant** UDP Policies and previous iterations of the **original** Core Strategy policies (adopted in 2010) relate to the **most up to date latest** version of the Core Strategy Local Plan (2014 2016/17). These tables fulfill the requirements laid out in Regulation 8(5) The Town and Country Planning (Local Planning) (England) Regulations 2012 and show how the Core Strategy Policies relate to each other. This schedule sets out the UDP Policies and identifies if there is a relevant policy in the Core Strategy. The specific criteria within each policy have also been identified where appropriate. Most **All** UDP Policies have now been **are** superseded except those in the Housing and Offices and Employment Chapters which will be superseded in due course upon the adoption of the Local Plan Partial Review.

### 41.0.2

The Core Strategy Policies (2014) are not the same as the UDP Policies or those Core Strategy Policies (2010) that they replace; rather they cover the same topic or issue.

<table>
<thead>
<tr>
<th>Policy Description</th>
<th>Status of UDP Policy</th>
<th>Superseded?</th>
<th>Local Plan Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STRATEGIC POLICIES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST1 Protect and enhance the Borough’s residential character</td>
<td>Saved Policy</td>
<td>Yes</td>
<td>Policy CV1</td>
</tr>
<tr>
<td>ST2 Increase residential provision</td>
<td>Expired Policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST3 Seek continued economic growth</td>
<td>Expired Policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST4 Seek a safe, efficient and green transport system</td>
<td>Expired Policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST5 Locate tourist related development close to public transport</td>
<td>Saved Policy</td>
<td>Yes</td>
<td>Policy CT1</td>
</tr>
<tr>
<td>ST6 Encourage sizeable activities to locate in Central RBKC</td>
<td>Expired Policy</td>
<td></td>
<td>Policy CF8</td>
</tr>
<tr>
<td>ST7 Promote sustainable development by reducing the need to travel</td>
<td>Saved Policy</td>
<td>Yes</td>
<td>Policies CF5, CF7 and CT1</td>
</tr>
<tr>
<td>ST8 Promote sustainable development by enhancing environmental quality</td>
<td>Expired Policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST9 Ensure development preserves and enhances the residential character of the Royal Borough</td>
<td>Saved Policy</td>
<td>Yes</td>
<td>Policy CV1</td>
</tr>
<tr>
<td>ST10 Protect Listed Buildings and preserve Conservation Areas</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CL3 and CL4</td>
</tr>
<tr>
<td>ST11 Promote high environmental and architectural design standards</td>
<td>Saved policy</td>
<td>Yes</td>
<td>High environmental standards are required through policies CE1, CE2, CE3, CE4, CE5 and CE6 High architectural standards are required through policy CL2</td>
</tr>
<tr>
<td>ST12 Protect London’s skyline and Strategic views</td>
<td>Expired Policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST13 Protect the River Thames and its setting</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST14 Ensure people with special mobility needs have equality of access</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST15 Protect Ancient Monuments and Sites of Archaeological Interest</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST16 Ensure contribution of RBKC to Greater London dwelling stock</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST17 Seek to maximise residential capacity in the Borough</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST18 Encourage an adequate and continuous supply of land for new housing</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST19 Seek an increase in amount and range of sizes of dwellings</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policy Description</td>
<td>Status of UDP policy</td>
<td>Superseded/Local Plan Policy</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------------</td>
<td>----------------------</td>
<td>---------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>ST20 Support diverse economy whilst protecting from inappropriate development</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST21 Encourage large developments to locate close to public transport</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST22 Retain a range of business premises whilst prioritising small businesses</td>
<td>Saved policy</td>
<td>Yes Policy CF5, which also includes very small offices.</td>
<td></td>
</tr>
<tr>
<td>ST23 Support the reduction of road traffic movement in the metropolitan area</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST24 Support measures to reduce air and noise pollution from motor vehicles</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST25 Promote walking and improve the pedestrian environment</td>
<td>Saved policy</td>
<td>Yes Policies CT1, CK2 and CK3</td>
<td></td>
</tr>
<tr>
<td>ST26 Promote cycling and provide comprehensively for cyclists</td>
<td>Saved policy</td>
<td>Yes Policies CT1, CK2 and CK3</td>
<td></td>
</tr>
<tr>
<td>ST27 Support and encourage the improvement of the public transport network</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST28 Encourage the use of rail for passenger and freight movement</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST29 Support the development of new rail links around London</td>
<td>Saved policy</td>
<td>Yes Policy CT2</td>
<td></td>
</tr>
<tr>
<td>ST30 Support local bus services and measures to improve service quality</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST31 Support the use of the River Thames for passenger and freight movement</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST32 Achieve targets set for reduction in road accidents through safety schemes</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST33 Support maintenance of a Strategic London Road Network</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST34 Implement programmes of comprehensive traffic management</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST35 Support control of night-time and weekend lorry movement</td>
<td>Saved policy</td>
<td>Yes To be moved to a Highways and Transportation document</td>
<td></td>
</tr>
<tr>
<td>ST36 Monitor demand in the controlled parking zone</td>
<td>Saved policy</td>
<td>Yes To be moved to a Highways and Transportation document</td>
<td></td>
</tr>
<tr>
<td>ST37 Oppose any increased capacity at Heathrow Airport</td>
<td>Saved policy</td>
<td>Yes To be moved to a Highways and Transportation document</td>
<td></td>
</tr>
<tr>
<td>ST38 Enhance the vitality and viability of Principal and Local Shopping Centres</td>
<td>Saved policy</td>
<td>Yes Policies CF1, CF2 and CF3</td>
<td></td>
</tr>
<tr>
<td>ST39 Ensure large new retail development is concentrated in Principal Centres</td>
<td>Saved policy</td>
<td>Yes Policy CF1 (including the sequential test as set out in the NPPF) and policy</td>
<td></td>
</tr>
<tr>
<td>ST40 Promote retail development in Local Shopping Centres</td>
<td>Saved policy</td>
<td>Yes Policies CK2, CF3 and CF1</td>
<td></td>
</tr>
<tr>
<td>ST41 Improve the attractiveness and competitiveness of the shopping centres</td>
<td>Saved policy</td>
<td>Yes Policies CF1, CF2 and CF3</td>
<td></td>
</tr>
<tr>
<td>ST42 Ensure continued enhancement of Principal Shopping Centres</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST43 Ensure that the needs of residents and workers are met by retail</td>
<td>Saved policy</td>
<td>Yes Policies CK2 and CK3</td>
<td></td>
</tr>
<tr>
<td>ST44 Protect and encourage accessible social and community facilities</td>
<td>Saved policy</td>
<td>Yes Policy CK1</td>
<td></td>
</tr>
<tr>
<td>ST45 Restrict new hotel development to acceptable locations</td>
<td>Saved policy</td>
<td>Yes Policy CF8</td>
<td></td>
</tr>
<tr>
<td>ST46 Ensure continued contribution of sports, leisure and recreation provision</td>
<td>Saved policy</td>
<td>Yes Policies CK1 and CF3</td>
<td></td>
</tr>
<tr>
<td>ST47 Maintain and increase the provision and quality of open space</td>
<td>Saved policy</td>
<td>Yes Policy CRS</td>
<td></td>
</tr>
<tr>
<td>ST48 Encourage provision of continuous Thames path, improve access to river</td>
<td>Saved policy</td>
<td>Yes Policy CRS</td>
<td></td>
</tr>
<tr>
<td>ST49 Consider nature conservation and protection in all proposals</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policy Description</td>
<td>Status of UDP policy</td>
<td>Superseded?</td>
<td>Local Plan Policy</td>
</tr>
<tr>
<td>--------------------</td>
<td>---------------------</td>
<td>------------</td>
<td>------------------</td>
</tr>
<tr>
<td>STS0</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STS1</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STS2</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CONSERVATION AND DESIGN</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD1</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11</td>
</tr>
<tr>
<td>CD2</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11</td>
</tr>
<tr>
<td>CD3</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD4</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5</td>
</tr>
<tr>
<td>CD5</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5</td>
</tr>
<tr>
<td>CD6</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Waterside views are covered by Policy CL1 clause (d)</td>
</tr>
<tr>
<td>CD7</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5 (h) requires opportunities to improve public access to riversides</td>
</tr>
<tr>
<td>CD8</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11</td>
</tr>
<tr>
<td>CD9</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5</td>
</tr>
<tr>
<td>CD10</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11</td>
</tr>
<tr>
<td>CD11</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11</td>
</tr>
<tr>
<td>CD12</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS6 (a) and (b)</td>
</tr>
<tr>
<td>CD13</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11, See the Building Heights SPD</td>
</tr>
<tr>
<td>CD14</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11, See the Building Heights SPD</td>
</tr>
<tr>
<td>CD15</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11, See the Commonwealth Institute SPD</td>
</tr>
<tr>
<td>CD16</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS, See Kensington and Earl’s Court in the Spatial Strategy</td>
</tr>
<tr>
<td>CD17</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5</td>
</tr>
<tr>
<td>CD18</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5</td>
</tr>
<tr>
<td>CD19</td>
<td>Expired policy</td>
<td></td>
<td>The protection of views forms part of Policy CL1 (d)</td>
</tr>
<tr>
<td>CD20</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD21</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CRS5 (h) and CL1 (d)</td>
</tr>
<tr>
<td>CD22</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD23</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5</td>
</tr>
<tr>
<td>CD24</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5 (d)</td>
</tr>
<tr>
<td>CD25</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5 (b)</td>
</tr>
<tr>
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</tr>
<tr>
<td>CD26 Encourage improvement of land/buildings which are in poor condition</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL5 Note the use of S215 Notices</td>
</tr>
<tr>
<td>CD27 Ensure that all development is to a high standard of design</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CL2 and CL1</td>
</tr>
<tr>
<td>CD28 Require development to be integrated into its surroundings</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL1b and CR2</td>
</tr>
<tr>
<td>CD29 Encourage energy efficiency of buildings</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD30 Require infill development to maintain character of its surroundings</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD31 Resist development of backland sites STC</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4</td>
</tr>
<tr>
<td>CD32 Resist subterranean developments STC</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL2 (g)</td>
</tr>
<tr>
<td>CD33 Resist development which reduces daylight in adjoining buildings</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL5</td>
</tr>
<tr>
<td>CD34 Require developments to ensure good light conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL5</td>
</tr>
<tr>
<td>CD35 Ensure sufficient visual privacy of residents and the working population</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL5</td>
</tr>
<tr>
<td>CD36 Resist developments with a harmful increase in the sense of enclosure</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL6</td>
</tr>
<tr>
<td>CD37 Resist developments significantly higher than neighbouring buildings</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD38 Ensure proposals for open space are designed to high standards</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5 (g)</td>
</tr>
<tr>
<td>CD39 Require developers to account for safety and security</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL2 (a) (vii)</td>
</tr>
<tr>
<td>CD40 Resist proposals where the noise generated would cause material disturbance to neighbours</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE6</td>
</tr>
<tr>
<td>CD41 Ensure developments include adequate protection from external noise</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE6</td>
</tr>
<tr>
<td>CD42 Require all non-domestic developments are accessible to people with special mobility needs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL2 in particular clause (a) part (vi). Also see the Access Design Guide SPD</td>
</tr>
<tr>
<td>CD43 Have regard to standards set out in Planning Standards Chapter</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD44 Resist additional storeys and roof-level alterations</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL8</td>
</tr>
<tr>
<td>CD45 Permit additional storeys and roof-level alterations</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL8</td>
</tr>
<tr>
<td>CD46 Resist the introduction of roof-level terraces</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL8 (Roof alterations) Policy CL8 (Living conditions)</td>
</tr>
<tr>
<td>CD47 To resist proposals for extensions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL8 (Extensions and modifications) Policy CL5 (Living conditions)</td>
</tr>
<tr>
<td>CD48 To resist proposals for conservatories</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL8</td>
</tr>
<tr>
<td>CD49 To resist side extensions to buildings</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL9</td>
</tr>
<tr>
<td>CD50 Permit alterations only where external appearance would not be harmed</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL6</td>
</tr>
<tr>
<td>CD51 Resist unsympathetic small-scale developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL6</td>
</tr>
<tr>
<td>CD52 Resist the installation of plant and equipment</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CE6, CL6 and CL5</td>
</tr>
<tr>
<td>CD53 Permit satellite dishes and antennas</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL6</td>
</tr>
<tr>
<td>CD54 Resist off-street car parking in forecourts and gardens</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</td>
</tr>
<tr>
<td>CD55 Ensure character of move properties is preserved and enhanced</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4</td>
</tr>
<tr>
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<tr>
<td>CD56 Resist loss of and inappropriate alterations/extensions to artists’ studios</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4</td>
</tr>
<tr>
<td>CD57 Preserve and enhance appearance of Conservation Areas (CAS)</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3</td>
</tr>
<tr>
<td>CD58 Encourage improvement of the environment of CASs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3</td>
</tr>
<tr>
<td>CD59 Seek implementation of specific proposals agreed in CAPS</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3</td>
</tr>
<tr>
<td>CD60 Resist partial or full demolition of buildings in CASs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3</td>
</tr>
<tr>
<td>CD61 Ensure developments in CASs preserve and enhance character</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3</td>
</tr>
<tr>
<td>CD62 Ensure all development in CASs is to a high standard</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL2 and CL3</td>
</tr>
<tr>
<td>CD63 Consider the effect of proposals on views in CASs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL11</td>
</tr>
<tr>
<td>CD64 Require full planning applications in CASs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3 (a)</td>
</tr>
<tr>
<td>CD65 Resist demolition of listed buildings in whole or in part</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4 (a)</td>
</tr>
<tr>
<td>CD66 Resist proposals to alter listed buildings</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4 (b)</td>
</tr>
<tr>
<td>CD67 Encourage use of listed buildings for their original purpose</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4 (a)</td>
</tr>
<tr>
<td>CD68 Resist change of use of listed buildings that would harm its character</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4, in particular, clause (e)</td>
</tr>
<tr>
<td>CD69 Resist development that would adversely affect a listed building's setting</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4</td>
</tr>
<tr>
<td>CD70 Encourage retention of shop fronts of quality</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL2, See the Shopfront Design Guide SPD</td>
</tr>
<tr>
<td>CD71 Seek all new shop fronts respect the building's original structure</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL3, See the Shopfront Design Guide SPD</td>
</tr>
<tr>
<td>CD72 Require suitable shop signage on combined shopping units</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL10, See the Shopfront Design Guide SPD</td>
</tr>
<tr>
<td>CD73 Resist open shop fronts</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL10</td>
</tr>
<tr>
<td>CD74 Resist shop fronts resulting in removal of separate access to residential</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL10, See the Shopfront Design Guide SPD</td>
</tr>
<tr>
<td>CD75 Require where appropriate that mobility needs are met by shop fronts</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD76 Resist advertisements</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</td>
</tr>
<tr>
<td>CD77 Permit awnings and blinds that are in character with the building</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL10</td>
</tr>
<tr>
<td>CD78 Permit flagpoles unless their siting would harm the areas character</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL6</td>
</tr>
<tr>
<td>CD79 Resist the erection of permanent hoardings</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</td>
</tr>
<tr>
<td>CD80 Resist developments that would result in damage or loss of trees</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR6</td>
</tr>
<tr>
<td>CD81 Encourage the planting of trees in new developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR6</td>
</tr>
<tr>
<td>CD82 Resist tree loss unless they are dead/dying or a public danger</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR6</td>
</tr>
<tr>
<td>CD83 Require an appropriate replacement for any tree that is felled</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR6</td>
</tr>
<tr>
<td>CD84 Ensure adequate protection of trees during the course of construction</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR6</td>
</tr>
<tr>
<td>CD85 Encourage protection of Sites of Archaeological Interest (SAI)</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4 (h)</td>
</tr>
<tr>
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<tr>
<td>CD86 Requirement of various actions if application is situated on an SAI</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4 (h)</td>
</tr>
<tr>
<td>CD87 Encourage co-operations between various parties with regard to SAI</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>CD88 Preserve and enhance all scheduled ancient monuments and SAI</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL4</td>
</tr>
<tr>
<td>CD89 Retain religious buildings of architectural or townscap merit</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL1</td>
</tr>
<tr>
<td>CD90 Prepare planning brief and guidelines for important development sites</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD91 Identify sites that would benefit from environmental improvement schemes</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD92 Negotiate planning obligations to achieve conservation and development</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy C1</td>
</tr>
<tr>
<td>CD93 Discourage excess street furniture</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</td>
</tr>
<tr>
<td>CD94 Encourage good quality street furniture</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</td>
</tr>
<tr>
<td>CD95 Seek the preservation of historic street furniture</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR4</td>
</tr>
<tr>
<td><strong>HOUSING</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H1 Resist the loss of permanent residential accommodation</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH3</td>
</tr>
<tr>
<td>H2 Seek the development of land for residential use</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CH1 and CH3</td>
</tr>
<tr>
<td>H3 Encourage the use of property...whenever appropriate, for residential</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H4 Resist encroachment into residential areas of commercial activities</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>H5 Encourage local services that support the residential character of the area</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H6 Permit conversions from self-contained units into smaller e/c units</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (g)</td>
</tr>
<tr>
<td>H7 Seek provision of outdoor space in all new development</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (h)</td>
</tr>
<tr>
<td>H8 Require appropriate social and community facilities in major developments</td>
<td>Saved policy</td>
<td>No</td>
<td>This is dealt with in relation to each of the Strategic Sites in Section 2A of the Core Strategy. Policies CH2 (a), CK1 and C1</td>
</tr>
<tr>
<td>H9 Resist residential development designed to a very low density</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL1 (a)</td>
</tr>
<tr>
<td>H10 Require that housing designed for families is designed to a lower density</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL1 (c) and to some extent CH2 (a)</td>
</tr>
<tr>
<td>H11 Resist housing designed to higher densities</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H12 Resist higher densities unless necessary for townscap reasons</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H13 Continue to encourage improvement/preservation of existing housing</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H14 Ensure the enhancement of the residential environment</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H15 Require majority of housing to be located on Major Development Sites</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>H16 Encourage use of publicly owned land for housing provision</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H17 Resist loss of small self-contained flats</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>H18 Seek inclusion of smaller units and larger units in residential schemes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (a)</td>
</tr>
<tr>
<td>H19 Seek an appropriate mix of dwellings within a scheme</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (a),(f) and (g)</td>
</tr>
<tr>
<td>H20 Normally to resist conversion of HMOs into e/c flats</td>
<td>Saved policy</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>H21 Welcome affordable housing and housing for special needs</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td>H22 Negotiate provision of affordable housing for sites of over 15 dwellings</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H23 Provide affordable housing for Schedule of Major Developments Sites</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H24 Provide housing for people with special accommodation needs</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H25 Resist loss of residential hostels except in Earl’s Court Ward</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (e) does not specifically refer to Earl’s Court</td>
</tr>
<tr>
<td>H26 Permit proposals for hostels by recognised hostel providers STC</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (a) for residential hostels and CF8 for tourist hostels</td>
</tr>
<tr>
<td>H27 Welcome provision of sheltered housing</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (c) refers to extra care housing</td>
</tr>
<tr>
<td>H28 Seek that ground-floor dwellings are built to mobility standard</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H29 Resist loss of the Westway Travellers’ Site</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (a)</td>
</tr>
<tr>
<td><strong>OFFICES AND INDUSTRY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E1 Resist large-scale business development unless certain criteria met</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 considers the 11 appropriate location of new business development</td>
</tr>
<tr>
<td>E2 Permit small-scale business development</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E3 Resist loss of business units of less than 100 m²</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 protects very small offices across the Borough</td>
</tr>
<tr>
<td>E4 Require housing to be developed on Major Development Sites</td>
<td>Saved policy</td>
<td>Yes</td>
<td>See Section 2A Allocations and Designations for this information, Site S106-SPD for more information</td>
</tr>
<tr>
<td>E5 Negotiate planning gains from large scale business developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 provides a strategic overview. See Planning Obligations (S106)-SPD for more information</td>
</tr>
<tr>
<td>E6 Ensure developments provide a visually interesting street frontage</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E7 Ensure adequate provision for storage, recycling and disposal of waste</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E8 Resist loss of general industrial uses</td>
<td>Saved policy</td>
<td>No</td>
<td>Policy CF5 (1), (g) and (h) relate to light industrial uses</td>
</tr>
<tr>
<td>E9 Resist applications for the development of premises for special industries</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E10 Encourage business proposals to provide a range of unit sizes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 (e)</td>
</tr>
<tr>
<td>E11 Encourage provision of start-up units</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>E12 Encourage refurbishment of office and industrial buildings</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>E13 Encourage premises for locally based service industries and offices</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>E14 Resist loss of commercial uses within primarily commercial mews</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 (c)</td>
</tr>
<tr>
<td>E15 Seek provision of light industrial premises in North Kensington</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>E16 Restrict change of use between B1-B8 uses in North Kensington</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 provides a strategic overview</td>
</tr>
<tr>
<td>E17 Resist loss of light industrial uses in North Kensington</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 provides a strategic overview</td>
</tr>
<tr>
<td>E18 Consider sympathetically proposals for expansion in North Kensington</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E19 Adhere to conditions that limit premises in North Kensington to industrial</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>E20 Resist the loss of business use in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 (a)</td>
</tr>
<tr>
<td>E21 Resist loss of other employment generating uses in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 (a) and (f)</td>
</tr>
<tr>
<td>E22 Adhere to conditions that limit premises in Employment Zones to industrial</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
</tr>
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<tr>
<td>E23 Resist change of use of light industrial premises in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF6</td>
</tr>
<tr>
<td>E24 Consider sympathetically proposals for expansion or relocation in Employment Zones</td>
<td>Expired policy</td>
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<tr>
<td>E25 Encourage provision of small, flexible business units in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 (c)</td>
</tr>
<tr>
<td>E26 Encourage improvement of existing offices and light industrial units in Employment Zones</td>
<td>Saved policy</td>
<td>No</td>
<td></td>
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<tr>
<td>E27 Require business use in proposals for sites in Employment Zones</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 protects the Employment Zones for light industrial use and small and medium business uses.</td>
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<tr>
<td>E28 Resist establishment of diplomatic uses in specified areas</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF10</td>
</tr>
<tr>
<td>E29 Permit establishment of diplomatic uses in specified areas STC</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF10</td>
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<tr>
<td>E30 Consider favourably applications for diplomatic uses in listed buildings</td>
<td>Expired policy</td>
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<tr>
<td><strong>TRANSPORTATION</strong></td>
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<tr>
<td>TR1 Ensure high trip-generating development is located close to transport</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (a)</td>
</tr>
<tr>
<td>TR2 Maintain, improve and provide safe pedestrian crossing facilities</td>
<td>Expired policy</td>
<td></td>
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<tr>
<td>TR3 Maintain and improve footways</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (b)</td>
</tr>
<tr>
<td>TR4 Protect footpaths and encourage provision of new routes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (c)</td>
</tr>
<tr>
<td>TR5 Improve and introduce cycle facilities, expanding the Local Cycle Network</td>
<td>Expired policy</td>
<td></td>
<td></td>
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<tr>
<td>TR6 Review and alter major junctions that act as a barrier to cycle movement</td>
<td>Expired policy</td>
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<tr>
<td>TR7 Co-operate with the Traffic Director for London</td>
<td>Expired policy</td>
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<tr>
<td>TR8 Ensure cycle routes are provided in appropriate developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (d), Policy CR1 (c)</td>
</tr>
<tr>
<td>TR9 Require cycle parking facilities in appropriate developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (f)</td>
</tr>
<tr>
<td>TR10 Support the development of the Chelsea-Hackney Underground line</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT2 (c) and (d)</td>
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<tr>
<td>TR11 To support the proposal for Crossrail</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT2 (a)</td>
</tr>
<tr>
<td>TR12 Support and encourage the improvement of the West London Line</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT2 (b) and (e)</td>
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<tr>
<td>TR13 Support proposals for the improvement of existing stations</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT2 refers to new and enhanced rail infrastructure</td>
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<tr>
<td>TR14 Seek new bus services and improve existing services</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (f)</td>
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<tr>
<td>TR15 Improve bus services by introducing traffic management schemes</td>
<td>Expired policy</td>
<td>Yes</td>
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<tr>
<td>TR16 Seek improvements at public transport interchanges</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (j)</td>
</tr>
<tr>
<td>TR17 Seek the provision of interchange facilities where none presently exist</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (j)</td>
</tr>
<tr>
<td>TR18 Require coach facilities for picking up and dropping off of hotel customers</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CT1 and CR2</td>
</tr>
<tr>
<td>TR19 Encourage provision of coach parking at major hotels and attractions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CT1 (f) and CR2</td>
</tr>
<tr>
<td>TR20 Resist the loss of off-street coach parking</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (f)</td>
</tr>
<tr>
<td>TR21 Support restrictions on coach movements in local areas</td>
<td>Saved policy</td>
<td>Yes</td>
<td>CT1 (f)</td>
</tr>
<tr>
<td>TR22 Support the provision of safe and convenient taxi facilities</td>
<td>Expired policy</td>
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<tr>
<td>Policy Description</td>
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<tr>
<td>TR23 Encourage use of the River Thames and the Grand Union Canal for freight</td>
<td>Expired policy</td>
<td>Yes</td>
<td>Policy CT1 (m) and CE3 (d)</td>
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<tr>
<td>TR24 Ensure road improvements in developments are safe</td>
<td>Expired policy</td>
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<tr>
<td>TR25 Improve the efficiency of the major roads in the Borough</td>
<td>Expired policy</td>
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<tr>
<td>TR26 Implement schemes that slow down traffic on minor roads</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>TR27 Oppose schemes which may encourage traffic to use minor roads</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (b)</td>
</tr>
<tr>
<td>TR28 Resist highway proposals that would lead to increased Borough traffic</td>
<td>Expired policy</td>
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<tr>
<td>TR29 Support proposals that help relieve the Earls Court One Way system</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (n)</td>
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<tr>
<td>TR30 Review the extent of waiting and loading provisions on major roads</td>
<td>Expired policy</td>
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<tr>
<td>TR31 Review and adjust provision of on-street parking for residents</td>
<td>Expired policy</td>
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<tr>
<td>TR32 Maintain the number of pay and display parking spaces</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>TR33 Resist the provision of additional public car parks</td>
<td>Expired policy</td>
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<tr>
<td>TR34 Control the management of new public off-street car parks</td>
<td>Expired policy</td>
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<tr>
<td>TR35 Assess the impact of new development on public transport infrastructure</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1(h)</td>
</tr>
<tr>
<td>TR36 Resist development resulting in increasing traffic or decreasing safety</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (a), (b) and (g)</td>
</tr>
<tr>
<td>TR37 Negotiate developer contributions towards transport improvements</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy C1</td>
</tr>
<tr>
<td>TR38 Limit amount of off-street parking spaces in non-residential development</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (e)</td>
</tr>
<tr>
<td>TR39 Permit only small-scale development in less accessible areas</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 provides a strategic overview</td>
</tr>
<tr>
<td>TR40 Resist the formation of new accesses on major roads</td>
<td>Saved policy</td>
<td>Yes</td>
<td>See the Transport SPD</td>
</tr>
<tr>
<td>TR41 Require designated off-street service space for development schemes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR7</td>
</tr>
<tr>
<td>TR42 Require new residential development to require on-street parking STC</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (b) and (c) relate to new development parking</td>
</tr>
<tr>
<td>TR43 Resist development which would result in the loss of off-street parking</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (b) and (c) relate to new development parking</td>
</tr>
<tr>
<td>TR44 Resist development which would result in the loss of on-street parking</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CT1 (b)</td>
</tr>
<tr>
<td>TR45 Resist development of helicopter facilities in the Borough</td>
<td>Saved policy</td>
<td>Yes</td>
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</table>

