Local Plan Partial Review
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Clean version
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Contents

Section 1 Spatial Strategy ................................................................. 4
  Chapter 1 Setting the Scene ............................................................ 4
  Chapter 2 Issues and Patterns: Our Spatial Portrait ......................... 8
  Chapter 3 Building on Success: Our Vision and Strategic Objectives ...... 33
  Chapter 4 Delivering Success: Our Spatial Strategy ......................... 41
  Chapter 5 Kensal ........................................................................... 50
  Chapter 6 Golborne ........................................................................ 62
  Chapter 7 Latimer .......................................................................... 72
  Chapter 8 Earl’s Court .................................................................... 80
  Chapter 9 Lots Road/World’s End .................................................... 93
  Chapter 10 Portobello Road ............................................................ 102
  Chapter 11 Notting Hill Gate .......................................................... 107
  Chapter 12 Kensington High Street ................................................ 111
  Chapter 13 Knightsbridge ............................................................... 116
  Chapter 14 South Kensington ........................................................ 120
  Chapter 15 Sloane Square/King’s Road .......................................... 128

Section 2 Delivery Strategy ............................................................... 135
  Chapter 29 Policies and Actions .................................................... 135
  Chapter 30 Keeping Life Local [not part of Local Plan Partial Review] 140
  Chapter 31 Fostering Vitality .......................................................... 141
  Chapter 32 Better Travel Choices .................................................. 161
  Chapter 33 An Engaging Public Realm .......................................... 166
  Chapter 34 Renewing the Legacy .................................................... 173
  Chapter 35 Diversity of Housing .................................................... 179
  Chapter 36 Respecting Environmental Limits .................................. 203
  Chapter 37 Infrastructure .............................................................. 222
  Chapter 38 Monitoring .................................................................. 255
  Chapter 39 Contingencies and Risks for Site Allocations ............... 279

Section 3 Supporting Information ................................................... 286
  Chapter 40 Housing Trajectory and Supporting Information .......... 286
  Chapter 41 Policy Replacement Schedule ..................................... 292
  Chapter 42 Town Centre Maps ...................................................... 299
  Chapter 43 Evidence Base ............................................................ 341
  Chapter 45 Glossary ................................................................. 346
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 looking 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). The current LDS can be viewed on the Council’s website.

1.1.5 The role of the development plan is to guide decision making on planning applications. When planning applications are received, they are assessed against the development plan to see whether planning permission should be granted or not. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “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 must be made in accordance with the plan unless material considerations indicate otherwise”. This allows a common sense approach to the implementation of the plan. In limited situations we may have to refer applications to the Government as a ‘departure’ from the development plan.

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

1.1.7 The Local Plan is closely related to the Community Strategy, which was prepared by the Kensington and Chelsea Partnership. The Community Strategy sets out the strategic vision for the borough to 2018 and is linked into overarching regional strategies. It provides the vehicle for considering and deciding how to address cross-cutting issues such as the economic future of an area and social exclusion. The Council has also published documents called ‘The Royal Borough 2028’, which sets out a vision to 2028, and ‘Ambitious for Tomorrow’ which sets out a vision for the borough from 2014 to 2018. The Local Plan takes 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 Local Plan should be the “spatial” expression of Council policy, in other words, what is going to happen, when, and who will make it happen. It is the geographical expression of Council policy, and as such is a corporate document guiding the future of the borough, as influenced by a whole range of services offered by the Council and its partners.

1.2 Policy framework

1.2.1 National legislation and guidance

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 preparing the Local Plan, we have 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, 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 published in March 2016, the adopted Local Plan and adopted (‘made’) neighbourhood plans.

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1 Regulation 10 of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)
2 Transport for London is considered a ‘local transport authority’ for the purposes of these regulations and the Transport Act 2000 as it is an ‘Integrated Transport Authority’. Whilst TfL does not produce a Local Transport Plan, the Mayor has published the Mayor’s Transport Strategy, which is largely considered in Chapter 32 – Better Travel Choices.
3 Mostly relevant to Section 2A Allocations and Designations
4 Mostly considered under the Waste section of Chapter 36 Respecting Environmental Limits
1.2.6 The London Plan establishes the strategic planning framework for the Royal Borough and sets a housing target of 7,330 new homes from 2015 to 2025 (733 net additional dwellings per annum). It also sets a target for affordable housing 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

1.2.8 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.

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

1.2.10 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.

1.2.11 The Royal Borough 2028 - a long term look at the future of the borough has also informed the preparation of the Local Plan. The project developed views of ‘probable’, ‘possible’ and ‘preferred’ futures for the borough over the next 20 years and the outcome of the work included a Vision for 2028, built on a substantial evidence base, as well as a set of scenarios. The time horizons for the Local Plan and The Royal Borough 2028 have been aligned so that the Local Plan can be sensitive to the changes that will occur over the 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.

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6 The Royal Borough 2028, A report for the Royal Borough of Kensington and Chelsea.
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 will be delivered. The strategic objectives explain how the key issues will be addressed within the lifespan of the Local Plan.

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

2.2  Analysis

Demographics

2.2.1  In 2014 the Borough’s population was estimated at 156,190, the smallest of any London Borough8. This represents a modest reduction since the 2001 census.
2.2.2 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 average⁹.


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. Just under half (48 per cent) of the population is born in the UK. The rest are made up of about 17 per cent from other parts of Europe and 35 per cent from elsewhere. But, as with other statistics, this varies spatially.

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⁹ Office for National Statistics (ONS) mid-year estimates via NOMIS in Strategic Housing Market Assessment (SHMA) December 2015
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.

Both Kensington and Chelsea are well known as desirable areas in which to live. A disproportionate number of residents are from professional and managerial occupations, and, similarly, incomes are also higher than average. 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.

![Bar chart showing education levels]

Qualifications. Source: Census 2011 RBKC Summary

2.2.7 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 2.1 per cent, which is comparable with the national average (2.2 per cent) and under the Inner London average of 2.8 per cent\(^\text{10}\). This does, however, hide spatial variations, with wards such as Golborne, Notting Barns or St Charles having much higher levels of unemployment\(^\text{11}\).

![Bar chart showing economic activity]

Economic activity. Source: Census 2011 RBKC Summary

2.2.8 As of 2014, average gross weekly earnings were £786, equating to £40,900 per annum.

\(^{10}\) London Datastore (2016)

\(^{11}\) The data from the London Datastore (2015) includes “claimant count” for Golborne, Notting Barns and St Charles to be 5.9%, 4.3% and 4% respectively.
Deprivation

2.2.9 The Index of Multiple Deprivation (IMD) combines a number of factors such as income, employment, health and disability, education, housing, living environment and crime. The scores are ranked to compare the levels of deprivation nationally. The IMD 2015 is the official measure of relative deprivation for small ‘Lower Super Output Areas’ (LSOAs) in England.

2.2.10 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 North Kensington. 21% of all children within the borough\textsuperscript{12} live in poverty, with this increasing significantly in the more deprived wards.

2.2.11 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.

\textsuperscript{12} 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.
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).

Indices of Multiple Deprivation (IMD) 2015. Source: RBKC IMD 2015 Briefing
**Health**

2.2.13 Life expectancy in Kensington and Chelsea is amongst the highest in the country. But this statistic masks a significant difference across the borough. People living in the healthiest wards have a greater life expectancy 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.

![Early deaths causes](chart)

Early deaths causes. Source: Public Health England Profile 2015

2.2.14 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.

2.2.15 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**

2.2.16 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 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. In the secondary sector there is a sufficiency of places for Year 7 to

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13 Ambitious for Tomorrow, 2014
14 Local Government Association, 2014
Year 11 which takes into account the added pressure of increased number of primary pupils feeding through the system\textsuperscript{15}. 

\textsuperscript{15} School Organisation and Investment Strategy, 2016
Crime

2.2.17 Different types of crime show different spatial patterns. 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)\(^\text{16}\).

Shopping

2.2.18 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.

2.2.19 In addition to the Neighbourhood Centres, there are eleven larger centres in the borough: Knightsbridge is an International Centre (and is also located in the GLA’s Central Activities Zone), Kensington High Street and King’s Road East are Major Centres, South Kensington, Notting Hill Gate, Brompton Cross, Fulham Road, Earl’s Court Road and King’s Road West are District Centres and Portobello Road and Westbourne Grove are Special District Centres. These centres attract people to the borough and serve a pan-London or greater function, but they also provide a valuable role in serving the day-to-day needs of local residents. The majority of larger centres are located in the south and east of the borough.

2.2.20 The proportion of comparison goods retail units is higher than the national average in all centres except for Earl’s Court Road, which has a high proportion of non-retail services. All centres have a high proportion of Class A3 restaurants/café, reflecting the strong evening economy and tourist attractions in the borough. Vacancy rates are generally lower than the national average\(^\text{17}\).

![Mix of units: Comparison with National Average. Source: Goad Plans in Retail and Leisure Needs Study, April 2016.](http://maps.met.police.uk/)

\(^{16}\) Retail and Leisure Needs Study, April 2016
2.2.21 Retail is the number one reason why people visit the borough, topping the South Kensington museums for visitor numbers.¹⁸

Employment

2.2.22 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.

¹⁸ Study of the Visitor Economy, 2009
2.2.23 The borough has relatively few large employers. Instead, it has a wealth of small businesses. 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.²⁰

2.2.24 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.²⁰

²⁰ Frost Meadowcroft Office Market Review, 2014
²⁰ Census 2011 RBKC Summary
Transport

2.2.25 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. 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.

![Vehicle ownership chart](image)

Vehicle ownership. Source: Census 2011 RBKC Summary

2.2.26 Because of the shortage of on and offstreet residential parking in the borough, the Council has encouraged car clubs.

2.2.27 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 per cent) 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.

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21 Census 2011 RBKC Summary
22 Local Implementation Plan (LIP), January 2014
23 Local Implementation Plan (LIP), January 2014
The Underground network reflects this east-west geography, with the Central, Circle, District and Piccadilly lines together servicing central Kensington and northern Chelsea.
and the Hammersmith and City line serving North Kensington. North-south movement on the Underground (apart from High Street Kensington to Notting Hill Gate) is not possible.

2.2.29 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.

2.2.30 North-south movement is facilitated by the West London line, running down the western boundary of the borough with stations at Shepherd's Bush, Olympia, West Brompton and Imperial Wharf serving the far south west of the borough, in the London Borough of Hammersmith and Fulham. However, there is no station in North Kensington on this line.

2.2.31 There are no mainline rail termini in the borough. Paddington and Victoria lie a kilometre or so to the east, in the City of Westminster.

2.2.32 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.

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

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

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24 Local Implementation Plan (LIP), January 2014
25 ibid.
26 ibid.
27 ibid.
28 ibid.
Housing

2.2.34 Land prices in the Royal Borough are very high, resulting in the highest house prices in England. 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.

2.2.35 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.

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. 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.\(^{29}\)

There are 85,550 residential dwellings in the borough (2014) which represents a net increase of around 1,000 homes since 2009.\(^{30}\) 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.\(^{31}\)

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\(^{29}\) Strategic Housing Market Assessment (SHMA), December 2015

\(^{30}\) Based on DCLG Live Tables in Strategic Housing Market Assessment (SHMA), December 2015

\(^{31}\) Strategic Housing Market Assessment (SHMA), 2015
2.2.38 The current house building target, set by the London Plan, is 7,330 houses from 2015 to 2025. Annualised to 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 been completed as part of a London-wide study32.

2.2.39 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 System33. 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 them are coming to the end of their lives34. Ninety nine per cent of the Council’s stock met Decent Homes Standards in 200935.

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 £1,198,50036. 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 borough37.

32 Strategic Housing Land Availability Assessment, 2013
33 Strategic Housing Market Assessment (SHMA), December 2015
34 Ambitious for Tomorrow, 2014
35 Housing Strategy 2013-17, April 2013
36 Strategic Housing Market Assessment (SHMA), December 2015
37 Ambitious for Tomorrow, 2014
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". In addition the 2011 census indicated that some 9,000 residents in England and Wales owned a second homes in the borough, and 18% of the borough’s residents have a second home elsewhere. Compared to regional and national average.

Median house prices 2008-14
Source: Strategic Housing Market Assessment (SHMA), December 2015

Built environment

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.

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38 The World in London, Dynamics of a Global City, Savills (2014)
39 ONS (2011)
40 Ibid
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 73 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.
2.2.47 The Georgian legacy in the borough has left us with a tremendous number of garden squares. These are communal spaces enjoyed by the surrounding properties, but their construction has also resulted in a lack of public open and playable space in some parts the borough. This however, is counter-balanced somewhat by Holland Park and Kensington Gardens which act as the borough’s primary public open spaces. The Council is responsible for some 28 parks, two cemeteries and a further 60 green spaces. The Council and its stakeholders share a common endeavour to maintain and, where possible, improve the condition of the parks.\footnote{Parks Strategy 2016-25, July 2016}
Natural environment

2.2.48 The whole borough is designated as an Air Quality Management Area. The primary sources of air pollution are vehicular traffic and diesel trains. A number of the borough’s roads 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.

2.2.49 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.

2.2.50 In terms of carbon dioxide emissions, 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

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42 Ambitious for Tomorrow, 2014
43 Strategic Flood Risk Assessment, March 2014
44 Air Quality and Climate Change Action Plan 2016-21
in the Borough were approximately 1,236,000 tonnes in 2013, equivalent to 7.9 tonnes per annum per capita\textsuperscript{45}.

2.2.51 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.

**Waste**

2.2.52 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 national average 44.9 per cent.

2.3 **Spatial patterns and common issues**

**Key characteristics**

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

\textsuperscript{45} Local and Regional CO\textsubscript{2} Estimates for 2005-13, DECC, 2015
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.

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 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.

46 Intermediate housing includes tenures such as shared ownership, where the occupier buys part of the property and rents the remainder, and intermediate rent
2.3.13 Vehicular traffic also has a significant impact on our street environments, both in terms of its effect on the quality of the pedestrian and cycling environment, but also in terms of air quality. Measures to improve other travel choices so that car dependency is reduced is thus an important issue to be addressed in the strategy, and one reflected in public consultation.

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

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

2.3.16 The preservation and enhancement of the historic environment, achieving high quality new developments and having a high quality streetscape are all very high priorities for our residents and a key consideration within the environmental dimension of sustainable development. This is reflected not only in the comments from the earlier consultation drafts of the Local Plan, but in the number and level of activity of the residents’ amenity societies.