**SHOPS**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Statue of UDP policy</th>
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</thead>
<tbody>
<tr>
<td>S1 Resist loss of shops particularly where this would decrease choice</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK2 and CF3</td>
</tr>
<tr>
<td>S2 Permit new shop floorspace and extensions to shops</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF1 and CF3 relate to new shop floorspace</td>
</tr>
<tr>
<td>S3 Seek the replacement of shop floorspace and frontage in new schemes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK2 and CF3. Also see the Shopfront Design Guide SPD</td>
</tr>
<tr>
<td>S4 Seek provision of shop units as part of appropriate development schemes</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK3, CK2 and CF1(d)</td>
</tr>
<tr>
<td>S5 Seek a range of shop unit sizes in shopping developments</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF3</td>
</tr>
<tr>
<td>S6 Maintain and improve the vitality of the Borough's shopping centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF2</td>
</tr>
<tr>
<td>S7 Seek a concentration of shops in the core frontage of shopping centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF1 (b) and CF3</td>
</tr>
<tr>
<td>S8 Resist the loss of any shop in a Local Shopping Centre</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF3 (d) and CK2</td>
</tr>
<tr>
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<tr>
<td>S9 Encourage new convenience retail development in local centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF1 (c)</td>
</tr>
<tr>
<td>S10 Encourage provision for convenience shopping in appropriate schemes</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S11 Encourage local shopping facilities to meet residents needs</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S12 Resist the loss of launderettes, and banks and building societies in North Kensington and SW Chelsea</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1 relates to social and community uses. The Portobello and King’s Road Places support the provision of new banks in certain areas</td>
</tr>
<tr>
<td>S13 Permit certain changes of use in Local Shopping Centre and non-core parts of Principal Shopping Centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF3 (c) and (d)</td>
</tr>
<tr>
<td>S14 Permit changes of use from A1 to A2 in certain parts of the Borough</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The Keeping Life Local section of the Core Strategy considers areas where there is a deficiency in particular local need uses. A bank is one such use.</td>
</tr>
<tr>
<td>S15 Encourage the retention and resist the loss of street market stalls</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF4</td>
</tr>
<tr>
<td>S16 Encourage retention and provision of additional storage for street traders</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF4 (c)</td>
</tr>
<tr>
<td>S17 Permit A2 and A3 uses in the core-frontage of Principal Centres subject to conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF3 (a) considers non shop town centre uses in higher order centres and Policy CL5 considers amenity</td>
</tr>
<tr>
<td>S18 Permit A2 and A3 uses in the non-core frontage of Principal Centres subject to conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF3 (b) considers non shop town centre uses in higher order centres and Policy CL5 considers amenity</td>
</tr>
<tr>
<td>S19 Permit non-shop uses above or below ground floor levels subject to conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF3 (c) and CL5</td>
</tr>
<tr>
<td>S20 Resist use of shopping units for non-public uses</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF2</td>
</tr>
<tr>
<td>S21 Require shop frontages and displays areas are retained by non-shop uses</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL2 (n) and (o)</td>
</tr>
<tr>
<td>S22 Resist development of amusement centres and arcades</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF5 of the Core Strategy deals with the appropriate balance of uses within town centres; this includes non-shop town centre uses such as amusement arcades</td>
</tr>
<tr>
<td>S23 Resist development of A2 uses outside of Principal Shopping Centres subject to conditions</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CT1 (b) and CL5 provide a strategic overview</td>
</tr>
<tr>
<td>S24 Permit large new retail development in shopping centres</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CF1, CF2, CF3, CL5 and CT1</td>
</tr>
<tr>
<td>S25 Other retail proposals will only be acceptable subject to the sequential test.</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF1. Also see the guidance set out in PPS6, PPS6</td>
</tr>
<tr>
<td>S26 Seek improvement of townscape and shopping street environment</td>
<td>Expired policy</td>
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<tr>
<td>S27 Ensure alterations are in-keeping with shopping centre character</td>
<td>Expired policy</td>
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<tr>
<td>S28 Resist proposals involving pavement trading resulting in reduced passage</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF3 (c)</td>
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<tr>
<td>S29 Require the provision of servicing facilities in shopping developments</td>
<td>Expired policy</td>
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<tr>
<td>S30 Encourage provision of storage for recyclable/reuseable materials</td>
<td>Expired policy</td>
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<tr>
<td><strong>SOCIAL AND COMMUNITY USES</strong></td>
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<tr>
<td>S31 Resist community facilities catering for non-local demand</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1 (b)</td>
</tr>
<tr>
<td>S32 Resist the loss of accommodation for social and community use</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1</td>
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<tr>
<td>Policy Description</td>
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<td>SC3 Negotiate planning obligations to replace lost community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CV1 and C1</td>
</tr>
<tr>
<td>SC4 Encourage provision of new social and community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1</td>
</tr>
<tr>
<td>SC5 Permit developments for social and community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1</td>
</tr>
<tr>
<td>SC6 Negotiate planning obligations to provide social and community facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK1 and C1</td>
</tr>
<tr>
<td>SC7 Safeguard sites identified for Local Education Authority Proposals</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>SC8 Encourage shared use of purpose-built education facilities</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>SC9 Negotiate provision of workplace nurseries</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy C1</td>
</tr>
<tr>
<td>SC10 Resist proposals for education/training facilities unless benefiting locals</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CK1 (b) and (c)</td>
</tr>
<tr>
<td>SC11 Balance development of medical institutions with residential needs</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policies CK1 and CK3</td>
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<td>HOTELS</td>
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<tr>
<td>T1 Resist the development of new hotels</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF8</td>
</tr>
<tr>
<td>T2 Resist new hotel development in areas of over-concentration</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF8</td>
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<tr>
<td>T3 Allow extensions to hotels</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF8</td>
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<td>T4 Permit proposals involving a reduction in bedspaces in hotels</td>
<td>Expired policy</td>
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<tr>
<td>T5 Resist provision of new temporary sleeping accommodation</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF8</td>
</tr>
<tr>
<td>T6 Allow extensions to temporary sleeping accommodation</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CF8</td>
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<td>LEISURE AND RECREATION</td>
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<tr>
<td>LR1 Resist loss of playing fields, pitches and other recreational provision</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</td>
</tr>
<tr>
<td>LR2 Encourage provision of additional sports and recreational facilities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR6</td>
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<tr>
<td>LR3 Negotiate provision of sports and recreational facilities in proposals</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5 and C1</td>
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<tr>
<td>LR4 Require new sports facilities to be designed for shared use</td>
<td>Saved policy</td>
<td>Yes</td>
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<tr>
<td>LR5 Encourage public access to all new sports and recreational facilities</td>
<td>Expired policy</td>
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<tr>
<td>LR6 Encourage full use of Saved sports facilities</td>
<td>Expired policy</td>
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<td>LR7 Council to adopt sequential approach to health and fitness developments</td>
<td>Expired policy</td>
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<tr>
<td>LR8 Resist loss of Saved public and private open space</td>
<td>Expired policy</td>
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<tr>
<td>LR9 Seek establishment of Green Chains linking open spaces</td>
<td>Expired policy</td>
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<td>LR10 Encourage wider use of private open space</td>
<td>Expired policy</td>
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<td>LR11 Encourage temporary use of vacant sites for open space and playgrounds</td>
<td>Expired policy</td>
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<td>LR12 Encourage outdoor seating in appropriate locations</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR6</td>
</tr>
<tr>
<td>LR13 Ensure retention of public rights of way over public and private land</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</td>
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<tr>
<td>LR14 Negotiate inclusion of open space in association with proposals</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CR5</td>
</tr>
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<td>LR15 Require that amenity space is provided for new family housing</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CH2 (h)</td>
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<tr>
<td>LR16 Encourage public access to all new communal open space</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS6</td>
</tr>
<tr>
<td>LR17 Encourage provision of nature gardens and ecological sites</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5</td>
</tr>
<tr>
<td>LR18 Encourage the increased use of the Thames for leisure and recreation</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5(h)</td>
</tr>
<tr>
<td>LR19 Protect the Thames Path and seek its improvement and completion</td>
<td>Expired policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LR20 Require foreshore means of access are safeguarded and supplemented</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5(h)</td>
</tr>
<tr>
<td>LR21 Encourage use of canal for water-based leisure and recreation activities</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CRS5(h)</td>
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<tr>
<td>LR22 Use the two canal basins at Kensal Green for water recreation and mooring</td>
<td>Saved policy</td>
<td>Yes</td>
<td>This is included within the Kenseal “Place” within the Core Strategy and policy CRS5(h)</td>
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<tr>
<td>LR23 Encourage the enhancement of the canal towpath and new access</td>
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<tr>
<td>LR24 Identify and protect Sites of Nature Conservation Importance (SNCIs)</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CE4(a) and (b)</td>
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<td>LR25 Encourage appropriate ecological management of SNCIs</td>
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<tr>
<td>LR26 Consider effect on nature conservation in dealing with proposals</td>
<td>Expired policy</td>
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<td>LR27 Encourage allocation of pockets of land for nature conservation</td>
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<td>Yes</td>
<td>Policy CE4</td>
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<td>LR28 Resist loss of arts, cultural and entertainment facilities</td>
<td>Saved-policy</td>
<td>Yes</td>
<td>Policy CFZ</td>
</tr>
<tr>
<td>LR29 Require replacement of similar capacity in cinema and theatre development</td>
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<td>Yes</td>
<td>Policy CFZ</td>
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<tr>
<td>LR30 Resist loss of hall premises providing leisure and recreation uses</td>
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<tr>
<td>LR31 Require new hall premises be designed to enable multiple uses</td>
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<tr>
<td>LR32 Encourage new arts, culture and entertainment uses</td>
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<td>Policy CFZ</td>
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<tr>
<td>LR33 Adopt a sequential approach to the location of high trip generating uses</td>
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<td>LR34 Resist proposals for night clubs, discos, casinos and gaming rooms</td>
<td>Saved policy</td>
<td>Yes</td>
<td>Policy CL5 considers the protection of residential amenity.</td>
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<td>LR35 Resist development of new conference centres or exhibition halls</td>
<td>Saved policy</td>
<td>Yes</td>
<td>The vision for Earl’s Court supports the retention of a significant cultural facility</td>
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<tr>
<td>LR36 Negotiate provision of arts, culture, and entertainment facilities</td>
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<td>Yes</td>
<td>Policy CFZ</td>
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<td>LR37 Resist the loss of artists’ studio space</td>
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<td>LR38 Encourage provision of active play and tranquility in open space</td>
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<td>Yes</td>
<td>Policy CRS5</td>
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<td>LR39 Resist loss of existing facilities for play provision</td>
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<td>LR40 Seek to ensure adequate communal play provision</td>
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<td>LR41 Continue to provide play provision in the Council’s housing estates</td>
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<td>LR42 Encourage increased use of Council’s playground school premises</td>
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<td>LR43 Encourage wider access to facilities for those with special mobility needs</td>
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**ENVIRONMENT**

<table>
<thead>
<tr>
<th>Policy Description</th>
<th>Status of UDP policy</th>
<th>Superseded?</th>
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<tr>
<td>PU1 Resist development impacting on air quality</td>
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<td>Yes</td>
<td>Policy CE5</td>
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<tr>
<td>PU2 Resist development leading to pollution impacting on amenity</td>
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<td>Policy Description</td>
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<td>Require additional information for developments on contaminated land</td>
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<td>Policy CE2</td>
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<td>Ensure appropriate protection for future users of contaminated land</td>
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<td>Ensure provision of buildings for public utility agencies</td>
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<td>Ensure land released by utility agencies is used in accordance with policy</td>
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<td>Seek adequate provision for the needs of emergency services</td>
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<tr>
<td>Advise agencies on the appropriate siting of equipment for public utilities</td>
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<td>Encourage liaison with statutory undertakers for streetworks</td>
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<td>Encourage use of sustainable urban drainage</td>
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<td>Require provision of adequate storage space for ease of refuse collection</td>
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<td>Resist the loss of Cremorne Wharf as a waste management facility</td>
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<td>Promote the provision of suitable recycling collection sites</td>
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<td>Encourage the re-use of construction materials in development schemes</td>
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<td>Seek appropriate distribution of public conveniences through the Borough</td>
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<td>Negotiate planning obligations to ensure satisfactory developments</td>
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<td>Yes</td>
<td>Policy C1 considers s106 requirements.</td>
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## Existing Local Plan Policies

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<tr>
<th>Core Strategy / Local Plan Chapter</th>
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<td>1 Setting the Scene</td>
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<td>2 Issues and Patterns: Our Spatial Portrait</td>
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<td>Pubs and Local Character Oct 13</td>
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<td>3 Building on Success: Our Vision and Strategic Objectives</td>
<td>CV1 Vision for the Royal Borough: Building on Success</td>
<td>Pubs and Local Character Oct 13</td>
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<td>CA1 Kensal Canalside Opportunity Area</td>
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<td>CA3 Womington Green</td>
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<td>CV10 Vision for Portobello Road</td>
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<td>Chapter 11 Notting Hill Gate</td>
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<td>Split into new Chapter 10 Portobello Road /</td>
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<td></td>
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<td>and Chapter 11 Notting Hill Gate</td>
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<td>9 Latimer</td>
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<td>10 Earl’s Court</td>
<td>CV10/CP10 Earl’s Court</td>
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<td>11 Kensington High Street</td>
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<td>CV13/CP13 Brompton Cross</td>
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<td>14 Knightsbridge</td>
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<td>15 King’s Road/Sloane Square</td>
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<td>16 Notting Hill Gate</td>
<td>CV16/CP16 Notting Hill Gate</td>
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<td>17 Fulham Road</td>
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### Existing Local Plan Policies

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<tr>
<td>18 Lots Road/World’s End</td>
<td>CV18/CP18 Lots Road/World’s End</td>
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### Section 2 Delivery Strategy

#### Section 2A Allocations and Designations

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<tr>
<th>Strategic Sites Allocations</th>
<th>Miscellaneous Matters</th>
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<tbody>
<tr>
<td>19 Kenseal Gasworks</td>
<td>Dec 14</td>
<td>Updated reasoned justification</td>
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<td>20 Wornington Green</td>
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<td>Moved into Places: CA3</td>
</tr>
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<td>22 Land Adjacent to Trellick Tower</td>
<td>Dec 14</td>
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<td>Moved into Places: CA4</td>
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<td>23 Kensington Leisure Centre</td>
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<td>The former Commonwealth Institute</td>
<td>Dec 14</td>
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<td>25 Warwick Road</td>
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<td>26 Earl's Court Exhibition Centre</td>
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<td>Moved into Places: CA6</td>
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<td>27 Lots Road Power Station</td>
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<tr>
<td>28 Proposals Map</td>
<td>Dec 14</td>
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<td>Proposed changes to Proposals Map</td>
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#### Section 2B Policies and Actions

<table>
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<tr>
<th>Policies and Actions</th>
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<tr>
<td>29 C1 Infrastructure Delivery and Planning Obligations</td>
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<td>Updated reasoned justification</td>
<td>C1 Infrastructure Delivery and Planning Contributions</td>
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<td>New Policy C2 Planning Enforcement</td>
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<td>30 Keeping Life Local</td>
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<tr>
<td>31 Fostering Vitality</td>
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<td>CF1 Location of New Shop Uses</td>
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</table>

#### Miscellaneous Matters

- Updated reasoned justification
- Moved into Places
- Proposed changes to Proposals Map
- New Policy
- Not reviewed in LPPR
<table>
<thead>
<tr>
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<td>CF2 Retail Development within Town Centres</td>
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<td>CF9 Temporary Sleeping Accommodation CF10 Diplomatic and Allied Uses</td>
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<td>UDP E8 To resist the loss of those existing general industrial uses where they have no significant adverse effect on residential amenity</td>
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<tr>
<td>UDP E11 To encourage the provision of premises for the start-up and expansion of small businesses, particularly small light industrial businesses, in appropriate locations</td>
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<td>UDP E12 To encourage the refurbishment of existing office and industrial buildings, particularly where this would involve conversion into small units</td>
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<td>UDP E13 To encourage the provision of premises, and improvement of existing premises, for small locally-based service industries and offices</td>
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<td>UDP E15 To seek the provision of light industrial uses as part of appropriate business development in North Kensington</td>
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<td>UDP E19 Normally to refuse to release conditions which limit premises in North Kensington to industrial use</td>
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<td>UDP E22 Normally to refuse to release conditions which limit premises in the Employment Zones to industrial use</td>
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<td>UDP E26 To encourage the refurbishment and improvement of existing office and light industrial buildings in the Employment Zones, particularly where this would provide a range of unit sizes</td>
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<td>UDP H4 To resist the encroachment into residential areas of commercial activities which would be inappropriate by virtue of size, scale, hours of operation, traffic generation or nature of use</td>
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### Existing Local Plan Policies

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### Section 2C Infrastructure

| 37 Infrastructure                  | -                                              | -                                           | Updated reasoned justification and table |

### Section 2D Monitoring, Risks and Contingencies

| 38 Monitoring                      | As part of above reviews                       | Consequential changes                      | Updated reasoned justification and table |
| 39 Contingencies and Risks         | -                                              | -                                           | Updated reasoned justification and table |

### Section 3 Supporting Information

| 40 Housing Trajectory and Supporting Information | -                                              | -                                           | Updated reasoned justification and table |
| 41 Policy Replacement Schedule        | As part of above reviews                       | Consequential changes                      | Updated reasoned justification and table |
| 42 Town Centre Maps                  | -                                              | -                                           | Updated maps                            |
| 43 Evidence Base                     | -                                              | -                                           | Updated table                            |
| 44 Relationship to the Community Strategy | -                                              | -                                           | Deleted                                   |
| 45 Glossary                          | As part of above reviews                       | Consequential changes                      | Updated text                             |
Chapter 42  Town Centre Maps

42.1  Higher Order Town Centres

Knightsbridge International Centre

**Primary Shopping Frontage**
1-33 (inclusive) Sloane Street
166-207 (inclusive) Sloane Street
109 Knightsbridge
1-24 (inclusive) Brompton Arcade
1-207 (odd) Brompton Road
1-62 (inclusive) Beauchamp Place
Secondary Shopping Frontage
35b-49a (inclusive) Sloane Street
163-165 (inclusive) Sloane Street
4-8 (even) Harriet Street
7-9 (odd) Harriet Street
2-8 (even) Basil Street
32-52 (even) Hans Crescent
2-10 (even) Hans Road
1-11 (odd) Montpelier Street
132-188 (even) Brompton Road
209-251 (odd) Brompton Road
220-244 (even) Brompton Road
1-10a (inclusive) Thurloe Place
1-5 (odd) Egerton Terace
1-3 (odd) Yeomans Row
2-4 (even) Yeomans Row
Kensington High Street Major Centre

Primary Shopping Frontage
26-74 (even) Kensington High Street
80-206 (even) Kensington High Street
37-237 (odd) Kensington High Street
2-28a (even) Kensington Church Street
1-23 (odd) Kensington Church Street
2-18 (even) Lancer Square
Kensington Station Mall
1-3 Young Street
Barkers Arcade
1-35a/b (odd) Kensington High Street

Secondary Shopping Frontage
9 Phillimore Walk
1/1a Argyll Road
1-5 (odd) Campden Hill Road
4 Campden Hill Road
4-10 Hornton Street
116 Kensington High Street (1 Phillimore Walk)
1-7 (odd) Holland Street
4-14 (even) Holland Street
25-39 (odd) Kensington Church Street
43-81 (odd) Kensington Church Street
30-64 (even) Kensington Church Street
21-23 (inclusive) Vicarage Gate
47 Kensington Court
8 Old Court Place
2-18 (even) Lancer Square
2-28a (even) Kensington Church Street

1-35a/b (odd) Kensington High Street
2-26 (even) Kensington High Street
(Royal Garden Hotel)
101a Kensington High Street
239-249 (odd) Kensington High Street
(including 1-9 Earls Court Road)
208-222 Kensington High Street (Troy Court)
255-281 (odd) Kensington High Street
240-296 (even) Kensington High Street
5-9 (odd) Young Street
1-25 (odd) Abingdon Road
2-14 (even) Abingdon Road
1a,2 Phillimore Gardens
4-14 (even) Earl’s Court Road
32 Melbury Road
255-281 (odd) Kensington High Street
King’s Road (East) Major Centre

**Primary Shopping Frontage**
9-97a (odd) King’s Road  
105-115 (odd) King’s Road  
119-163 (odd) King’s Road  
2-234 (even) King’s Road  
King’s Walk Mall (all units), 122 King’s Road  
15 Flood Street  
27a-36 (inclusive) Sloane Square  
Block A, Duke of York HQ, King’s Road  
6 Duke of York’s Square

King’s Road (East) Major Centre

**Secondary Shopping Frontage**
2a-12 (even) Symons Street  
15-16 Symons Street  
214-224 (even) Pavilion Road  
257-261 (odd) Pavilion Road  
237 – 255 Pavilion Road (odd)  
1-18 (inclusive) Sloane Square  
Sloane Square Station  
Royal Court Theatre, Sloane Square  
48-55a (inclusive) Sloane Square  
16-18 Sloane Square  
127-145 (inclusive) Sloane Street  
146-162c (inclusive) Sloane Street  
10-12 Blacklands Terrace  

183-209 (odd) King’s Road  
1-6 (inclusive) Ellis Street  
250 King’s Road  
Chelsea Old Town Hall, King’s Road  
Chelsea Sports Centre, Chelsea Manor Street  
1, 1a, 215, 4a Duke of York’s Square  
9 Duke of York’s Square  
12-17, 22-24, 30-41 Duke of York’s Square  
50-55, 65 Duke of York’s Square  
70-76, 80-90, 100 Duke of York’s Square
King’s Road (East) Major Centre

Primary Shopping Frontage
9-97a (odd) King’s Road
105-115 (odd) King’s Road
119-163 (odd) King’s Road
2-234 (even) King’s Road
King’s Walk Mall (all units), 122 King’s Road
15 Flood Street
27a-36 (inclusive) Sloane Square
Block A, Duke of York HQ, King’s Road