2.3.17 Another important issue to emerge from the consultation was concern for the overall environmental footprint of the borough. The carbon emissions of the borough are among London’s highest, our air quality is poor, and we have complex issues to resolve regarding flooding. Bringing our activities within the limits of the environment is the final strategic issue to be addressed in the Local Plan.

**Conclusions**

2.3.18 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.

2.3.19 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  Vision

3.1.1  The vision for the Royal Borough is set out below.

CV1 Vision for the Royal Borough: Building on Success
Our vision for Kensington and Chelsea to 2028 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 through the provision of better transport, better housing and better facilities, aiding better health.

By 2028 regeneration of areas of change will have resulted in significantly improved transport, including a new Elizabeth Line 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 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 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.

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 enhanced with new and improved employment floorspace and some supporting residential development providing a mix of uses and 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, the combined heat and power network at Kensal and Worrowington Green.

Enhance the reputation of our national and international destinations  – Knightsbridge, Portobello Road, South Kensington, the King’s Road, Kensington High Street, – 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.
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, 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 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](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)
3.2 Strategic objectives

3.2.1 To deliver this vision, strategic objectives are needed to guide decisions of spatial planning. The underpinning issues can be shaped into directional statements of intent, which can directly guide decision making. The table below shows the relationship between the issues and the strategic objectives.

3.2.2 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’.
It would be possible for a decision maker to take the vision, and the titles of the strategic objectives, and use that alone as a guide. The way that the issues translate into strategic objectives, and relate to topic areas, is shown in the table below.

<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>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>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>
<td></td>
</tr>
</tbody>
</table>
The issue... | ...Expanded and translated into... | ...a Strategic Objective... | ...addressing these topics
---|---|---|---
Providing for new residential development in a way which diversifies tenure patterns and house sizes. | The demand for housing of all types and the current concentrations of housing tenures. | To achieve a diversity of housing. | affordable and market housing, estate renewal.
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’

3.2.4 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?

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

3.2.5 We have a finely grained mix of uses such as shops, businesses, arts and cultural facilities, some of which are world class and important institutions in their own right. These uses have benefited from the borough’s high residential density and from visitors to the borough. These uses are 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/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

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

3.2.6 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.

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

3.2.7 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.

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 Five: Renewing the Legacy
Quality design, conservation and enhancement

3.2.8 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 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.

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

3.2.9 House prices in the Royal Borough are equivalent to twelve times median earnings and are 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. 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 a diversity of housing that, at a local level, will cater for a variety of housing needs of borough residents, and is built for adaptability and to a high quality.

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

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

**CO7 Strategic objective for Respecting Environmental Limits**
Our strategic objective to respect environmental limits is to contribute to the mitigation of, and adaption to, climate change, significantly reduce carbon dioxide emissions, maintain low and further reduce car use, carefully manage flood risk and waste, protect and attract biodiversity, improve air quality, and reduce and control noise within the borough.

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47 Affordable Housing is defined in Chapter 45 Glossary
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’ planning 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.

4.2    Broad quanta of development

4.2.1    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.

4.2.2    The London Plan (March 2016) 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 the London Strategic Housing Land Availability Assessment (SHLAA) evidence for the borough\(^{48}\), which forms the basis of the London Plan target. Most of the identified capacity is from the site allocations. The London Plan housing target is supported by local evidence of ‘objectively assessed need’ for housing set out in the Council’s Strategic Housing Market Assessment (SHMA)\(^{49}\). 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.

4.2.3    A revised London Plan SHLAA is currently being prepared (2016+) and the housing capacity of the borough will be reviewed accordingly.

4.2.4    The affordable housing target in the adopted London Plan is 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%.

4.2.5    Delivery will be closely monitored to manage the supply of land to deliver the housing requirements over the next five years of the housing trajectory. The Housing Trajectory (Chapter 40.1) shows the annual requirement for dwellings judged against the target. In common with other inner-London boroughs, there is a necessary reliance on a relatively small supply of housing from windfall sites. These have, historically, provided an important supply of housing for the borough, and based on monitoring of past trends will allow annual targets to be exceeded. Contingency plans for the site allocations exist (Chapter 39) so that, in the event that monitoring identifies possible risks to delivery, the Council has a strategy to address the risk.

\(^{48}\) GLA (2013), London Strategic Housing Land Availability Assessment (SHLAA), GLA

\(^{49}\) RBKC and Cobweb Consulting (2015) Strategic Housing Market Assessment (SHMA)
4.2.6 In terms of business uses, there is a forecast demand of 46,240 sq m of additional office floorspace between 2011 and the end of the plan period in 2028\textsuperscript{50}. 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 sq m. Whilst the Council has identified some 2,000 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 84,600 sqm, or some 6,500 sq m pa from 2016 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

\textsuperscript{50} London Office Floorspace Projections, Peter Brett Associates, July 2014.
windfalls which do come forward are likely to be located within the borough’s three Employment Zones.

4.2.7 The Council has published an update to its Retail and Leisure Needs Assessment (RLNA). This predi
4.2.8 Turning to infrastructure, the Council is planning for an Elizabeth Line station at Kensal, which would transform accessibility in the north of the borough, as well as unlock significant
development potential at Kensal Canalside Opportunity Area. The Elizabeth Line is timetabled to open in 2018, but the proposed Kensal station would not open until later. Crossrail 2 is also proposed by Transport for London to go through the borough with a station at King’s Road. A new academy to serve the communities of North Kensington has been built in the north of the borough and opened during 2014. 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 start construction until 2017/18, and is likely to be a three year programme. In the interim Thames Water 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 2017 and 2021 at Chelsea Embankment and between 2017 and 2020 at Cremorne Wharf. 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:
1. 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; of which 35% of residential floorspace on qualifying sites will be affordable;
2. seek to provide 86,600sq.m of office floorspace to 2028;
3. seek to provide 9,700sq.m of retail floorspace to 2023 across the borough;
4. seek to provide infrastructure as set out in the infrastructure delivery plan, including through planning contributions.

To help deliver this the Council has, in this document:
- allocated site allocations with a minimum net capacity of 8,100 residential units;
- allocated in Kensal Canalside and Earl’s Court Exhibition Centre a minimum of 20,000sq.m business floorspace to meet identified unmet demand above the existing permissions;
- 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.ti/LPPRPP/

4.3 **Place shaping**

4.3.1 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 eleven ‘Place’ chapters in this plan (see Places map overleaf) show how that place will develop over the lifetime of the plan. The borough comprises many more places than these. The places mainly relate to two of the spatial themes of the vision for the borough (CV1): the regeneration of areas of change; and enhancing 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.

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

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.

4.3.4 Each place profile 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.

No changes are proposed to the existing Local Plan sections and policies on ‘Quality’ (Policy CP4).
4.4 Areas of Change

4.4.1 The key diagram in Chapter 3.1 shows the areas 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. Work has already commenced on redevelopment of the Earl's Court Exhibition Centre site and 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.
4.4.2 The estate regeneration opportunities are often the social housing estates of the post-war period which themselves replaced Victorian terraced housing that was no longer 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) – some of which have since not lived up to expectations or, in the case of linking walkways, have occasionally been discredited.

4.4.3 The Council’s vision for 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 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, usable for a variety of public purposes, and not simply left-over space around buildings. Housing densities will be appropriate for this part of London and local public transport provision. Housing numbers will often increase, providing more homes on site. This would not normally mean more tower blocks, as our traditional townscape shows flatted terraced housing and mansion blocks can often meet the demand in a more appealing way. 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 as valued as their Georgian and Victorian predecessors, and their architectural and urban design qualities perhaps becoming equally as cherished as our “Conservation Areas of the Future”.