Secondary Shopping Frontage
2a-12 (even) Symons Street
15-16 Symons Street
214-224 (even) Pavillion Road
257-261 (odd) Pavillion Road
1-14 (inclusive) Sloane Square
Sloane Square Station
Royal Court Theatre, Sloane Square
48-55a (inclusive) Sloane Square
127-145 (inclusive) Sloane Street
146-162c (inclusive) Sloane Street
10-12 Blacklands Terrace
183-209 (odd) King’s Road
1-6 (inclusive) Ellis Street
250 King’s Road
Chelsea Old Town Hall, King’s Road
Chelsea Sports Centre, Chelsea Manor Street

Due to both the Primary and Secondary Shopping Frontages being spread across both maps in this instance, the lists to the left are a duplicate of those on the preceding page.
Brompton Cross District Centre

**Primary Shopping Frontage**
- 69-117 (odd) Walton Street
- 148-206 (even) Walton Street
- 122-132 (even) Draycott Avenue
- 303-315 (odd) Brompton Road
- 264-280 (even) Brompton Road
- 77-79 Fulham Road (Eden House)
- 81 Fulham Road (Michelin House)
- 91-103 (odd) Fulham Road

**Secondary Shopping Frontage**
- 96-118 (even) Draycott Avenue
- 139-155 Draycott Avenue
- 163-177 (odd) Draycott Avenue
- 117a-121 Walton Street
- 283-301 (odd) Brompton Road
- 250-262 (even) Brompton Road
- 6 Fulham Road
- 44-78 (even) Fulham Road
- 105-195 (odd) Fulham Road
- 42-48 (even) Pelham Street
- 91-93 (odd) Pelham Street
- 60-86 Sloane Avenue
- 77-79 Ixworth Place
- 5-7 Pond Place
- 2 Pond Place
Fulham Road District Centre

**Primary Shopping Frontage**
- 299-365 (odd) Fulham Road
- 152-232 (even) Fulham Road
- 367 Fulham Road (Ellesmere Site)

**Secondary Shopping Frontage**
- 134-144 (even) Fulham Road
- 234-238 (even) Fulham Road
- 273-297 (odd) Fulham Road
- 240-**266** -**306b** (even) Fulham Road
- 369a-f Fulham Road
- **451-459 Fulham Road**
- 2-6 (even) Park Walk
- 18-24 (even) Park Walk
- 5-13a (odd) Park Walk
- 97d-f Drayton Gardens
- 99 Drayton Gardens
- 1a/b Hollywood Road
King’s Road (West) District Centre

**Primary Shopping Frontage**
- 303-353 (odd) King’s Road
- 350-408 (even) King’s Road

**Secondary Shopping Frontage**
- 219-289d (odd) King’s Road
- 296-348 (even) King’s Road
- 355-359 (odd) King’s Road
- 410-442 (even) King’s Road
- 60-62 (even) Old Church Street
- 67 and 71 Old Church Street
- 9a Lamont Road
Notting Hill Gate District Centre

Primary Shopping Frontage
26-144 (even) Notting Hill Gate
47-101 (odd) Notting Hill Gate
203-237 (odd) Kensington Church Street
2-34 40 (even) Pembridge Road

Secondary Shopping Frontage
2-24b (even) Notting Hill Gate
15-35 (odd) Notting Hill Gate
103-159 (odd) Notting Hill Gate
146-164 (even) Notting Hill Gate
1-7 (inclusive) Wellington Terrace
(Notting Hill Gate)
186-196 (even) Campden Hill Road
1-3 (odd) Hilgate Street
11059 (odd) Pembridge Road
1-7 (odd) Ladbroke Road
7-15 (odd) Portobello Road
2-6 (even) Kensington Park Road
Notting Hill Gate District Centre

Secondary Shopping Frontage continued...
97-101b, 103-145 (odd) Kensington Church Street
104, 104a,106-206 (even) Kensington Church Street
71 Palace Gardens Terrace
1-7 (odd) Kensington Mall
2a Bedford Gardens
1-6 (inclusive) Campden Street
### Portobello Road Special District Centre

**Primary Shopping Frontage**
- 65-177 (odd) Portobello Road
- 82-88 (even) Portobello Road
- 100 Portobello Road
- 138-154 (even) Portobello Road
- 156-238 252 (even) Portobello Road
- 179-251 (odd) Portobello Road
- 303/303a Westbourne Park Road
- 281 Westbourne Grove

**Secondary Shopping Frontage**
- 240-252 (even) Portobello Road
- 253-275 (odd) Portobello Road
- 289-309 (odd) Portobello Road
- 266-292 (even) Portobello Road
- 72-80 (even) Tavistock Road
- 74 Lancaster Road
- 126-132 (even) Talbot Road
- 282-284 (even) Westbourne Park Road
- 305-317 (odd) Westbourne Park Road
- 17-37 (odd) Kensington Park Road
- 112-120 (even) Kensington Park Road
- 184-216 (even) Kensington Park Road
  (excluding the Synagogue)
- 1-15 (odd) Blenheim Crescent
- 2-14 (even) Blenheim Crescent
- 4-14 (even) Elgin Crescent
- 5-15 (odd) Elgin Crescent
- 283-305 (odd) Westbourne Grove
- 284-306 (even) Westbourne Grove
- Portobello Green Shopping Arcade
  (underneath Westway)
- 61a,b,d Lancaster Road
2a-12 (even) Exhibition Road
Exhibition Road
17-18 (inclusive) Cromwell Place
108-108a Queen’s Gate
Westbourne Grove Special District Centre

Primary Shopping Frontage
171-207 Westbourne Grove
227/227a-247 Westbourne Grove
178a-236 Westbourne Grove
32-46 Ledbury Road
39-53 Ledbury Road
57-63/63a Ledbury Road
1-3 Denbigh Road
### Earl's Court Road District Centre

#### Primary Shopping Frontage
- 181-211 Earls Court Road
- 190 – 268 Earl's Court Road

#### Secondary Shopping Frontage
- 109-211 Earls Court Road
- 160- 190 Earls Court Road
- 1-11, 15 Kenway Road
- 36a-70 Kenway Road
- 2-16 Kenway Road
- 1-18 Hogarth Place
- 2-10 Hogarth Road
- 247-249 Cromwell Road
Neighbourhood Town Centres

Neighbourhood Shopping Centres

1. Barby Road
2. Ladbroke Grove (North)
3. Golborne Road (North)
4. North Pole Road
5. St Helens Gardens
6. Ladbroke Grove Station
7. All Saints Road
8. Westbourne Park Road
9. Clarendon Cross
10. Holland Park Avenue
11. Holland Road
12. Naper Road
13. Kensington High Street (West)
14. Earls Court Road (North)
15. Thackeray Street
16. Pembroke Road
17. Stratford Road
18. Gloucester Road (North)
19. Cromwell Road (Air Terminals)
20. Gloucester Road (South)
21. Old Brompton Road (West)
22. Old Brompton Road (East)
23. Ifield Road
24. The Billings
25. Fulham Road (Old Church Street)
26. Walton Street
27. Lowndes Street
28. Port Street
29. Sloane Avenue
30. Elstree Street
31. Chelsea Manor Street
32. Lower Sloane Street
33. Earls Court Road
34. Golborne Road
35. World's End
36. Fulham Road/Brompton Cemetery
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<td>2-26 Thackeray Street</td>
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<td>3-13 and 13b Stratford Road</td>
<td>1/a/ b/c - 5 (inc.) Kynance Place</td>
</tr>
<tr>
<td>2-20 Stratford Road</td>
<td>10-72 Gloucester Road</td>
</tr>
<tr>
<td>37 Marloes Road</td>
<td>1/3-5/5a Gloucester Road</td>
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<tr>
<td></td>
<td>9/9a-35 Gloucester Road</td>
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<tr>
<td></td>
<td>2-5 (inc.) Victoria Grove</td>
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<td>27-29 (inc.) Victoria Grove</td>
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<thead>
<tr>
<th>19. Gloucester Road</th>
<th>20. Cromwell Road Air Terminal</th>
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<tbody>
<tr>
<td>1/a/b/c - 5(inc.) Kynance Place</td>
<td>118-156 and 158a Cromwell Road</td>
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<tr>
<td>10-27 Gloucester Road</td>
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<tr>
<td>1/3-5/5a Gloucester Road</td>
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<tr>
<td>9/9a-35 Gloucester Road</td>
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<tr>
<td>2-5 (inc.) Victoria Grove</td>
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<tr>
<td>27-29 (inc.) Victoria Grove</td>
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<thead>
<tr>
<th>21. Gloucester Road (South)</th>
<th>22. Old Brompton Road West</th>
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<tbody>
<tr>
<td>85 Cromwell Road</td>
<td>229-239 Earls Court Road</td>
</tr>
<tr>
<td>71-127 Gloucester Road</td>
<td>304-326 Earls Court Road</td>
</tr>
<tr>
<td>134-156 Gloucester Road</td>
<td>219-279 Old Brompton Road</td>
</tr>
<tr>
<td>Units 1-31(inc.) Gloucester Rd Arcade</td>
<td>232-246 Old Brompton Road</td>
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<td>256-324 Old Brompton Road</td>
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<thead>
<tr>
<th>23. Old Brompton Road (East)</th>
<th>24. Highbury Road</th>
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<tr>
<td>142-176 Old Brompton Road</td>
<td>106-118 Finborough Road</td>
</tr>
<tr>
<td>153-165 Old Brompton Road</td>
<td>176-178 Highbury Road</td>
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<td></td>
<td>121 Highbury Road</td>
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<tr>
<th>254. The Billings</th>
<th>265. Fulham Road - Old Church Street</th>
</tr>
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<tbody>
<tr>
<td>346-366 Fulham Road</td>
<td>2/6 Queens Elm Parade</td>
</tr>
<tr>
<td>340-342 Fulham Road</td>
<td>239a-267 Fulham Road</td>
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<td>80-126 Fulham Road</td>
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<tr>
<td>276. Walton Street</td>
<td>287. Lowndes Street</td>
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<tr>
<td>46-56 Walton Street</td>
<td>25 a-g - 31 (inc.) Lowndes Street</td>
</tr>
<tr>
<td>1-25 Walton Street</td>
<td>12/12a Cadogan Place</td>
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<td></td>
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<tr>
<td>298. Pont Street</td>
<td>3029. Sloane Avenue</td>
</tr>
<tr>
<td>4-16 Pont Street</td>
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<tr>
<td>1-17 Pont Street</td>
<td>45-73 81 Sloane Avenue</td>
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<tr>
<td>20 Lowndes Street</td>
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<tr>
<td>310. Elystan Street</td>
<td>321. Chelsea Manor Street</td>
</tr>
<tr>
<td>1-43 Elystan Street</td>
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<tr>
<td>2-8 Elystan Street</td>
<td>47-65 Chelsea Manor Street</td>
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<tr>
<td>1-17, 23 Cale Street</td>
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<tr>
<td>2-30 Cale Street</td>
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<tr>
<td>1, 53 Godfrey Street</td>
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<tr>
<td>332. Lower Sloane Street</td>
<td>34. Earls Court Road</td>
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<tr>
<td>54-66 Lower Sloane Street</td>
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</tr>
<tr>
<td>61-97 Lower Sloane Street</td>
<td>111-211 Earls Court Road</td>
</tr>
<tr>
<td>76-92 Pimlico Road</td>
<td>160-268 Earls Court Road</td>
</tr>
<tr>
<td>8-24 Holbein Place</td>
<td>1-11, 15 Kenway Road</td>
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<td></td>
<td>36a-70 Kenway Road</td>
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<td></td>
<td>2-16 Kenway Road</td>
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<td></td>
<td>1-18 Hogarth Place</td>
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<td></td>
<td>2-10 Hogarth Road</td>
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<tr>
<td>353. Golborne Road (Special District)</td>
<td>364. Worlds End</td>
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<tr>
<td>51-105 Golborne Road</td>
<td>488-512 King's Road</td>
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<td>38-112 Golborne Road</td>
<td>385-487 King's Road</td>
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<tr>
<td>308-3302 – 342 Portobello Road</td>
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<tr>
<td>319-347 373 Portobello Road</td>
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<tr>
<td>37. Fulham Road / Brompton Cemetery</td>
<td>35. Talbot Road</td>
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<tr>
<td>451-459 Fulham Road</td>
<td>104-120 Talbot Road</td>
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<tr>
<td>268-306b Fulham Road</td>
<td>99 to 111 Talbot Road</td>
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<td>123/125 and 127 Ledbury Road</td>
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<tr>
<td>36. Latimer Road Station</td>
<td>37. High Street Kensington/ Warwick Road</td>
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<tr>
<td>3-11 Bramley Road</td>
<td>346-348 Kensington High Street</td>
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<tr>
<td>21-41 Bramley Road</td>
<td>360 Kensington High Street</td>
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<tr>
<td>86 and 92 Bramley Road</td>
<td>361 – 375 and 383, 389 and 391 Kensington High St</td>
</tr>
<tr>
<td>25 Lockton Street</td>
<td>195 – 199 Warwick Road</td>
</tr>
</tbody>
</table>
Ladbroke Grove Station Neighbourhood Centre
Stratford Road Neighbourhood Centre
Talbot Road Neighbourhood Centre
### Chapter 43 Evidence Base

#### Keeping Life Local
- Demographic Profiles, Borough and Wards, 2004 (Census data).
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- Appendix A, Study Areas and Existing Retail Facilities.
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- Impact of Proposed Change to Permitted Development, TBR (2013)
- Consumer and Expenditure and Comparison Goods Floorspace Need in London, Experian (October 2013)
<table>
<thead>
<tr>
<th>Title</th>
<th>Date</th>
</tr>
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<tbody>
<tr>
<td>RBKC Commercial Property Study, Peter Brett Associates.</td>
<td>(March 2013)</td>
</tr>
<tr>
<td>Understanding the demand and supply of visitor accommodation in</td>
<td>(August 2013)</td>
</tr>
<tr>
<td>London to 2036, GLA.</td>
<td></td>
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<tr>
<td>London Office Floorspace Projections, Peter Brett Associates.</td>
<td>(July 2014)</td>
</tr>
<tr>
<td>Office Market Review and Viability in RBKC, Frost Meadowcroft</td>
<td>(April 2014)</td>
</tr>
<tr>
<td>Latimer Road Commercial Properties Viability Study, Frost Meadowcroft</td>
<td>(April 2015)</td>
</tr>
<tr>
<td>Workspace Futures: The Changing dynamics of office locations, NLP</td>
<td>(April 2015)</td>
</tr>
<tr>
<td>Small Offices and Mixed Use in Central Activities Zone, GLA.</td>
<td>(August 2015)</td>
</tr>
<tr>
<td>Evidence to inform Article 4 Direction to restrict the future</td>
<td>(2016)</td>
</tr>
<tr>
<td>relaxation of planning regulations to allow changes of use from</td>
<td></td>
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<tr>
<td>office to residential. TBR</td>
<td></td>
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<tr>
<td>RBKC Employment Land Need and Availability (ELNA) Background Paper</td>
<td>(October 2016)</td>
</tr>
</tbody>
</table>

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RBKC, Strategic considerations for Estate Regeneration proposals, 2016
<table>
<thead>
<tr>
<th>Royal Borough of Kensington and Chelsea: Warwick Road Planning brief 2008. Warwick Road sites planning permissions.</th>
<th>Earl’s Court Planning permissions.</th>
</tr>
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<tbody>
<tr>
<td><strong>Lots Road/Worlds End</strong></td>
<td>Lots Road Power Station, Planning Permission (Appeal Decision).</td>
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<thead>
<tr>
<th>Portobello/Notting Hill Gate</th>
<th>Royal Borough of Kensington and Chelsea (RBKC), Notting Hill Gate Supplementary Planning Document (SPD), 2015.</th>
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<tr>
<th>Kensington High Street</th>
<th>Royal Borough of Kensington and Chelsea (RBKC), Heythrop College Supplementary Planning Document (SPD), 2016.</th>
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### King's Road

- Futurecity and BOP Consulting, Cultural Placemaking in the Royal Borough of Kensington and Chelsea, 2012
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### Land Under the Westway


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Chapter 44—Relationship to the Community Strategy [to be deleted]

44.0.1—The Local Plan delivers the spatial aspects of the Community Strategy. The table below shows the correlation between the aims of Community Strategy and how the policies of the Local Plan will help to deliver these aims.