4.4.5 The Council will expect similar standards to be applied to Kensal Canalside and large sites redeveloped by private landowners and housing associations.

4.4.6 Estate regeneration is already underway at Wornington Green 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.

4.4.7 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 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 yet been allocated in this plan, where options for renewal may be investigated in future.

4.4.8 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.

4.4.9 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 regeneration scheme.

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&AA, Natural History Museum and Science Museums at Exhibition Road in the South
Kensington Strategic Cultural Area and Portobello Road and Golborne Road street markets.

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

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

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

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 CP2 Places
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/

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51 Visitor Economy Update and Impact Study of Crossrail 2
4.6 Site Allocations

4.6.1 Within the place chapters (chapters 5-15) the Council identifies twelve site allocations, which are sites where significant change is envisaged. Their development or redevelopment is central to the achievement of the Strategic Objectives and overall vision of the Local Plan.

<table>
<thead>
<tr>
<th>Theme</th>
<th>Place/Centre</th>
<th>Site Allocations</th>
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<tbody>
<tr>
<td>Areas of Change</td>
<td>Kensal</td>
<td>• Kensal Canalside Opportunity Area</td>
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<tr>
<td></td>
<td></td>
<td>• Barlby -Treverton</td>
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<td></td>
<td>Golborne</td>
<td>• Wornington Green (permission granted)</td>
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<td></td>
<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>• Warwick Road Sites</td>
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<td></td>
<td>• Warwick Road Estate</td>
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<td></td>
<td>Lots Road / World's End</td>
<td>• Lots Road Power Station (permission granted)</td>
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<td></td>
<td></td>
<td>• Site at Lots Road</td>
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<tr>
<td>Strengthening existing national and international destinations</td>
<td>Kensington High Street</td>
<td>• No site allocations</td>
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<td></td>
<td>Portobello Road</td>
<td>• No site allocations</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 site allocations</td>
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<tr>
<td></td>
<td>South Kensington</td>
<td>• 39-49 Harrington Road</td>
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<tr>
<td></td>
<td>Sloane Square / King’s Road</td>
<td>• Chelsea Farmers’ Market, Sydney Street</td>
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</tbody>
</table>

4.6.2 For each Site Allocation the policy sets out the allocation in terms of land use, 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.
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 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 dockside development will improve access to the waterway. New connections will knit the new neighbourhood into the existing city fabric and link westwards to Scrubs Lane and Old Oak Park Royal.

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.

Kensal Employment Zone will provide flexible workspace, and supporting uses that bring vitality, 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 Elizabeth Line will run above ground in the existing rail corridor through Kensal Canalside. A 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 Wornington 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 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 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 a diverse mix of business 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.
• 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
• Alan Baxter Associates, Kensal Canalside Bridge Feasibility Study, 2013
• DTZ, North Pole Depot and Kensal Gasworks Valuation Study, 2014
• Cushman and Wakefield, Kensal Canalside Development Uplift Study, 2015
• Historic England, Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal, 2016
• 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, 2017
• 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 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.
Site Allocation

Policy CA1
Kensal Canalside Opportunity Area

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

Land use
a. a minimum of:
   i. 3,500 new residential units;
   ii. 10,000sq.m of new offices;
   iii. 2,000sq.m of new non-residential floorspace, including social and community and local shopping facilities in addition to the supermarket;

b. a station on the Elizabeth Line;

c. the relocation and re-provision of the existing Sainsbury’s supermarket;

d. 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;

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. comprehensive development of the site in accordance with an urban design framework that will be set out in the Kensal Canalside Opportunity Area SPD;

g. 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;

h. improved infrastructure including a new road bridge over the railway, a new pedestrian and cycle bridge over the canal, remodelling of the Ladbroke Grove junctions, and new streets that connect the site into its surrounding context and other public transport links;

i. 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;

j. 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;

k. 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;

l. the ongoing access to, and respect for, the memorial site of the victims of the Ladbroke Grove rail disaster;

m. a suitable setting for the designated heritage assets;

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

n. an Elizabeth Line station (subject to meeting Network Rail’s design requirements);

o. social and community facilities (including health, education and police) depending on the population change;

p. affordable housing;

q. construction and maintenance of a new road bridge across the railway line to accommodate additional traffic generated by development of the site and a pedestrian and cycle bridge over the canal;
r. 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)
s. improved transport infrastructure including better bus links and new roads and improvements to the junctions with Ladbroke Grove,
t. landscaping and amenity improvements to the Grand Union Canal;
u. on-site renewable energy sources to serve the new development and form part of a wider development in the future;
w. on-site waste management and on-site waste water treatment facilities, which could include recycling facilities and anaerobic digestion;
x. other contributions as set out in 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/

<table>
<thead>
<tr>
<th>Site Information</th>
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| **Site Address** | Western site - Kensal Gasworks, Canal Way  
| | Central site - Former Kensal Green Gasworks, Canal Way  
| | Eastern site - 2 Canal Way  
| | Southern site - North Pole Railway Depot (east), Barlby Road  
| | Canalside House - 383 Ladbroke Grove  
| | Boathouse Centre - 1-16 Canal Close  
| | The Water Tower, Canal Close |
| **Ward** | Dalgarno |
| **Site Area** | 15.4 hectares |
| **Site Owners** | Western site - National Grid  
| | Central site – Ballymore  
| | Eastern site - Sainsbury’s  
| | Southern site - Department for Transport  
| | Canalside House - Royal Borough of Kensington and Chelsea  
| | Boathouse Centre - Catalyst Housing Limited  
| | Water Tower - private individual  
| | Canal and towpath – British Waterways |
| **Current Uses** | Western site - gas pressurisation head housing and two mothballed Gas Holders  
| | Central site – vacant, temporarily being used as a Crossrail 1 construction site  
| | Eastern site – retail and petrol station  
| | Southern site – railway  
| | Canalside House – affordable office space for voluntary and community associations  
| | Boathouse Centre - leisure and residential  
| | Water Tower – residential |
| **Planning History** | An application was submitted in 2006 for the central site for 790 residential units (negotiated to 730 units) and 14,895sq.m of non-residential uses. This application (PP/06/01619) was withdrawn in 2008 following a change of ownership. |
| **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** | Site development  
| | • 2017 Publish Supplementary Planning Document |
| **Station** | 2022 -2031 construction  
2017 Network Rail GRIP 2 stage addressing detailed track planning for the station  
2022-23 construction of bridge and station |
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<tr>
<td><strong>Funding arrangements</strong></td>
<td>Private investment</td>
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<tr>
<td><strong>Planning guidance</strong></td>
<td>Kensal Canalside Opportunity Area SPD (2017)</td>
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</tbody>
</table>
| **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 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 2.8ha 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

<table>
<thead>
<tr>
<th>Policy CA2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barlby-Treverton</td>
</tr>
<tr>
<td>The Council allocates development on the site to deliver, in terms of:</td>
</tr>
<tr>
<td><strong>Land use</strong></td>
</tr>
<tr>
<td>a. up to 500 new residential units (a net addition of up to 350 residential units), depending on the outcome of the options appraisals;</td>
</tr>
<tr>
<td>b. an enlarged replacement primary school;</td>
</tr>
<tr>
<td>c. a new school for special educational needs;</td>
</tr>
<tr>
<td>d. circa 700 sq m of commercial floor space along parts of Ladbroke Grove;</td>
</tr>
<tr>
<td><strong>Principles</strong></td>
</tr>
<tr>
<td>e. at least the same amount of social rented floor space will be provided as currently exists;</td>
</tr>
<tr>
<td>f. design principles will be established during the options study;</td>
</tr>
<tr>
<td>g. two new schools located in the north-west part of the site that can come forward independently of the residential units;</td>
</tr>
<tr>
<td><strong>Infrastructure and Planning Contributions</strong></td>
</tr>
<tr>
<td>h. 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;</td>
</tr>
<tr>
<td>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;</td>
</tr>
<tr>
<td>j. depending on the number of additional residents and workers generated by the development site specific mitigation requirements may also be sought.</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/)
<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>2.8 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>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Delivery</strong></th>
<th></th>
</tr>
</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>
<tr>
<td><strong>Funding arrangements</strong></td>
<td>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).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Site Constraints</strong></th>
<th></th>
</tr>
</thead>
<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

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. 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 redevelopment of the site in front of Trellick Tower will complement its historic significance and provide valuable new housing of a mix of sizes and tenures. Public realm improvements will create a strong sense of place 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/](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 support better community facilities 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.
- Reprovide Athlone Gardens and 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.
• 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.
6.7 Site context

6.7.1 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. 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 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. 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 Contributions

l. affordable housing;

m. a site management plan;

n. the reinstatement of an improved Athlone Gardens, 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/
<table>
<thead>
<tr>
<th><strong>Site Information</strong></th>
<th></th>
</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, 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>
<tr>
<td><strong>Delivery</strong></td>
<td></td>
</tr>
<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 an improved community facility.</td>
</tr>
<tr>
<td><strong>Funding arrangements</strong></td>
<td>Catalyst Housing Limited, Homes and Communities Agency</td>
</tr>
<tr>
<td><strong>Site constraints</strong></td>
<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>
</tr>
<tr>
<td><strong>Planning guidance</strong></td>
<td>Wornington Green Planning Brief SPD (adopted 2009)</td>
</tr>
</tbody>
</table>
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 CA4
**Land Adjacent to Trellick Tower**

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

- **Land use**
  a. a minimum of 60 residential units;

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

**Infrastructure and Planning Contributions:**

- c. additional social and community uses to be included as part of any redevelopment;
- 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/](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>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>
</tr>
<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 7  Latimer

CV7 Vision for Latimer in 2028

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. Excellent architecture and urban design will have provided new and improved homes for existing and new residents, and provide accessible 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 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.
- Improve the townscape and open spaces.
- Improve local air quality.
- Support improvements to public transport.
- Support a new station on the West London Line at Westway Circus.

7.4 Priorities (Objectives and actions to deliver the aims)

- Improve existing Council tenants’ homes in Silchester East and West.
- Improve the public realm under the Westway.
- Support the delivery of a new pedestrian bridge and subway connecting White City Opportunity Area and Notting Barns/Norland wards.
- Improve the area around the entrance to the new pedestrian and cycle underpass link to White City and access to Westway Travellers’ Site.
- Improve the Westway cycle route from Freston Road to Latimer Road.
- Support the growth and development of the Latimer Road/Freston Road Employment Zone as a thriving centre for a range of businesses.
- Support retail and leisure uses at street level such as cafes, gyms and crèches in Latimer Road/Freston Road Employment Zone where they support the function of the zone.
- Improve the appearance of the rail and road viaducts.
- Work with Transport for London to encourage new retail and commercial uses within the railway arches.
- Investigate step-free access to Latimer Road Station.
- Investigate opportunity of new pedestrian link through the arches from Blechynden Street to Kensington Academy and Leisure Centre.
- Seek ways to minimise building and road traffic air pollution emissions from new development.

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
• RBKC, *Considerations for Estate Regeneration Proposals: Silchester East and West*, 2017
• RBKC, *Strategic considerations for Estate Regeneration proposals*, 2016
• RBKC, *Air Quality and Climate Change Action Plan*, 2016

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**

![Silchester Site Allocation Map](image)

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 built form.

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. The study is due for completion in mid 2017.

Site Allocation

| Policy CA5  
<table>
<thead>
<tr>
<th>Silchester Estates</th>
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<tbody>
<tr>
<td>The Council allocates development on the site to deliver, in terms of:</td>
</tr>
<tr>
<td><strong>Land use</strong></td>
</tr>
<tr>
<td>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;</td>
</tr>
<tr>
<td><strong>Principles</strong></td>
</tr>
<tr>
<td>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;</td>
</tr>
<tr>
<td>c. at least the same amount of social rented floor space will be provided as currently exists;</td>
</tr>
<tr>
<td>d. improvements to the legibility of the local environment;</td>
</tr>
<tr>
<td><strong>Infrastructure and Planning Contributions</strong></td>
</tr>
<tr>
<td>e. 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;</td>
</tr>
<tr>
<td>f. open space;</td>
</tr>
<tr>
<td>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;</td>
</tr>
<tr>
<td>h. the re-provision and improvement of existing community facilities.</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/)
### Site Information

<table>
<thead>
<tr>
<th>Site Address</th>
<th>RBKC land-holdings</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>• 1-45 Bramley House, 2-9,10-15,16-21 and 22-27 Darfield Way</td>
</tr>
<tr>
<td></td>
<td>• 1-80 Frinstead House</td>
</tr>
<tr>
<td></td>
<td>• 1-20 Kingsnorth House</td>
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<tr>
<td></td>
<td>• 1-80 Markland House</td>
</tr>
<tr>
<td></td>
<td>• 2-42, 14-24, 26-36, 38-48 evens and 29-41 odds Shalfleet Drive</td>
</tr>
<tr>
<td></td>
<td>• 13-17 and 21 Silchester Road 1-11, 12-17, 43-49, 50-56,57-63 and 64-76 Wayneflete Square</td>
</tr>
<tr>
<td></td>
<td>• 1-80 Whitstable House and office adjoining, yard south each end of Silchester Road.</td>
</tr>
<tr>
<td></td>
<td>• Bugsies supermarket and the Pig and Whistle Pub</td>
</tr>
<tr>
<td></td>
<td>Non-RBKC land-holdings</td>
</tr>
<tr>
<td></td>
<td>• The Latymer Community Church</td>
</tr>
<tr>
<td></td>
<td>• 19 and 21A Silchester Road</td>
</tr>
<tr>
<td></td>
<td>• 1-12 Arthur Court, Bridge Close</td>
</tr>
<tr>
<td></td>
<td>• 1-11 Charlotte Mews, 1-14 Colvin House</td>
</tr>
<tr>
<td></td>
<td>• 1-24 Goodrich Court, 63,67,69,71,73,75,77 and 79 Bramley Road</td>
</tr>
<tr>
<td></td>
<td>• 80-90 Wayneflete Square</td>
</tr>
<tr>
<td></td>
<td>• Yard north-east end of Silchester Road</td>
</tr>
<tr>
<td></td>
<td>• 54 Blechynden Street</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ward</th>
<th>Notting Dale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Area</td>
<td>5.9 hectares</td>
</tr>
</tbody>
</table>

| Site Owners   | Royal Borough of Kensington and Chelsea - Silchester Estates |
|              | Catalyst Housing Limited – Bridge Close |
|              | Octavia Housing Association – Colvin House |
|              | Notting Hill Housing Trust - Charlotte Mews, Bramley Road, Wayneflete Square, Windsor Court |
|              | L&Q Housing Association - Goodrich Court |
|              | Private ownership – Jack’s Garage, Latymer Christian Care Centre in Bramley Road, Charlotte Mews |