<table>
<thead>
<tr>
<th>Community Strategy Aim</th>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
</tr>
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<tbody>
<tr>
<td><strong>Environment and Transport</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Aim 1:</strong> To protect and improve the borough’s environment by:</td>
<td></td>
</tr>
<tr>
<td>i. Protecting and enhancing the borough’s residential and historic character, services and amenities, trees, parks and open spaces;</td>
<td>The following Local Plan objectives, policies and visions cover all aspects of Aim 1 of Environment and Transport, with the exception of vii. as it is not a spatial issue.</td>
</tr>
<tr>
<td>ii. Continuously seeking to improve the Borough’s streetscape, undertaking major improvement projects, promoting good design, the use of high quality materials and workmanship and the removal of street clutter;</td>
<td>- Strategic Objective CO 4: An Engaging Public Realm.</td>
</tr>
<tr>
<td>iii. Maintain the borough’s unique built environment and local heritage, preserving the borough’s listed buildings and conservation areas;</td>
<td>- Strategic Objective CO 5: Renewing the Legacy.</td>
</tr>
<tr>
<td>iv. Ensuring that new buildings enhance the townscape;</td>
<td>- Strategic Objective CO 7: Respecting Environmental Limits.</td>
</tr>
<tr>
<td>v. Enhancing local biodiversity and preserving local habitats;</td>
<td>- Policy CR1: Street Network.</td>
</tr>
<tr>
<td>vi. Identifying contaminated sites and ensuring that remediation plans are implemented to deal with any pollution risks;</td>
<td>- Policy CR2: Three-Dimensional Street Form.</td>
</tr>
<tr>
<td><strong>Aim 2:</strong> To deliver services and work with local people day-to-day to make the borough a pleasant place by:</td>
<td></td>
</tr>
<tr>
<td>i. Providing an effective and speedy response to residents’ complaints about noise and other nuisances;</td>
<td>The following Local Plan objectives, policies and visions cover points ii. and iii Aim 2 of Environment and Transport. Points i., iv. and v are not spatial issues.</td>
</tr>
<tr>
<td>ii. Protecting residents from noise and disturbance;</td>
<td>- Strategic Objective CO 5: Renewing the Legacy.</td>
</tr>
<tr>
<td>iii. Creating and maintaining well-designed, well-managed, clean and safe streets and public areas;</td>
<td>- Strategic Objective CO 7: Respecting Environmental Limits.</td>
</tr>
<tr>
<td>iv. Encouraging people to be considerate towards their neighbours, to take pride in their area and to join in efforts to improve it;</td>
<td>- Policy CL5: Living Conditions.</td>
</tr>
<tr>
<td>v. v. Being clear with people about behaviour that has unacceptable environmental impacts and how it will be dealt with,</td>
<td>- Policy CE6: Noise and Vibration.</td>
</tr>
<tr>
<td>Community Strategy Aim</td>
<td>Corresponding Strategic Objective, Place, Strategic Site and Policy</td>
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<tr>
<td><strong>Aim 3:</strong> To improve local transport management, service and networks, and encourage and provide for alternative travel opportunities to car-use by:</td>
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<tr>
<td>i. Working with strategic and operational partners to enhance the public transport system for the whole community, expanding services where needed and improving the passenger experience;</td>
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<tr>
<td>ii. Maintaining streets to a high standard so that walking is easy and safe and cyclists, buses and other vehicles can move safely;</td>
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<tr>
<td>iii. Continuing to lobby Transport for London and the Mayor of London for increased influence over Red Route roads within the borough;</td>
<td></td>
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<tr>
<td>iv. Improving road user and pedestrian safety through promoting safer behaviour by drivers, cyclists and pedestrians, tackling antisocial behaviour and promoting positive road safety messages in schools and with residents and the business community;</td>
<td></td>
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<tr>
<td>v. Ensuring that recreational, educational, health facilities and shopping centres are easily accessible by public transport.</td>
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</tr>
<tr>
<td>The following Local Plan objectives, policies and visions cover all aspects of Aim 3 of Environment and Transport, with the exception of point iv which is not a spatial issue,</td>
<td></td>
</tr>
<tr>
<td>▪ Strategic Objective CO 3: Better Travel Choices.</td>
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<tr>
<td>▪ Strategic Objective CO 4: An Engaging Public Realm.</td>
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<tr>
<td>▪ Policy CT1: Improving alternatives to car-use.</td>
<td></td>
</tr>
<tr>
<td>▪ Policy CT2: New and enhanced rail infrastructure.</td>
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<tr>
<td><strong>Aim 4:</strong> To promote energy efficiency, recycling and the reduction of pollution by:</td>
<td></td>
</tr>
<tr>
<td>i. Encouraging and involving residents and businesses to take part in recycling and waste minimisation schemes in order to reduce waste sent to landfill;</td>
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</tr>
<tr>
<td>ii. Improving the borough’s waste collection service, including thrice weekly collection for households with the least amount of storage space, and ensuring that high standards are maintained by STA;</td>
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<tr>
<td>iii. Seeking to develop a consensus among residents and businesses for radical changes in behaviour so that biodegradable waste is not mixed with other waste;</td>
<td></td>
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<tr>
<td>iv. Promoting environmental education in schools;</td>
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<tr>
<td>v. Refreshing the Council’s Air Quality Action Plans with the help of residents, the PCT and the Health Protection Unit;</td>
<td></td>
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<tr>
<td>vi. Encouraging and promoting the use of energy efficiency and anti-pollution measures across the Council, PCT, police, fire service, businesses and the voluntary and community sectors;</td>
<td></td>
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<tr>
<td>vii. Working with Transport for London and London Councils to minimise the environmental effects of noise, congestion, and air pollution caused by transport;</td>
<td></td>
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<tr>
<td>viii. Encouraging people to take measures to minimise the environmental impact of transport, including the use of shared journeys to school or work, walking and cycling;</td>
<td></td>
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<tr>
<td>ix. Protecting local shopping centres, particularly to minimize people’s need to use transport;</td>
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<tr>
<td>The following Local Plan objectives, policies and visions cover all aspects of Aim 4 of Environment and Transport, with the exception of points i, ii, iii, iv &amp; xii which are not spatial issues,</td>
<td></td>
</tr>
<tr>
<td>▪ Strategic Objective CO 3: Better Travel Choices.</td>
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<tr>
<td>▪ Strategic Objective CO 7: Respecting Environmental Limits.</td>
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<td>▪ Policy CT1: Improving alternatives to car-use.</td>
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<tr>
<td>▪ Policy CT2: New and enhanced rail infrastructure.</td>
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<td>▪ Policy CE5: Air Quality.</td>
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<tr>
<td>Community Strategy Aim</td>
<td>Corresponding Strategic Objective, Place, Strategic Site and Policy</td>
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<tr>
<td>x. Encouraging walking and cycling as attractive forms of travel for short journeys;</td>
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<tr>
<td>xi. Promoting the use of public transport and powered two-wheelers as alternatives to the car;</td>
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<tr>
<td>xii. Leading and supporting a number of enforcement and education initiatives to reduce emissions from vehicles and improve air quality.</td>
<td></td>
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</tbody>
</table>

**Aim 5**: To tackle the causes of climate change that arise from the activities of those living and working in the borough and take action to adapt to the unavoidable effects of climate change that are likely to occur by:

i. reducing the Council’s carbon footprint;

ii. seeking to achieve a significant reduction of greenhouse gases within the borough, promoting alternative solutions to energy sourcing and use, travel and transport options, and waste production and disposal;

iii. promoting sustainable procurement practices across the Council, PCT, police, businesses and the voluntary and community sectors, and participating in the Mayor of London’s Green Procurement Code;

iv. identifying the problems arising from climate change and working with local residents, businesses and organisations to mitigate their impact.

The following Local Plan objectives, policies and visions covers all aspects of Aim 5 of Environment and Transport, with the exception of points iii which is not a spatial issue.

- Strategic Objective CO 3: Better Travel Choices.
- Strategic Objective CO 7: Respecting Environmental Limits.
- Policy CT1: Improving alternatives to car use.
- Policy CT2: New and enhanced rail infrastructure.
- Policy CE1: Climate Change.

**Culture, Arts and Leisure**

**Aim 1**: To encourage active participation in, and build an informed and critical audience for arts and cultural activity by:

i. increasing active participation in arts and cultural activity from its current level by two per cent per year;

ii. fostering a climate where residents will be proud of and take an active part in a wide range of arts and culture;

iii. enabling residents of all ages to be actively involved in their local communities, and to influence the programme of cultural activities on offer to them;

iv. developing a stronger sense of civic pride and community, with greater understanding of the different cultures in the borough and the needs of vulnerable groups, fostering a stronger sense of health, wellbeing and happiness;

v. providing opportunities for residents to take part in informed debates about art and culture;

vi. supporting a climate where innovation is encouraged and where artists from all disciplines are supported.

Although Aim 1 of Culture, Arts and Leisure is spatial issue, the specific points included in Aim 1 are not spatially-related to planning. However, the Local Plan includes a policy on Arts and Culture Uses.

- Strategic Objective CO 2: Fostering Vitality.
- Policy CE7: Arts and Culture Uses.

**Aim 2**: To develop excellence in artistic practice by:

i. promoting the Royal Borough as home to a thriving artistic and cultural community;

ii. ensuring art and design on offer to residents is of the best quality;

The following Local Plan objectives, policies and visions covers all aspects of Aim 2 of Culture, Arts and Leisure, with the exception of points v which is not a spatial issue.
<table>
<thead>
<tr>
<th>Community Strategy Aim</th>
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<tr>
<td>iii. attracting new businesses to the Royal Borough, fuelling the economy and encouraging new residents to the borough, enriching the social mix; iv. developing a range of spaces suitable for use by artists and cultural organisations to create, develop, rehearse or sell their work; v. encouraging innovative approaches to temporary use of vacant premises or spaces which may suit a wide range of art forms such as visual arts theatre, dance or designer-makers; vi. developing an international reputation for architectural innovation and the care and preservation of heritage; vii. ensuring that public spaces in the Royal Borough will have high-quality contemporary and traditional programmes of public art, activities and temporary interventions that will excite and delight.</td>
<td>• Strategic Objective CO 2: Fostering Vitality. • Strategic Objective CO 4: An Engaging Public Realm. • Policy CF1: Location of New Shop Uses. • Policy CF2: Retail Development within Town Centres. • Policy CF3: Diversity of uses within Town Centres. • Policy CF5: Location of Business Uses. • Policy CF7: Arts and Culture Uses. • Policy CF9: The South Kensington Strategic Cultural Area. • Policy CR3: Street and Outdoor Life.</td>
</tr>
<tr>
<td><strong>Aim 3:</strong> To encourage literacy, reading and life long learning for the community’s cultural and personal development and economic good by: i. transforming the library service to give individuals more choice about how they access information through more personalised services; ii. creating an outstanding Central Library fit to be a flagship for the Royal Borough; iii. delivering a varied menu of activities and events to stimulate and develop a love of reading in children of all ages; iv. developing a range of support for parents and carers to be major contributors to the reading and literacy development of children; v. encouraging people to read more widely, providing first steps or ways back into reading, enabling people to share their reading experiences, and signposting to other reading opportunities; vi. widening the experience of adult readers and learners through access to library facilities and resources; vii. working in partnership with other services to extend the Home Library Service to all who might benefit from it; viii. expanding the use of libraries as community resources.</td>
<td>Although Aim 3 of Culture, Arts and Leisure is spatial issue, the specific points included in Aim 3 are not spatially related to planning. However, the Local Plan includes a policy on Arts and Culture Uses. • Strategic Objective CO 2: Fostering Vitality. • Policy CF7: Arts and Culture Uses.</td>
</tr>
<tr>
<td><strong>Aim 4:</strong> To improve the quality and accessibility of sports and leisure provision for all in the borough and encourage participation in physical activities by: i. increasing levels of physical activity in Kensington and Chelsea; ii. improving the provision of sports and play facilities; iii. promoting physical activity as a means of improving quality of life and wellbeing – especially for children, young people, the elderly and the disabled – through The following Local Plan objectives, policies and visions covers all aspects of Aim 4 of Culture, Arts and Leisure, with the exception of points i, iii, v, vi and ix which are not spatial issues. • Strategic Objective CO 1: Keeping Life Local. • Strategic Objective CO 4: An...</td>
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<tr>
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</table>
| f. Further developing the Kensington and Chelsea Sport & Physical Activity Network (CSPAN); iv. ensuring that a range of public and private venues are used for physical activity, including parks, leisure centres, youth clubs and schools; v. providing a good quality of service in safe and well run facilities; vi. providing encouragement, expertise, advice and support to service providers and deliverers of local sport; vii. ensuring that services are accessible to all; viii. examining how sport provision in the south of the borough can be improved; ix. using the London 2012 Games to better promote and engage residents in increased and continuing physical activity and wellbeing. | Engaging Public Realm.  
- Policy CK1: Social and Community Uses.  
- Policy CK2: Local Shopping Facilities.  
- Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities.  
- Policy CR1: Street Network.  
- Policy CR3: Street and Outdoor Life.  
- Policy CR5: Parks, Gardens, Open Spaces and Waterways. |

**Aim 5: To improve the quality and accessibility of all public open spaces within the borough by:**

i. providing high quality parks and open spaces that all people can use;  
ii. promoting the use of parks and open spaces by local communities, and involving people in decisions about what their local parks should be like and in looking after them;  
iii. providing spaces for relaxation, recreation and exercise and making parks feel safe for everyone to enjoy;  
iv. using good quality design and materials to improve and maintain the borough’s parks and open spaces;  
v. exploring opportunities to make better use of green spaces within or adjoining the borough that are currently managed by other organisations.  
The following Local Plan objectives, policies and visions cover all aspects of Aim 5 of Culture, Arts and Leisure, with the exception of points ii and v which are not spatial issues.  
- Strategic Objective CO4: An Engaging Public Realm.  
- Strategic Objective CO7: Respecting Environmental Limits.  
- Policy CR5: Parks, Gardens, Open Spaces and Waterways.  
- Policy CE4: Biodiversity. |