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<tr>
<th>Current Uses</th>
<th>Residential</th>
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</thead>
</table>

| 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. PP/05/02747 |

<table>
<thead>
<tr>
<th>Delivery agencies</th>
<th>Royal Borough of Kensington and Chelsea, and possibly development partner</th>
</tr>
</thead>
</table>

| 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. |

| 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). |

78
| 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  
| Risk | 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. | The case for regeneration is deemed unacceptable. |
Chapter 8  Earl’s Court

CV8 Vision for Earl’s Court in 2028

By 2028, the former exhibition centre will be transformed into a vibrant new urban village, which reflects the crescents and squares nearby. It will link to a strengthened Earl’s Court Road District Centre and the wider Earl’s Court and West Kensington Opportunity Area. A new cultural offer on the site of the former Exhibition Centre will draw on its legacy and will add to the activity and interest of the area continuing to make Earl’s Court a lively cultural destination. 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.

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.

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
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.
- 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, 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, *Warwick Road Planning Brief SPD*, 2008
- Green Infrastructure and Open Environments: The All London Green Grid, pp.125-6
- RBKC, *Newen Square and Philbeach Conservation Area Proposal Statement*, to be updated in 2017
- RBKC, *Considerations for Estate Regeneration Proposals: Warwick Road Estate, 2017*
- RBKC, *Strategic considerations for Estate Regeneration proposals, 2016*
- RBKC, *Air Quality and Climate Change Action Plan 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 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, 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 CA6**  
**Earl’s Court Exhibition Centre**

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

#### Land use

- a minimum of 900 homes within the Royal Borough;
- a minimum of 10,000sq.m of office floor space;
- 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;
- 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;
- other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel and leisure uses;
- social and community uses;
- 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;
- 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;

#### Principles

- a new urban quarter which links well with its surroundings, especially to the west and east;
- 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;
- an open urban square, fronting onto Warwick Road, with land uses that provide positive active edges to the building frontages;

#### Infrastructure and Planning Contributions

- social and community facilities;
- additional new public open space, including considering opportunities to create biodiversity;
- 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;
- 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;
- 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;
- 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;
- affordable housing as part of residential requirement;
- 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/)

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<td><strong>Ward</strong></td>
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<td><strong>Site Area</strong></td>
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<td><strong>Site Owners</strong></td>
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<td><strong>Current Uses</strong></td>
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<td><strong>Planning History</strong></td>
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<td><strong>Delivery milestones</strong></td>
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<td><strong>Planning guidance</strong></td>
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<td><strong>Site Constraints</strong></td>
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</table>
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 CA7
Warwick Road Sites

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

Land use
a. a minimum of 1,219 total combined residential units across all four sites:
   i. 281 residential units on the Former Territorial Army site;
   ii. 158 residential units on the Former Empress Telephone Exchange;
   iii. a minimum of 330 residential units on the former Homebase site;
   iv. a minimum of 450 residential units on the 100/100A West Cromwell Road site;

b. On the northern three sites
   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:
   d. sufficient non-residential uses on the northern sites to provide active frontages to the ground
      floor of Warwick Road;
   e. the three northern sites to be developed to a single masterplan;

Infrastructure and Planning Contributions
f. affordable housing as part of residential development on all the sites to ensure a mixed and
   balanced community;
   g. social and community facilities;
   h. community sports hall and public swimming pool;
   i. health facilities;
   j. crèche and education facilities;
   k. landscape improvements to the West Cromwell Road in connection with 100/100A West
      Cromwell Road site;
   l. streetscape improvements to Warwick Road in connection to all development sites;
   m. pedestrian and cycle improvements;
   n. floorspace for Safer Neighbourhoods unit, if required;
   o. a contribution to investigate and implement measures to return the Earl's Court one-way system
      to two-way working
   p. 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/LPRPPP/
### 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** | 3.3 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 units (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** | Unknown (private developers) |

| **Delivery agencies** | - 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.
### 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 Contributions
e. 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?

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<tr>
<td><strong>Planning History</strong></td>
</tr>
<tr>
<td>● TP84/0881 (1988) - Central Depot, Warwick Road - Change of use from Council workshop to light industrial</td>
</tr>
<tr>
<td>● 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.</td>
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<tr>
<td>If the estate is redeveloped delivery would not commence before 2019 and is likely to take five years to complete.</td>
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<tr>
<th>Site Constraints</th>
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<tr>
<td>● Requirement for depot to remain in part of the site</td>
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<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>
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<tr>
<th>Risks</th>
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<tr>
<td>● 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.</td>
</tr>
<tr>
<td>● The case for development on the site is deemed unacceptable</td>
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Chapter 9  Lots Road/World’s End

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 to function as a centre for innovation focusing particularly on art, architecture, antiques and interior design. 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. 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 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 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 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.
- 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.
- 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 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

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.

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. 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 Contributions:
The permission includes:
g. Contribution towards parking facilities, bus stops, river bus services, and travel plans
h. Improvements to Chelsea Harbour Pier
i. Road junction improvements
j. Cycle and pedestrian improvements
k. Streetscape improvements
l. Community facilities
m. Contribution towards improvements to Westfield Park
n. Affordable housing provision
o. Works and maintenance of Chelsea Creek
p. 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/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

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<td><strong>Site Owners</strong></td>
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<td><strong>Current Uses</strong></td>
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<td><strong>Planning History</strong></td>
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<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>
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<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>
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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**

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**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 55 affordable extra care units (C2);
- b. a minimum of 4000sq m of commercial floorspace (A1 and B1);

**Principles**

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

**Infrastructure and Planning Contributions**

- 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.

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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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</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). |

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| • The site lies 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.  
• 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 |

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<th><strong>Risks</strong></th>
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<tr>
<td>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.</td>
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Chapter 10 Portobello Road

CV10 Vision for Portobello Road in 2028

Portobello Road Market will continue to be a vibrant and distinctive street market 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 Elizabeth Line station will provide a valuable new transport link to the area.

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

10.1.1 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

- 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, 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 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 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 blank brick walls on both sides of the road 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 Westbourne Grove Major Centre, which extends into the City of Westminster, has changed from antiques and local food shops to a cluster of up-market fashion shops and art galleries.
• 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 Portobello Road’s unique character 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, Ladbroke Grove, Westbourne Grove and All Saints Road. 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.
• 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.
• 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 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:

- Royal Borough of Kensington and Chelsea (RBKC), *Land underneath and close to the Westway SPD*, 2012
- RBKC, *Air Quality and Climate Change Action Plan 2016*

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.
Chapter 11 Notting Hill Gate

CV 11 Vision for Notting Hill Gate in 2028

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
11.1 Introduction

11.1.1 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.

11.2 Context

- Notting Hill Gate is surrounded by conservation areas and is an important district centre 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.
- 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 a 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.

11.3 Principles (Overarching Aims)

- Improve the public realm.
- Reduce 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.

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.

11.5 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.

11.6 References

11.6.1 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

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

CV1112 Vision for Kensington High Street in 2028

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
12.1 Introduction

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.

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.
- 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.

12.3 Principles (Overarching Aims)

- 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 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 local air quality.

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 the former Odeon Cinema and Post Office site.
• 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)
• 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.

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.
• 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.

12.6 References

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
• Historic England, Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal, 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, Shopfront Design Guidelines Supplementary Planning Document, 2011
• RBKC, Air Quality and Climate Change Action Plan,

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
Chapter 13  Knightsbridge

CV13 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
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.

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 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 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 had been identified as a development opportunity and a planning application has been granted for extra care residential development.

13.3 Principles (Overarching Aims)

- Protect the international reputation of Knightsbridge town centre.
- Reduce traffic domination of the area and improve local air quality.
- Improve links and wayfinding between Knightsbridge, Hyde Park and the cultural and educational institutions on Exhibition Road.
- Preserve residential amenity.

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.
- 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.
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.

13.6 References

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
- 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*

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.
Chapter 14  South Kensington

CV14 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 public cultural quarter – the home of science, arts, education and inspiration, while the South Kensington District Centre will continue to provide valued local facilities and services. Reconciling these two roles will 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/
Key issues and opportunities
14.1 **Introduction**

14.1.1 South Kensington is located in the centre of the borough. It forms the principal cultural focal point in the borough with thousands of people arriving every day to visit the museums, work and study in the area. It is also a residential quarter with valued local facilities and services.

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. 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 tunnel to the museums is in need of refurbishment.

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.
• Preserve the residential and historic character of the area.
• Improve local air quality.

14.4 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.
  - Improve walking routes and signage to and from Old Brompton Road, Gloucester Road, King’s Road, Knightsbridge and High Street Kensington.
• Improve 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.

14.5 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 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.

14.6 References

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.*

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.
14.7 Site Context

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.

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.

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
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 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/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

### Site Information

<table>
<thead>
<tr>
<th>Site Address</th>
<th>117A Queen’s Gate, 39-49 Harrington Road and 2 Reece Mews, LONDON SW7</th>
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<tbody>
<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>
</tbody>
</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</th>
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<tr>
<td><strong>Delivery agencies</strong></td>
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<td><strong>Delivery milestones</strong></td>
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</tr>
<tr>
<td><strong>Funding arrangements</strong></td>
<td>Private investment</td>
</tr>
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</table>

### Site Constraints

- The western part of the site lies within the Queen’s Gate Conservation Area
- The Grade II* listed Church of St Augustine lies directly south of and adjacent to 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

| Risks | The site is not brought forward for development |
Chapter 15  Sloane Square/King’s Road

CV 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/
Key Issues and opportunities
15.1 Introduction

14.1.1 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.

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 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.

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.

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.
• Seek ways to minimise building and road traffic air pollution from new development.

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. Construction could not start until the early 2020s and a King’s Road Crossrail 2 station would open in the early 2030s. 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.

15.6 References

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

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 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/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)
<table>
<thead>
<tr>
<th><strong>Site Information</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Address</strong></td>
</tr>
<tr>
<td>Chelsea Farmers Market, 125 Sydney St, Chelsea, London SW3 6NR</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
</tr>
<tr>
<td>Stanley</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
</tr>
<tr>
<td>0.6 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
</tr>
<tr>
<td>Royal Brompton &amp; Harefield NHS Foundation Trust</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
</tr>
<tr>
<td>Classes A1 (Retail) and A3 (Food and Drink).</td>
</tr>
<tr>
<td><strong>Planning History</strong></td>
</tr>
<tr>
<td>• 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.</td>
</tr>
<tr>
<td>• 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.</td>
</tr>
<tr>
<td>• 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.</td>
</tr>
<tr>
<td><strong>Delivery</strong></td>
</tr>
<tr>
<td><strong>Delivery agencies</strong></td>
</tr>
<tr>
<td>Unknown – private developers</td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
</tr>
<tr>
<td>Delivery is dependent on Crossrail 2</td>
</tr>
<tr>
<td><strong>Funding arrangements</strong></td>
</tr>
<tr>
<td>Private investment</td>
</tr>
<tr>
<td><strong>Site Constraints</strong></td>
</tr>
<tr>
<td>• The Grade I listed St Luke’s church is adjacent to the site</td>
</tr>
<tr>
<td>• Dovehouse Green is an ancient burial ground adjacent to the site</td>
</tr>
<tr>
<td>• 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</td>
</tr>
<tr>
<td>• The Strategic View of St Paul's Cathedral (King Henry VIII’s Mound to St Paul’s Cathedral) runs through the site</td>
</tr>
<tr>
<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>• The site is covered by a Crossrail 2 safeguarding direction requiring the Council to consult Transport for London on any planning applications.</td>
</tr>
<tr>
<td><strong>Risks</strong></td>
</tr>
<tr>
<td>• The site has been identified as a construction site for Crossrail 2</td>
</tr>
</tbody>
</table>
Section 2 Delivery Strategy

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.

29.1.2 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, plans and actions by the Council and partners that will also play a part in delivering the strategic objective.
29.2 Infrastructure and Planning Contributions (Community Infrastructure Levy and s106)

29.2.1 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 delivery of 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 has prepared an Infrastructure Delivery Plan (IDP) with partners and infrastructure providers, which will be regularly monitored and reviewed.

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 Plan and to provide a robust base for 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.

29.2.5 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 Community Infrastructure Levy Regulations 2010 (as amended) and the NPPF. The Planning Obligations SPD sets out the type of planning obligations that will be negotiated through S106 agreements.

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

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52 NPPG Local Plans paragraph 018
53 RBKC Local Infrastructure Delivery Plan 2016
54 15% of CIL revenues where there is no neighbourhood plan and 25% where a neighbourhood plan has been made
55 Regulation 122 of the CIL Regulations 2010 (as amended). Replicated exactly in the NPPF paragraph 204 and NPPG Planning Obligations paragraph 001
2. Economic initiatives - securing jobs for local residents, apprenticeships, work placements, community based initiatives, employment training schemes, the provision of small business units and support for local procurement 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)\(^56\) 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

\(^{56}\) The boundaries of the CAZ are shown on the Proposals Map
Policy C1 Infrastructure Delivery and Planning 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, through the use of planning 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. Where development generates a need either because of its individual or cumulative impact, compensatory or mitigatory measures will be sought to secure the necessary infrastructure, or improvements to the proposals submitted to enable the development to proceed, in accordance with advice in national guidance.

Planning Contributions
Community Infrastructure Levy will be applied in accordance with the Regulations and planning obligations will be negotiated on a case by case basis in accordance with current legislation, national policy and guidance.

In determining what 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. 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. S106 contributions will be reviewed in the context of this viability study. 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 are 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, and other A Class town centre uses into existing 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.

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 cultural use proposed.

31.2.4 The strength of South Kensington as an area which offers an exceptional cultural experience will be supported further by its designation as a Strategic Cultural Area, and the inclusion of the museums complex within the Mayor’s Central Activity Zone (CAZ).

31.2.5 The Council recognises that the borough is a dynamic place and that some areas will see improvements in their public transport accessibility in the lifetime of the plan. These areas, which are likely to include Kensal, may prove suitable locations for new concentrations of commercial development. Improvements in accessibility will not, however, be allowed to cause the homogenisation of uses within the borough. The important role that the Latimer, Lots Road and Kensal Employment Zones play in
providing a mix of office, of light industrial, and of warehousing uses 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 smaller offices have throughout the borough will continue to be recognised. It is these premises that 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 Retail and Leisure Needs Assessment\(^{57}\). This predicts retail need up to 2028, the end of the plan period. While long term forecasts may be more susceptible to uncertainty, the Council is satisfied that need until 2023 can be estimated to an acceptable degree of accuracy. The Local Plan, therefore, seeks to plan for, and accommodate, retail need to 2023 only. The Council will review retail and leisure need on a regular basis, and where necessary amend the Local Plan accordingly.