**Safer Communities**

**Aim 1: To ensure that residents are, and feel, secure in their homes and daily lives by:**

i. reducing:  
   a. numbers of serious acquisitive crimes, including street crimes, domestic burglaries and motor-vehicle crimes;  
   b. numbers of serious violent crimes, including domestic violence and offences that involve the use of knives or guns;  
   c. incidents of disorder and antisocial behaviour;  
   d. non-accidental fires and malicious hoax calls to the Fire and Rescue Service.  
ii. providing dedicated, ward based, local policing teams across the borough through the Safer Neighbourhoods initiative and increasing the engagement of local people in the process;  
iii. increasing the number of visible enforcement officers patrolling the streets of the borough to tackle street crime.  
The following Local Plan objectives, policies and visions cover all aspects of Aim 1 of Safer Communities, with the exception of points i, iii, iv, v and vii which are not spatial issues.  
- Strategic Objective CO4: An Engaging Public Realm.  
- Strategic Objective CO5: Renewing the Legacy.  
- Policy CR1: Street Network.  
- Policy CR4: Streetscape.  
- Policy CL1: Context and Character.  
- Policy CL2: Design Quality. |
<table>
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<tr>
<th>Community Strategy Aim</th>
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<tbody>
<tr>
<td>iv. reducing the likelihood of residents and visitors becoming victims of crime and disorder through target-hardening measures, regular awareness campaigns and encouraging individual responsibility for personal community safety;</td>
<td>Aim 2 of Safer Communities is not a spatial issue.</td>
</tr>
<tr>
<td>v. coordinating enforcement, social care and housing responses to reduce antisocial behaviour associated with ‘Street Populations’—rough sleeping, street drinking, begging and the posting of prostitute cards in telephone boxes;</td>
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<td>vi. improving processes for designing out crime when any changes to the built environment are being considered;</td>
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<tr>
<td>vii. improving support for vulnerable adults and children at risk of becoming victims;</td>
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<tr>
<td>viii. improving partnership work with private and social landlords to tackle domestic burglary and antisocial behaviour.</td>
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<tr>
<td><strong>Aim 2: To catch and convict more offenders, stop them from re-offending and ensure that victims are properly supported by:</strong></td>
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<tr>
<td>i. focusing attention on catching and convicting those responsible for disproportionate amounts of crime in the borough through the successful management of the Prolific and Priority Offenders Scheme;</td>
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<tr>
<td>ii. adopting a tough stance on domestic violence by implementing a positive arrest policy for alleged perpetrators of such violence and protecting and supporting victims;</td>
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<tr>
<td>iii. reducing opportunities for stolen and counterfeit goods to be sold in the borough;</td>
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<td>iv. increasing the proportion of offences where offenders are detected and caught;</td>
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<td>v. improving the use of public and private CCTV systems to prevent crime and disorder, provide intelligence and assist enforcement;</td>
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<tr>
<td>vi. making effective use of a range of interventions to tackle antisocial behaviour with the aim of reducing the number of incidents reported to the police and the level of residents perception of antisocial behaviour;</td>
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<td>vii. engaging more effectively with the business community to prevent crimes on their premises through the Business Crime Reduction Partnership;</td>
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<tr>
<td>viii. developing the use of volunteers in schemes to prevent crime and disorder, provide intelligence and assist enforcement;</td>
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<td>ix. developing a better understanding of crime and disorder in Kensington and Chelsea and more effective joint working between local partners and with neighbouring boroughs;</td>
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<td>Corresponding Strategic Objective, Place, Strategic Site and Policy</td>
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<tr>
<td>x. improving support for victims both at the time they report an offence and afterwards.</td>
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<td><strong>Aim 3:</strong> To tackle the use of illegal drugs and the misuse of alcohol by:</td>
<td>Aim 3 of Safer Communities is not a spatial issue.</td>
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<tr>
<td>i. increasing the number of drug using offenders who sign up to and complete effective drug treatment programmes;</td>
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<tr>
<td>ii. disrupting the sale of drugs in the borough and contributing to London-wide action to reduce wholesale drugs markets;</td>
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<td>iii. continuing to close down crack houses quickly;</td>
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<tr>
<td>iv. developing effective education programmes for young people about avoiding the harm caused by cannabis and other illegal drugs and the misuse of alcohol;</td>
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<td>v. encouraging responsible behaviour by those who manage pubs and clubs to prevent drug and alcohol problems on and near their premises — through extension of the Best Bar None initiative to all areas across the borough — and taking action against licensees who do not;</td>
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<td>vi. taking effective action to tackle street drinking problems;</td>
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<tr>
<td>vii. continuing to provide education and, where appropriate, enforcement to tackle the sale of alcohol to children.</td>
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<tr>
<td><strong>Aim 4:</strong> To reduce the number of young people involved in crime and disorder either as victims or perpetrators by:</td>
<td>Aim 4 of Safer Communities is not a spatial issue.</td>
</tr>
<tr>
<td>i. publicising the many examples of positive work undertaken by young people in the borough;</td>
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<tr>
<td>ii. continuing to develop effective community safety education programmes for young people to prevent them becoming victims, offenders or substance misusers;</td>
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<td>iii. parents to take responsibility for the behaviour of their children and where necessary, providing adequate and timely support to help them to do so through the Parenting Programme offered by the Youth Offending Team;</td>
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<tr>
<td>iv. providing a youth service for all young people who live, study or work in the borough that also identifies those at risk of becoming offenders;</td>
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<td>v. identifying young people who show signs of developing antisocial or offending behaviour at an early age, working with them so that they stay out of trouble, and imposing penalties if they fail to do so;</td>
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<td>vi. promoting a consistent and effective approach to tackling offending behaviour in schools, through the Police Schools Involvement Team and dedicated Safer Neighbourhood Team Officers;</td>
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<td>vii. providing effective support and diversionary activities for those at risk of becoming offenders and/or getting involved in any type of gang activity and dealing</td>
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<tr>
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<tr>
<td>vi. reducing the number of children and young people in the care of the Council who</td>
<td>Aim 1 of Health and Social Care is not a spatial issue.</td>
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<tr>
<td>become involved in crime and disorder;</td>
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<td>ix. seeking punishments for young offenders from the many different options available</td>
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<td>to the courts, (including restorative justice) that are most likely to stop or reduce</td>
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<td>their offending, and in particular their repeat offending behaviour;</td>
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<tr>
<td>x. providing support for young victims of crime.</td>
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<tr>
<td>Health and Social Care</td>
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<tr>
<td><strong>Aim 1:</strong> To improve and protect the overall health of the local population and reduce</td>
<td></td>
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<tr>
<td>inequalities in health by:</td>
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<tr>
<td>i. reducing the number of premature deaths caused by the main killers—cancer, heart</td>
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<tr>
<td>disease and stroke;</td>
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<tr>
<td>ii. addressing our public health priorities: smoking, physical activity, nutrition,</td>
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<td>drugs and alcohol, mental health, sexual health— and the wider determinants of health;</td>
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<td>iii. safeguarding the public’s health, ensuring that it is not put at risk by poor</td>
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<td>food retailing, dangerous working practices or the sale of dangerous or inappropriate</td>
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<td>goods; and joint planning to prepare for emergencies;</td>
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<tr>
<td>iv. protecting vulnerable adults from harm or neglect;</td>
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<tr>
<td>v. ensuring compliance with the smoke free legislation and through this, reducing the</td>
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<tr>
<td>burden of tobacco related ill health.</td>
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<tr>
<td><strong>Aim 2:</strong> To improve the experience of patients, carers and users of local health and</td>
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<tr>
<td>social care services and offer greater choice of services by:</td>
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<tr>
<td>i. increasing the choices that local people have about where, when and how they access</td>
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<tr>
<td>health care;</td>
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<tr>
<td>ii. ensuring that people are able to make an informed choice about care and treatment</td>
<td></td>
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<td>options and that information on making healthier choices and making the best use of</td>
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<td>services is accessible to all;</td>
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<tr>
<td>iii. making services more responsive to the needs of users, offering people greater</td>
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<tr>
<td>choice and control by providing self-directed support options such as Individual</td>
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<tr>
<td>Budgets, and an opportunity to choose between different services and providers</td>
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<td>wherever possible, including support to access user-led organizations;</td>
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<tr>
<td>iv. working hard with local communities to improve our understanding of the service</td>
<td></td>
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<tr>
<td>needs of the borough’s residents;</td>
<td></td>
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<tr>
<td>v. listening to users’ experiences and expectations of our services and responding to</td>
<td></td>
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<td>these;</td>
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<tr>
<td>vi. ensuring the safety of patients and service users through using processes and</td>
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<tr>
<td>working practices that prevent or reduce the risk of harm.</td>
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<tr>
<td>Community Strategy Aim</td>
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</table>
| **Aim 3:** Work to increase residents’ choice and control to improve their independence and quality of life by:  
i. continuing to ensure information, advice and support is made available to all people and their families, to help them secure appropriate good quality services;  
ii. improving the support offered to people to secure appropriate gainful education, employment, or volunteering opportunities;  
iii. continuing to explore the benefits of new technologies in promoting the independence and managing the risks of vulnerable people living in the community;  
iv. providing information and support to carers, including young carers so that their quality of life, and their relationship with the person being cared for, are maintained;  
v. maximising people’s independence and ability to manage their own lives. | The following Local Plan objectives, policies and visions cover all aspects of Aim 3 of Health and Social Care, with the exception of points i, ii, iii and iv which are not spatial issues.  
- Strategic Objective CO 6: Diversity of Housing  
- Policy CH2: Housing Diversity |
| **Aim 4:** To improve the quality and access offered by local health and social care services by:  
i. ensuring that services are equitably provided to the whole population, and reducing any inequalities in access to the quality of services;  
ii. ensuring that, when they need them, patients, users and carers receive services as promptly and conveniently as possible including effective “out-of-hours” services;  
iii. increasing the number of drug and alcohol misusers entering and completing drug and alcohol treatment programmes and then staying free from drug and alcohol misuse;  
iv. providing suitable outreach and early intervention services for people with mental health problems, appropriate mental health crisis services for all people who need them, and a comprehensive mental health service for families, children and adolescents;  
v. increasing the attention paid by health and social care to the physical health of people with learning disabilities and mental health problems;  
vi. working with community and voluntary sector organisations to engage with service users and potential users (especially those who are hardest to reach) to enable them to improve their own health and to influence the ways in which services are delivered to them;  
vii. successfully delivering major new health and care facilities in the borough. | The following Local Plan objectives, policies and visions cover all aspects of Aim 4 of Health and Social Care, with the exception of points ii, iii, v & vi which are not spatial issues.  
- Strategic Objective CO 1: Keeping Life  
- Policy CK1: Social and Community Uses |
| **Aim 5:** To support children and young people to stay safe and be healthy by:  
i. halting the year on year rise in childhood obesity;  
ii. improving food, nutrition and oral health in deprived | Although Aim 5 of Health and Social Care is not a spatial issue, the specific points included in Aim 5 are not spatially related to planning. However, the Local Plan includes |
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<tr>
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<tbody>
<tr>
<td>i. improving access to sexual health services and enabling young people to make positive choices;</td>
<td>strategic objectives and policies in relation to Keeping Life Local, Better Travel Choices and An Engaging Public Realm which all encourage active travel.</td>
</tr>
<tr>
<td>ii. increasing the number of children immunised;</td>
<td></td>
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<tr>
<td>iii. encouraging and supporting children to have healthy lifestyles and not smoke, drink alcohol or take illegal drugs;</td>
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</tr>
<tr>
<td>iv. developing joint child and adolescent mental health services;</td>
<td></td>
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<tr>
<td>v. ensuring that all partners continue to work together effectively to protect children from harm;</td>
<td></td>
</tr>
<tr>
<td>vi. continuing to provide excellent services to support and safeguard vulnerable children and those in greatest need;</td>
<td></td>
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<tr>
<td>vii. developing a borough wider offer of parenting support accessible for all parents who live in the borough or use our services, and ensure the effective assessment and referral within schools of young people and families who have additional needs;</td>
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<tr>
<td>viii. improving outcomes for every looked after child.</td>
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<tr>
<th>Homes and Housing</th>
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<tr>
<td><strong>Aim 1</strong>: To improve the quality of housing across all tenures by:</td>
<td>The following Local Plan objectives, policies and visions cover all aspects of Aim 1 of Homes and Housing, with the exception of point iii which is not a spatial issue.</td>
</tr>
<tr>
<td>i. achieving the Decent Homes standard for all Council properties;</td>
<td>- Strategic Objective CO 6: Diversity of Housing.</td>
</tr>
<tr>
<td>ii. reducing the number of non-decent private sector homes occupied by vulnerable households;</td>
<td>- Policy CH1: Housing Targets.</td>
</tr>
<tr>
<td>iii. supporting owner occupiers on low incomes to access grants so that they can maintain and renovate their homes to be accessible and more energy efficient;</td>
<td>- Policy CH2: Housing Diversity.</td>
</tr>
<tr>
<td>iv. regulating the use of Houses in Multiple Occupation (HMOs) to improve standards in the poorest quality properties;</td>
<td>- Policy CH3: Protection of Residential Uses.</td>
</tr>
<tr>
<td>v. negotiating larger internal space standards on new affordable housing schemes delivered through planning agreements</td>
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</tr>
<tr>
<td><strong>Aim 2</strong>: To increase the type and number of homes to build mixed, balanced and sustainable communities by:</td>
<td>The following Local Plan objectives, policies and visions cover all aspects of Aim 2 of Homes and Housing, with the exception of point ii which is not a spatial issue.</td>
</tr>
<tr>
<td>i. encouraging developers to adopt the Lifetime Homes standard in all new developments;</td>
<td>- Strategic Objective CO 6: Diversity of Housing.</td>
</tr>
<tr>
<td>ii. increasing the percentage of vulnerable people achieving independent living;</td>
<td>- Policy CH1: Housing Targets.</td>
</tr>
<tr>
<td>iii. producing a housing strategy for older people that will meet the challenge of older people’s accommodation;</td>
<td>- Policy CH2: Housing Diversity.</td>
</tr>
<tr>
<td>iv. implementing the Crowding and Space Enforcement Policy to tackle overcrowding;</td>
<td>- Policy CH3: Protection of Residential Uses.</td>
</tr>
<tr>
<td>v. minimising the number of vacant properties in the borough and bringing empty homes back into use</td>
<td>- Policy CH4: Estate Renewal.</td>
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<tr>
<td>vi. increasing the net additional homes provided and</td>
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<th>Community Strategy Aim</th>
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<tr>
<td>increasing the gross number of affordable homes delivered;</td>
<td>Aim 3 of Homes and Housing is not a spatial issue.</td>
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<tr>
<td>vii. supporting the provision of affordable ownership and intermediate rent schemes.</td>
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<tr>
<td><strong>Aim 3:</strong> To provide a range of housing options to prevent homelessness and promote mobility by:</td>
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<tr>
<td>i. continuing progress towards the Government’s target to halve the number of households in temporary accommodation by 2010;</td>
<td>Aim 4 of Homes and Housing is not a spatial issue.</td>
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<tr>
<td>ii. preventing homelessness through high quality housing advice;</td>
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<tr>
<td>iii. increasing the number of private sector placements through the rent deposit scheme;</td>
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<tr>
<td>iv. continuing to develop innovative and creative housing and support options to meet a range of housing needs;</td>
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<tr>
<td>v. increasing mobility through out of borough and out of London schemes.</td>
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<tr>
<td><strong>Aim 4:</strong> To ensure continuous improvement in the delivery and performance of housing and support services by:</td>
<td>The following Local Plan objectives, policies and visions cover all aspects of Aim 5 of Homes and Housing, with the exception of point iii. which is not a spatial issue.</td>
</tr>
<tr>
<td>i. improving local authority tenants’ satisfaction with landlord services;</td>
<td>• Strategic Objective CO 6: Diversity of Housing.</td>
</tr>
<tr>
<td>ii. delivering high quality and well planned housing and support services for vulnerable people, that complement existing care services;</td>
<td>• Strategic Objective CO 7: Respecting Environmental Limits.</td>
</tr>
<tr>
<td>iii. improving the time taken to respond to requests for environmental health services;</td>
<td>• Policy CH1: Housing Targets.</td>
</tr>
<tr>
<td>iv. working with private sector housing providers to improve their performance through landlord accreditation schemes and stricter quality checks controls.</td>
<td>• Policy CH2: Housing Diversity.</td>
</tr>
<tr>
<td><strong>Aim 5:</strong> To improve the energy efficiency of dwellings and encourage sustainable development by:</td>
<td>• Policy CH3: Protection of Residential Uses.</td>
</tr>
<tr>
<td>i. improving the energy efficiency of local authority housing stock;</td>
<td>• Policy CH4: Estate Renewal.</td>
</tr>
<tr>
<td>ii. improving the energy efficiency of dwellings inhabited by residents claiming income based benefits;</td>
<td>• Policy CE1: Climate Change.</td>
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<tr>
<td>iii. tackling fuel poverty through implementing the Affordable Warmth Strategy;</td>
<td></td>
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<tr>
<td>iv. utilising previously developed land that has been vacant or derelict for more than five years;</td>
<td></td>
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<tr>
<td><strong>Community, Equality and Inclusivity</strong></td>
<td></td>
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<tr>
<td><strong>Aim 1:</strong> To improve the ways that partners inform, communicate with, consult and involve residents by:</td>
<td>Aim 1 of Community, Equality and Inclusivity is not a spatial issue.</td>
</tr>
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<thead>
<tr>
<th>Community Strategy Aim</th>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
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<tbody>
<tr>
<td>i. improving and diversifying ways of communicating with residents and service users to take account of their different needs and language abilities, ensuring that good practice is shared;</td>
<td>The following Local Plan objectives, policies and visions covers point ix of Aim 2 of Community, Equality and Inclusivity, the other points are not spatial issues.</td>
</tr>
</tbody>
</table>
| ii. consulting effectively with all parts of the local community;                      | • Strategic Objective CO 4: An Engaging Public Realm.  
• Strategic Objective CO 5: Renewing the Legacy.  
• Strategic Objective CO 6: Diversity of Housing.  
• Policy CR1: Street Network.  
• Policy CR4: Streetscape.  
• Policy CL1: Context and Character.  
• Policy CL2: Design Quality.  
• Policy CH2: Housing Diversity. |
<p>| iii. providing effective information about how organisations work, the services they deliver, and the opportunities they offer for residents to get involved in and influence decision-making; |                                                                                                                                  |
| iv. using a range of methods to gauge levels of satisfaction with services among different groups, and supporting communities to be able and confident to access and contribute to these opportunities. |                                                                                                                                  |
| <strong>Aim 2: To improve the relevance and accessibility of local services to residents and other service users by:</strong> |                                                                                                                                  |
| i. being consistently polite, courteous and helpful when dealing directly with the public; |                                                                                                                                  |
| ii. following best practice advice from the Equality and Human Rights Commission when procuring services from voluntary and private sector providers; |                                                                                                                                  |
| iii. taking account of people’s diversity—in ethnicity, faith, age, gender, sexual orientation, physical, language and mental ability and so on—when delivering services and information to them; |                                                                                                                                  |
| iv. employing a labour force that broadly reflects the diversity of the population being served; |                                                                                                                                  |
| v. providing suitable training in diversity and equality issues for decision makers and staff at all levels; |                                                                                                                                  |
| vi. operating robust and effective complaints procedures and dealing effectively with incidents of illegal discrimination and harassment; |                                                                                                                                  |
| vii. working together to implement voluntary and community sector codes of good practice; |                                                                                                                                  |
| viii. adopting a strategic approach to commissioning services from the voluntary sector, involving assessing and analysing needs, identifying organisations which meet these needs and ensuring support for small organisations and flexible services which meet fluctuating need; |                                                                                                                                  |
| ix. working in partnership to remove barriers to inclusion for disabled people; |                                                                                                                                  |
| x. complying with the spirit as well as the letter of equalities legislation; |                                                                                                                                  |
| xi. improving provision of respite for parents and carers of children with disabilities, including school and holiday activities for disabled children with complex needs. |                                                                                                                                  |
| <strong>Aim 3: To provide support to and empower communities and individuals to learn more about the borough and get involved in community life and leadership by:</strong> |                                                                                                                                  |
| |                                                                                                                                  |</p>
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<tr>
<th>Community Strategy Aim</th>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
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| i. supporting the provision of community facilities, organisations and events particularly those that promote interaction between different communities;  
ii. supporting the Forum of Faiths to increase opportunities for cross cultural and interfaith understanding and engagement in the borough.  
iii. helping people to get the advice and information they need, such as independent welfare advice, to tackle challenges, including dealing with harassment and discrimination;  
iv. providing accurate local information to counter inaccurate and occasionally irresponsible reports in the national media;  
v. identifying and scrutinising issues of concern to residents and providing opportunities to discuss and debate service provision with those who deliver them;  
vi. supporting efforts to assist those who find it hardest to be heard, get involved or get organised;  
vii. inviting opportunities for greater collaboration with and empowerment of service users and residents;  
viii. promoting and supporting active citizenship and volunteering to widen participation in community decision making, especially among children and young people and others who are often under-represented on governing bodies;  
ix. seeking to exploit and support Government initiatives to build the capacity and infrastructure of the voluntary and community sector and resilience in communities;  
x. maximising the opportunity for the borough’s residents to be part of the official London 2012 volunteering programme, as well as boosting opportunities and raising the profile of volunteering locally.  |
| of Aim 3 of Community, Equality and Inclusivity. The other points are not spatial issues.  
• Strategic Objective CO 1: Keeping Life Local.  
• Policy CK1: Social and Community Uses.  
• Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities. |

| Achieving Potential | The following Local Plan objectives, policies and visions cover all aspects of Aim 1 of Achieving Potential, with the exception of points i and ii, which are not spatial issues.  
• Strategic Objective CO 1: Keeping Life Local.  
• Policy CK1: Social and Community Uses.  
• Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities. |

| Aim 1: Ensure children and families have opportunities to enjoy and achieve by:  
i. providing opportunities to have fun, through easy access to a variety of high quality, enriching play opportunities that are also safe and inclusive;  
ii. improving educational outcomes in all Key Stages;  
iii. improving the education and training opportunities to 14-19 year olds;  
iv. increasing accessibility of and participation in learning and development, particularly for those at risk of under achievement and social exclusion;  
v. expanding the number of good local secondary school places. |  |
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<tr>
<th>Community Strategy Aim</th>
<th>Corresponding Strategic Objective, Place, Strategic Site and Policy</th>
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<tr>
<td>i. reducing the number of young people not in education, employment or training;</td>
<td>Potential, with the exception of points i and ii, which are not spatial issues.</td>
</tr>
<tr>
<td>ii. increasing the number of young people gaining accredited outcomes;</td>
<td>• Strategic Objective CO 1: Keeping Life Local.</td>
</tr>
<tr>
<td>iii. reducing child poverty and worklessness;</td>
<td>• Policy CK1: Social and Community Uses.</td>
</tr>
<tr>
<td>iv. developing innovative ways to identify children facing multiple disadvantages and increasing their aspirations and opportunities.</td>
<td>• Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities.</td>
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**Aim 1:** To create and maintain an attractive business environment in the borough by:

i. seeking to offer a range of business, office and retail premises to suit different budgets and different needs;  
ii. working with business to tackle crime, antisocial behavior and environmental problems;  
iii. promoting networking between businesses;  
iv. ensuring that procurement policies and practices provide opportunities for local businesses to compete to provide services;  
v. retaining existing business units and supporting the development of new affordable business units for business start-ups in the borough, and promoting their availability to local businesses;  
vi. recognising and seeking to meet the needs of small businesses that wish to expand within the Royal Borough;  
vii. influencing, contributing to and exploiting pan-London programmes to harness talent and creativity, drive economic growth and promote social inclusion;  
viii. continuing to protect land for employment use within the borough;  
ix. ensuring that the borough’s markets remain viable and continue to contribute effectively to the economic vibrancy of the area by retaining the sole trader retail identity and the current diverse pattern of street stall holdings;  
x. ensuring businesses are able to harness opportunities arising from the London 2012 Olympic and Paralympic Games.

**Aim 2:** To improve the employment prospects of residents, including young people, creating opportunities and tackling barriers which make it difficult for them to gain or retain employment by:

i. enhancing skills and training projects for young people and other clients and strengthening networks of providers and employers to help access funding and identify clear routes into employment;  

Although Aim 2 of Community, Work and Business is a spatial issue, the specific points included in Aim 5 are not spatially related to planning. However, the Local Plan includes strategic objectives and policies in relation to Keeping Life Local and Fostering Vitality which encourage...
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<tr>
<th>Community Strategy Aim</th>
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<tr>
<td>ii. working with JobCentre Plus, the Learning and Skills Council, the Primary Care Trust and other public and voluntary sector organisations to address the needs of unemployed and underemployed residents and promote effective links with employers within Kensington and Chelsea and in neighbouring boroughs;</td>
<td>community, work and business facilities.</td>
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<tr>
<td>iii. ensuring that refugees have the support they need to access appropriate training and employment to enable them to become economically active, and that there are opportunities for them to convert their existing qualifications;</td>
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<tr>
<td>iv. establishing links between Connexions, the Education Business Partnership and other agencies dealing with school pupils and leavers and local and sub-regional employers' groups, including the Kensington and Chelsea Chamber of Commerce;</td>
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<tr>
<td>v. ensuring that local people have opportunities to find out about and secure jobs with new and established local employers, including major employers such as the Council and the PCT;</td>
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<tr>
<td>vi. developing geographically-targeted programmes in areas of the borough that have high levels of workless households involving not just clients on Job Seekers Allowance but also those on Income Support and Incapacity Benefit who wish to re-enter employment;</td>
<td></td>
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<tr>
<td>vii. planning future childcare provision to help partners and carers to access training and work;</td>
<td></td>
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<tr>
<td>viii. continuing to negotiate local construction training commitments as part of major new developments in the borough.</td>
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Chapter 45  Glossary

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

**Accessible/Accessibility.** This refers to the extent to which employment, goods and services are made available to people, either through close proximity, or through providing the required physical links to enable people to be transported to locations where they are available. The latter can refer to the ease of access to the public transport network, often measured by a location’s Public Transport Accessibility Level (see below).

**Acolaid.** Acolaid is the name of a software and document management system which the Council uses as its database of planning application information. It can be used to run reports to provide overall information and trends on planning applications, which are published through the Council’s Monitoring Report on an annual basis.

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

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

**Affordable housing.** Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. (NPPF, Annex 2) includes social rented and intermediate housing (see definitions below), provided to specified eligible households whose needs are not met by the market. Affordable housing should: “meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision”. The affordable housing definitions are from the NPPF: Annex 2 (Glossary). This includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. Where such homes meet the definition in the NPPF they may be considered, for planning purposes, as affordable housing. Whereas, those homes that do not meet the definition, for example, ‘low cost market’ housing, may not be considered, for planning purposes, as affordable housing.

**Affordable rented housing.** Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.
Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). (NPPF, Annex 2)

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

**De-conversion / Amalgamation of residential units.** This is where separate dwellings within an existing a building in residential use or in new build residential scheme dwelling (often built as a single dwelling house) are amalgamated to form fewer dwellings or one home.

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

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

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

**AQMA.** See Air Quality Management Area.

**Archaeological Priority Area (APA).** An Archaeological Priority Area (APA) is a defined area where, according to existing information, there is significant known archaeological interest or particular potential for new discoveries. APAs exist in every London borough and were initially created in the 1970s and 1980s either by the boroughs or local museums. In Kensington and Chelsea such areas were formerly known under two definitions: generally as Sites of Archaeological Importance, but with the riverside APA referred to as an Archaeological Priority Area (Thames). APAs have been categorised into one of Tiers 1-3 while all other areas within the borough will be regarded as being in Tier 4. Tier levels indicate when there is a need to understand the potential impact of the proposed development on the heritage asset’s significance.

**Area of Metropolitan Importance / Areas of Special Character.** Are conservation areas of metropolitan importance first defined in the Greater London Development Plan and recognised in the UDP. The borough has five:

- Thames – now covered by London Plan Thames Policy Area, which includes Royal Hospital and Ranelagh Gardens
- South Kensington Museums – Albert Memorial – V&A/Natural History Museums;
- Kensington Gardens;
- Holland Park; and
- Grand Union Canal.

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

**Arts and cultural uses.** Include museums, art galleries, auction houses, exhibition spaces, theatre, cinemas and studios.
**Benchmark Land Value.** Benchmark Land Value is used in viability assessments. It is the value below which the current / existing use will be retained on-site and land will not be released for development.

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

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

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

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

**BREEAM.** See Building Research Establishment's Environmental Assessment Methodology.

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

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

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

**Business Development:**

- **Very small office/business development.** A B1(a)/ B Class development with a total floor area of less than 100 sq m (GEA).

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

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

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

**Business Improvement Districts (BIDs).** This concept was originally developed in the USA for increasing investment within defined areas of a city such as town centres. This is achieved through
changes to local taxation, based on a supplementary rate levied on businesses within that defined area.

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

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

**Carbon neutrality.** Contributing net zero carbon dioxide emissions to the atmosphere.

**CCHP.** See Combined Heat and Power.

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

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

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

**CHP.** See Combined Heat and Power.

**CIL.** See Community Infrastructure Levy.

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

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<tr>
<td>Energy (improvement on 2006)</td>
<td>44 per cent</td>
<td>100 per cent</td>
<td>Zero</td>
</tr>
<tr>
<td>Water (litres/person/day)</td>
<td>105</td>
<td>80</td>
<td>80</td>
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<tr>
<td>Other credits needed</td>
<td>54</td>
<td>60</td>
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*In the case of pollution, the Council requires that the one credit available for ‘GWP for insulants’ and the 3 credits available for ‘Nox emissions’ are obtained.

**Combined Heat and Power (CHP).** The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating. The provision of Cooling can be added to create Combined Cooling, Heat and Power (CCHP).
Commercial waste. Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment as defined in Schedule 41 of the Controlled Waste Regulations 1992-2012, is defined as commercial waste.

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

Community Infrastructure Levy. The discretionary mandatory charge on development which Local Planning Authorities will be are empowered to make in order to fund local infrastructure requirements. A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

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

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

Composting. A biological process which takes place in the presence of oxygen in which organic wastes, such as garden and kitchen waste, are converted into a stable, granular material. This can be applied to land to improve soil structure and enrich the nutrient content of the soil.

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

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

Conservation Area Proposals Statement Appraisal (CAPSA). A document prepared under Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990, defining the character of the area, giving guidance in respect of any proposed developments, and including proposals for enhancement. A document which aims to describe the special historic and architectural character of an area, produced under Historic England guidance: Understanding Place: Conservation Area Designation, Appraisal and Management (2011). The documents also aim to raise public interest and awareness of the special character of their area, identify positive features which should be conserved, as well as negative features which indicate scope for future enhancements.

Construction and demolition waste. This is waste arising from the construction, repair, maintenance and demolition of buildings and structures, including roads. It consists mostly of brick, concrete, hardcore, subsoil and topsoil, but it can contain quantities of timber, metal, plastics and occasionally special (hazardous) waste materials.

Contaminated Land. For planning purposes, this term is intended to cover all cases where the actual or suspected presence of substances in, on or under the land may cause risks to people, property, human activities or the environment, regardless of whether or not the land meets the statutory definition under Part IIA of the Environmental Protection Act 1990 (as amended). Therefore it refers to any land that could potentially be affected by contamination issues with regard
to a proposed development. This includes consideration of known contamination or where the proposed use could be particularly vulnerable to contamination.

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

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

Counters Creek Storm Relief Sewer. A sewer infrastructure project proposed by Thames Water to address sewer flooding in the Borough. Ofwat approved the funds needed to undertake the Counters Creek Sewer Alleviation Scheme in December 2014.

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

Critical Drainage Areas. The Surface Water Management Plan identified critical drainage areas which show a complex interaction of surface and sewer water flooding.

Crossrail 1. The first line in the Crossrail project (see also Chelsea-Hackney Line). Crossrail 1 is an east–west, cross-central London rail link between Paddington and Whitechapel serving Heathrow Airport, Canary Wharf and Stratford. It will serve major development and regeneration corridors, and improve access to large areas of central and suburban London. Also The services that will use the rail link from December 2018 will be known as the 'Elizabeth Line'.

Chelsea-Hackney Line (also known as Crossrail 2). This line is to link Hackney and south-west London. The precise route, the character and role of the link have not yet been finalised. This is a proposed new railway serving London and the wider South East. It would connect the National Rail networks in Surrey and Hertfordshire, via new tunnels and stations between Wimbledon, Tottenham Hale and New Southgate, linking in with London Underground, London Overground, the Elizabeth Line (Crossrail 1), national and international rail services. The route was safeguarded in 1991 (and subsequently refreshed in 2008) and a station in King’s Road located between 250 King’s Road and 151 Sydney Street near Chelsea Old Town Hall is proposed.

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

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

Deliverable. To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans. (NPPF, paragraph 47).
Density matrix. This is included in the London Plan. It sets out density ranges, based on habitable rooms per hectare and units per hectare, for different types of location. The locations are central, urban and suburban. Public transport accessibility levels are also used within the matrix.

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

Developable. To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged. (NPPF, paragraph 47)

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

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

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

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

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

Diversity. The differences in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people constitute the diversity of that group. This term refers to differences between people and is used to highlight individual need.

Domestic Waste. Waste which arises from residential properties.

Edwardian buildings/Period. Buildings constructed in the period 1901 to 1910, the reign of King Edward VII. It is sometimes extended to include the period to the end of World War I in 1918.

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

E-economy/e-commerce. A sector of business which comprises companies deriving at least some portion of their revenues from internet related products and services.
**Elizabeth Line.** The first line in the Crossrail project (see also Crossrail 2). Opening in December 2018 the Elizabeth Line is an east–west, cross-central London rail link between Paddington and Whitechapel serving Heathrow Airport, Canary Wharf and Stratford. It will serve major development and regeneration corridors, and improve access to large areas of central and suburban London. Crossrail 1 will be known solely as the Elizabeth Line on commencement of operations in 2018.

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

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

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

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

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

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

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

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

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

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

**Exception Test.** Provides a method of managing flood risk while still allowing necessary development to occur. A method that demonstrates and helps ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available.

**Extra Care Housing.** ‘Extra Care Housing’ is an alternative to residential care, helping older people to live as independently as possible and offering self contained accommodation in a choice of tenures with access to a wide range of 24 hour care on site. Schemes may also provide communal areas, hairdressing and laundry services, hobby rooms and a shop.
Eyesore. A building that because of its scale, height or massing greatly disfigures the wider townscape, creating a very unpleasant sight.

FlipLIP Valves. Flooding Local Improvement Projects which consist of a small self-contained pumping unit designed to pump sewage and rainwater from the private drains of a property to the main sewer in the road. It is able to do this even when the sewer is full. The device also contains a non-return valve, to prevent backflow from the sewer. Corresponds with Suitable Pump Device required by policy CL7n.

Flood Risk Asset. features with a flood risk management role and which can influence the effects of flooding events.

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

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

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

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

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

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

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

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

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

Gypsy and Travellers’ pitch. Area on a site developed for family units / households to live on. Can be varying sizes and have varying caravan numbers and house one or more households.

Gypsy and Travellers’ sites. These are sites either for settled occupation, temporary stopping places, or transit sites for people of nomadic habit of life Gypsies and Travellers as defined in Annex 1 of the Planning Policy for Traveller Sites, such as travellers and gypsies and travellers.

Habitable room. Habitable rooms are all rooms except hallways, bathrooms, toilets, laundry rooms and storage cupboards. For planning purposes a habitable room is usually defined as any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such
as bath or toilet facilities, service rooms, corridors, laundries, hallways, utility rooms or similar spaces are excluded from this definition. In some circumstances, a large kitchen or kitchen dining room may be counted as a habitable room (paragraph 1.3.19 Mayor’s Housing SPG, 2016). For the purposes of density calculations solely only kitchens of above 13sqm. count as habitable rooms.

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

**Hazardous Substances Consent (HSC).** This is required for the presence of certain quantities of hazardous substances. The Local authority will consult Control of Major Accident Hazards (COMAH) authorities on development proposals where the presence of hazardous sites is relevant. In most cases COMAH is the Health and Safety Executive and the Environment Agency acting jointly.

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

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

**Homes and Communities Agency (HCA).** A statutory public body whose role is to fund and regulate Registered Social Landlords Providers in England. From April 2012, the HCA’s London functions have been devolved to the Greater London Authority (GLA).

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

**Household waste.** All waste collected by Waste Collection Authorities under Section 45(1) of the Environmental Protection Act 1990, plus all waste arising from Civic Amenity sites and waste collected by third parties for which collection or disposal credits are paid under Section 52 of the Environmental Protection Act 1990. Household waste includes waste from collection rounds of domestic properties (including separate rounds for the collection of recyclables), street cleansing and litter collection, beach cleansing, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections, Civic Amenity wastes, drop-off and bring systems, clearance of flytipped wastes, weekend skip services and any other household waste collected by the waste authorities. Household waste accounts for approximately four-fifths of London’s municipal waste. Waste from a private dwelling or residential house or other such specified premises in Schedule 1 of the Controlled Waste Regulations 2012, and includes waste taken to household waste recycling centres. Together with trade waste this is known as Local Authority Collected Waste (LACW).

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

**Housing density.** The number of dwellings per ‘Net Residential Area’, measured in habitable rooms per hectare (hrha).
**Housing Capacity Study.** A study to ensure sufficient housing land is identified in order to meet housing targets. This London-wide study was previously carried out in 2004. Housing capacity studies have now been superseded by Strategic Housing Land Availability Assessments, required by the Government. The 2009 London study was coordinated by the GLA, and involved all London boroughs.

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

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

**HR/HA.** see habitable rooms per hectare.

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

**Incineration.** The burning of waste at high temperatures in the presence of sufficient air to achieve complete combustion, either to reduce its volume (in the case of municipal solid waste) or its toxicity (such as for organic solvents and polychlorinated biphenyls). Municipal solid waste incinerators recover power and/or heat. The main emissions are carbon dioxide (CO2), water and ash residues.

**Inclusive.** An environment in which everyone can use equally, regardless of disability or age, where there are no barriers that may create unnecessary separation or special treatment. It is the environment, rather than the condition of the individual, that is seen as the ‘disabling’ element, following the social rather than the medical model of disability.

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

**Intermediate Housing.** Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. (Annex 2, NPPF). Intermediate housing can include shared ownership, shared equity or intermediate rent but not affordable rented housing. To qualify for intermediate housing, the London Plan has set household income levels which are updated annually through the London Plan Annual Monitoring Report. The Monitoring Report 2016 updated the thresholds to £18,100-£90,000. Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above (see the definition of affordable housing). These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent.

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

**Landfill.** The disposal of waste into or on to land.

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

**Legibility.** The ease in which people can understand the layout and qualities of a place, thus enabling them to form a clear image of an area. Roads, junctions, public spaces and local landmarks all contribute to this sense of recognising and understanding an area.
**Lifetime Homes.** Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to frail older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure that the home will be flexible enough to meet the existing and changing needs of most households, as set out in the Joseph Rowntree Foundation report ‘Meeting Part M and Designing Lifetime Homes’. British Standards Institution published in 2007 a Draft for Development (DD 266:2007) ‘Design of accessible housing – Lifetime home – Code of practice’ which introduces the concept of ‘accessible housing’ which builds upon and extends the Lifetime Homes 16 point specification to flats and town houses and to other accommodation without ground-level living space and updates the technical criteria.

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

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

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

**Local Authority Collected Waste.** This is waste collected by the Council. See also Municipal waste and Municipal Solid Waste.

**Local Centres.** See also Neighbourhood Centres

**Local Development Framework (LDF).** A statutory plan produced by each local planning authority that comprises a portfolio of development plan documents (DPDs) including a Local Plan. This portfolio may include site allocations, development management policies and area action plans. The Local Development Framework will replace the borough’s Unitary Development Plan.

**Local Flood Risk Management Strategy.** As a Lead Local Flood Authority, the Council has the duty, under Section 9 of the Flood and Water Management Act 2010, to put in place a Local Flood Risk Management Strategy to manage all sources of flood risks. The Strategy is an important tool to help understand and manage flood risk within the borough. It seeks to increase awareness of the flood risk in the borough, and to encourage better co-operation and communication between organisations involved in flood risk management and the public.

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

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

**Local Strategic Partnerships (LSPs).** Crosssectoral, cross-agency umbrella partnerships, which are focused and committed to improving the quality of life and governance in a particular locality. They seek to enable services to be aligned in a way that effectively meets the needs and aspirations of those who use them.
London Bus Initiative (LBI). A package of measures to improve bus services, including bus priority and service improvements, which seeks to improve total journey quality. It is delivered by a partnership of agencies.

London Bus Priority Network (LBPN). A bus network covering the main bus routes in London, in which bus priority and other traffic management measures are introduced to improve reliability and reduce overall journey times.

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

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

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

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

London Enterprise Panel. The local enterprise partnership for the London. Chaired by the Mayor of London. The LEP is the body through which the Mayor works with London borough’s businesses and Transport for London to take a strategic view of the regeneration, employment and skills agenda for London.

London Plan. This strategy is prepared by the Mayor of London and is also known as See the Spatial Development Strategy for London.

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

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

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

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

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

Medium office/ Business. See Business Development

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

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

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

**Municipal solid waste (MSW).** This includes all waste under the control of local authorities or agents acting on their behalf. It includes all household waste, street litter, fly tipped material, waste delivered to Council recycling points, municipal parks and gardens wastes, Council office waste, Civic Amenity waste, and some commercial waste from shops and smaller trading estates where local authorities have waste collection agreements in place. It can also include industrial waste collected by a waste collection authority with authorisation of the waste disposal authority. **MSW This is also referred to as Local Authority Collected Waste (LACW).**

**Municipal solid waste (MSW).** This is the same as Municipal waste but does not include liquids.

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

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

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

**Neighbourhood Area.** A Neighbourhood Area is the geographical area that a Neighbourhood Plan covers. Prospective Neighbourhood Forums must apply to the Council for a Neighbourhood Area to be designated.

**Neighbourhood Centre.** Centres which play a particular role in meeting the day-to-day needs of those living and working in the borough.

**Neighbourhood Forum.** Established under the Localism Act 2011 neighbourhood forums are community groups that are designated to take forward neighbourhood planning in areas without parishes, as in the case of the Royal Borough. A Neighbourhood Forum is an organisation that is established to promote the social, economic and environmental well-being of an area and has membership which is open to people who live, work and those who are elected to represent the area concerned. Prospective Neighbourhood Forums must apply to the Council to be designated.

**Neighbourhood Plan -** A Neighbourhood Plan sets out policies in relation to development and use of land in a particular Neighbourhood Area. Neighbourhood Plans are not developed by the Council but they do have to be in general conformity with Council’s Core Strategy and the London Plan. They are intended to be tools for positive planning, not a way of preventing development and in particular they cannot introduce controls that are additional to existing planning law and regulations.
Following consultation and examination a Neighbourhood Plan would be approved if it received more than 50% of the votes cast in a referendum.

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

**New and emerging technologies.** Technologies that are either still at a developmental stage or have only recently started operating at a commercial scale. They may be new applications of existing technologies. In relation to waste, they include such technologies as anaerobic digestion, Mechanical Biological Treatment (MBT), pyrolysis and gasification.

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

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

**Nitrogen oxides (NOx).** A generic term for mononitrogen oxides (usually NO and NO2).

**Non Road Mobile Machinery (NRMM).** A term which is used in relation to Air Quality. Any mobile machine, item of transportable industrial equipment, or vehicle – with or without bodywork that is: not intending for carrying passengers or goods on the road; and installed with a combustion engine – either an internal spark ignition petrol engine, or a compression ignition diesel engine. Example of non-road mobile machinery include, but are not limited to: garden equipment; generators; bulldozers; pumps; construction machines; industrial trucks; fork lifts and telehandlers; and mobile cranes.

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

**Opportunity Areas.** A Mayoral designation set out within the London Plan. These are the areas which are London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility. The Mayor of London may publish Opportunity Area [Moved from Planning Frameworks] Planning Frameworks (OAPFs). These frameworks provide a sustainable development programme for Opportunity Areas. The frameworks may be prepared by the GLA Group, boroughs, developers or partners while planning frameworks will have a non-statutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their development plans and SPDs.

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

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

**Permeability.** The degree to which one can connect to, or pass through an area.
Permit-free. A restriction that removes the eligibility of residents within permit-free developments to have on-street residents' parking permits.

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

PLA: Port of London Authority. The Port of London Authority is a self-financing statutory authority. Their responsibilities include ensuring navigational safety along the Tidal Thames, promoting use of the River and safeguarding the environment.

Planning Contributions: This could refer to either a Planning Obligation / Section 106 Agreement (s106) or Community Infrastructure Levy (CIL).

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

Planning Obligation. A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. (See also Section 106 Agreements).

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

Pop-up. Temporary or informal use of vacant shops or spaces normally to sell goods or services.

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

PPSs. See Planning Policy Statements.

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

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

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

PTAL. See Public Transport Accessibility Level.

Public realm. This is the space between and within buildings that are publicly accessible, including streets, squares, forecourts, parks and open spaces.
Public Transport Accessibility Level (PTAL). Provides a methodology for assessing the relative ease of access of a location to the public transport network. PTAL 1 is ‘very poor’ with PTAL 6 being ‘excellent’.

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

Recyclate contamination. This is recyclable waste that has been mixed with other non-recyclable waste which prevents it from being recycled.

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

Regeneration Areas. See Areas for Regeneration.

Register of Historic Parks and Gardens. A national register of parks and gardens in England, compiled by English Heritage, that are held to be of special historic interest, and which local authorities are expected to make provision for their safeguarding when preparing planning policies or considering planning proposals.

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

Renewable energy. Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

Residential density. See Housing density

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

Residual Land Value. Residual land value is determined through deducting development costs from development value to ascertain the remaining value that is available to pay for land. A development is typically deemed to be viable if the residual land value is equal to or higher than the benchmark land value (defined above), as this is the level at which it is considered that the landowner has received a ‘competitive return’ and will release the land for development.

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

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

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

Safeguarded wharves. These are sites that have been safeguarded for cargo handling uses such as intra-port or trans-shipment movements and freight-related purposes. Cremorne wharf is the only safeguarded wharf which lies in the borough.
Secondary retail frontages. The secondary retail frontages are those frontages which contain a higher proportion of non-retail town centre uses, and those frontages which tend to be characterised by lower pedestrian flows.

Section 106 Agreements (also often denoted s106). These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990. These may be used to help mitigate the specific impact of a development where it would generate additional needs e.g. on community infrastructure. Planning Obligations are calculated on a case by case basis. Standard charges are calculations and measurements of the level of contribution likely to be sought by a local planning authority towards infrastructure necessitated by new development. The Government has encouraged the use of formulae and standard charges, and pooling of contributions, where appropriate.

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

Sequential approach. The sequential approach to new town centre uses is set out within the NPPF. It applies to all town centre-related activities and it states that, if possible, facilities should be accommodated in the centre, failing that on the edge of the centre.

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

SFRA. See Strategic Flood Risk Assessment.

SHLAA. See Strategic Housing Land Availability Assessment.

SHMA. See Strategic Housing Market Assessment.

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

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

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

Small office/ business. See Business Development

Social and community uses. For the purpose of the Local Plan, Social and Community uses are defined as including: care homes/care facilities and elderly people’s homes; community/meeting halls; doctors, dentists, hospitals and other health facilities; hostels; laundrettes; libraries; Metropolitan Police and other emergency service facilities; petrol filling stations; places of worship; bespoke premises for the voluntary sector; schools and other educational establishments sports facilities; and youth facilities.
Social exclusion. A term for what can happen when people or areas suffer from a combination of linked problems, such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.

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

Social rented housing. Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency. (Annex 2, NPPF) Is rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.

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

Spatial Masterplan. This plan establishes a three-dimensional framework of buildings and public spaces. It is a visual ‘model’ which can show the following: the relationship between buildings and spaces; the connections between streets, squares and open spaces; the movement patterns; the height, massing and bulk of buildings; the distribution of uses; the location of street furniture and landscaping; and how well the new urban neighbourhood is integrated with the surrounding urban context.

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

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

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

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

Strategic Housing Land Availability Assessment (SHLAA). This is a key component of the housing evidence base to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period. (NPPF, paragraph 159) to support the delivery of sufficient land for housing to meet the community’s need for more homes. The NPPF requires local planning authorities to significantly boost the supply of housing, using the evidence to ensure the full needs for market and affordable housing in the market area is met.

Strategic Housing Market Assessment (SHMA). The aims of a Strategic Housing Market Assessment are to provide clear evidence as to what is going on in the housing market and what
the future prospects for the market may be. Objectively assessed needs for market and affordable housing are required by the NPPF. This states that local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. It also requires local planning authorities to identify the size, type, tenure and range of housing that is required in particular locations, reflecting local need. A key component of the housing evidence base to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries. The Strategic Housing Market Assessment should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period. (NPPF, paragraph 159)

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

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

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

**Suitable pump device.** See FLIP Valves

**Supplementary Planning Document (SPD).** An SPD does not form a part of the statutory development plan. It can take the form of design guides or area development briefs, or supplement other specific policies in the plan. However it must be consistent with national and regional planning guidance, as well as the policies set out in the adopted Local Plan. It should be clearly cross-referenced to the relevant plan policy or proposal that it supplements. Public consultation should be undertaken and SPDs should be regularly reviewed. An SPD is capable of being a material planning consideration. SPDs should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development.

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

**Surface Water Management Plan.** A study which outlines the predicted risk and preferred surface water management strategy for the borough. The report also defines Critical Drainage Areas which show a complex interaction of surface and sewer water flooding.

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

**Sustainable urban drainage systems (SUDs).** An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems. According to the Mayor’s drainage hierarchy, SUDs SuDS could include the storage of rainwater for later use, the use of infiltration techniques, such as porous surfaces, green and blue roofs in non-clay areas, the attenuation of rainwater in ponds or open water features for gradual release and the attenuation of rainwater by storing in tanks or sealed water features for gradual release.

**Sustainable communities.** Places where people want to live and work, now and in the future; that meet the diverse needs of existing and future residents, are sensitive to their environment and
contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

**Sustainable Residential Quality.** The design-led approach and urban design principles by which dwellings can be built at higher density, while maintaining urban quality and fostering sustainable development.

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

**Tests of soundness.** Local Plans are subject to an independent examination by an independent inspector appointed by the Secretary of State. The starting point for the examination is the assumption that the local authority has submitted what it considers to be a sound plan. To be ‘sound’ a Local Plan should be positively prepared, justified, effective and consistent with national policy. ‘Positively prepared’ means that the plan should be prepared based on a strategy which seeks to meet objectively assess development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. ‘Justified’ means that the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence. ‘Effective’ means the plan should be deliverable over its period and based on effective joint working on crops- boundary strategic priorities. ‘Consistent with national policy’ means the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

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

**Thames Tideway Tunnel.** A Nationally Significant Infrastructure Project which will capture the flows of storm sewage from over 30 sewer overflow points along the River Thames. The tunnel will run approximately 25 kilometres through the heart of London, and up to 75 meters beneath the River Thames, broadly following the path of the river.

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

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

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

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

**Transport Assessment.** This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.
Transport Development Areas (TDA). These are well-designed, higher density, mixed-use areas, situated around good public transport access points, in urban areas. Within a TDA, boroughs grant permission for higher density development, compared with existing development plan policy.

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

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

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

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

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

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

Waste Apportionment. An allocated proportion of London’s total waste (expressed in tonnes) to each London Borough which (either by individual Waste Planning Authority or as a collective grouping of Waste Planning Authorities) must be addressed in their Local Plans.

Waste Hierarchy. An order of waste management methods, enshrined in European and UK legislation based on their predicted sustainability. The hierarchy is summarised as “prevention, preparing for re-use, recycling/composting, other recovery, disposal”.

Waste Planning Authority. The local authority responsible for waste development planning and control. They are unitary authorities, including London Boroughs, National Park Authorities, and county councils in two-tier areas.

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

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

Western Riverside Waste Authority (WRWA). Western Riverside is a waste disposal authority region covering the London Boroughs of Hammersmith and Fulham (including part of the OPDC area), Lambeth, Wandsworth and Kensington and Chelsea.

Wheelchair accessible housing. This refers to homes built to meet the standards set out in the second edition of the Wheelchair Housing Design Guide by Stephen Thorpe, Habinteg Housing Association 2006.
Windfall sites. These are sites that come forward for development that couldn’t be identified previously as they were then in active use.

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

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