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.

31.3.4 The Council endorses the ‘town centre first’ approach and ‘sequential test’ for new town centre uses as set out within the NPPF and the London Plan. The NPPF 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.

31.3.5 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.

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\(^{57}\) RBKC, Retail and Leisure Needs Study, Nathaniel Lichfield and Partners, May 2016
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, 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.

31.3.7 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.

31.3.8 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 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 is usually to be considered a 'small shop' with regard to the restrictions for Sunday Trading (280sq.m (net)). 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 (gross external) or more to be located within existing and proposed town centres, or where no suitable sites can be identified within these centres, within sites immediately adjoining them;
c. permit new shops (A1) of less than 400sq.m (gross external) in areas of retail deficiency as shown on the plan within Chapter 30 (Keeping Life Local);
d. 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 with retail provision to serve the day-to-day needs of the development. Any new centre must comply with the requirements of 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**

31.3.9 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.

31.3.10 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), Brompton Cross (Fulham Road (East) in the London Plan) and Earl’s Court Road.

31.3.1 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.

31.3.12 These higher order town centres are the main shopping areas in the borough, offering both comparison and day-to-day convenience shopping for residents and for those visiting the borough or working within it.

31.3.13 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).

31.3.14 The fourth type of centre, the borough’s Neighbourhood Centres, have a different role, to meet the day-to-day needs of those living and working in the borough. Neighbourhood centres are therefore integral to building up the walkable neighbourhood as outlined in Chapter 30 (Keeping Life Local).

31.3.15 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 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), 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.

31.3.16 Golborne Road has been designated a Special Neighbourhood Centre to reflect its wider function and the close links between the Golborne and Portobello markets. The boundaries of the centres are shown on the Proposals Map and repeated in Chapter 42.

31.3.17 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)\(^{58}\).

31.3.18 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 these increasing competition from shopping centres outside the borough, or the pressure on diversity from an increasingly homogeneous retail sector. As such the Council will continue to monitor the health of the borough’s centres very carefully.

31.3.19 The Council endorses the view of the Retail Commission\(^{59}\) 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’. Ninety-two per cent

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\(^{58}\) The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
\(^{59}\) A Balance of Trade: Everyone can help, Report of the Commission on Retail Conservation to RBKC, May 2007
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\(^{60}\), although many of these are top name international brands which have a limited representation in Britain.

31.3.20 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 twenty-eight per cent\(^{61}\) 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.

31.3.21 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\(^{62}\) 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 a mix of unit sizes. This 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.

31.3.23 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.

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**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 4-15); 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.

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\(^{61}\) ibid

Diversity within Town Centres

31.3.24 The Glossary to the National Planning Practice Guidance (NPPG) on Ensuring the Vitality of Town Centres lists the main town centre uses. These include 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 also notes that housing may be an appropriate 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 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\(^{63}\) 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. 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 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. protect all shops and shop floorspace at ground floor level in primary retail frontages of:
   i. Knightsbridge, King’s Road (East and West), Fulham Road, Brompton Cross, South Kensington, Kensington High Street, 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. protect all shops and shopping floorspace at ground floor level within the secondary retail frontages of:
   i. Knightsbridge, King’s Road (East and West), Fulham Road, Brompton Cross, South Kensington and Kensington High Street, Earl’s Court Road and Portobello Road town centres, unless the change is to a town centre use and where 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 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;

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\(^{63}\) The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)
c. protect shop 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;

d. 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

31.3.32 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 Road Places, in Chapters 6 and 10 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/

Business uses

31.3.33 Business uses are considered to be those which fall under class B of the Use Classes Order, and include office, light industrial, storage and distribution uses. The retail, catering and hotel sectors are therefore excluded.
Offices

31.3.34 There are some 4,000 office occupiers within the Borough\textsuperscript{64}, occupying nearly 720,000 sq m of business floorspace\textsuperscript{65}. Whilst this stock of premises is widely distributed across the borough, there are particular concentrations around Kensington High Street, South Kensington, Knightsbridge, Notting Hill Gate and within the Employment Zones.

31.3.35 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.

31.3.36 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).\textsuperscript{66}

31.3.37 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 over the lifetime of the plan. This will be assessed against the dis-benefits associated with any loss of diversity.

31.3.38 There is a forecast demand of 46,240 sq m of additional office floorspace between 2011 and the end of the plan period in 2028\textsuperscript{67}. 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 sq m. Whilst the Council has identified some 2,000 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 2016 to the end of the plan period.

31.3.39 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

\textsuperscript{64} Office Market Review and Viability in RBKC, 2014, Frost Meadowcroft
\textsuperscript{65} Frost Meadowcroft Report: Office Market Review (2014)
\textsuperscript{66} TBR: Impact of Proposed Change to Permitted Development 2013
\textsuperscript{67} London Office Floorspace Projections, Peter Brett Associates, July 2014.
relatively modest. Any loss of the existing business stock will widen the under supply still further.

31.3.40 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.

31.3.41 The Council wishes to meet the objectively assessed 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. The Council, therefore, seeks to direct new large office\(^{68}\) premises to town centre locations, to edge of centre sites\(^{69}\), to other accessible areas or to the Employment Zones. 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.

31.3.42 An ‘accessible location’, is one with a Public Transport Accessibility Level (PTAL) score of 4 or greater.

31.3.43 While medium-size offices\(^{70}\) do benefit from proximity to a town centre, their wider distribution across the borough shows that they can also thrive in other locations. They are an integral part of the mix of premises available to those who wish to locate, or expand their business within the borough. As such, they will also be supported in all accessible locations, within the employment zones and within primarily commercial mews.

31.3.44 The availability of small and very small business premises\(^{71}\) across the borough is also valued as these are the premises which are in 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, 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**

31.3.45 The borough’s light industrial and warehousing sectors are much smaller in scale, estimated by the GLA\(^{72}\) to be some 4.5 ha. Much of this is made up by studios and hybrid

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\(^{68}\) A large office is one with a floor area of more than 1000 sq m (GEA)

\(^{69}\) For office development the NPPF defines an edge of centre location as one within 500 metres of a public transport interchange.

\(^{70}\) A medium sized office is one with a floor area of between 300 and 1,000 sq m (GEA)

\(^{71}\) 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)

\(^{72}\) London Industrial Land Supply and Economy Study, GLA 2015
workshop/office uses, rather than traditional factories, workshops or warehouses. The general industrial sector is smaller, located largely in the north of the borough.

31.3.46 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.

31.3.47 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.

31.3.48 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**

31.3.49 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.

31.3.50 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.

31.3.51 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

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73 RBKC Commercial Property Study, Peter Brett Associates, 2013
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.

31.3.52 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 offices, will be replaced by higher value uses such as housing (including student accommodation). 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.

31.3.53 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 residential. If the Council is not satisfied that the business character can be retained, the introduction of residential floorspace will be resisted.

31.3.54 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.

31.3.55 The protection of offices as set out in Policy CF5 includes the protection of both units and floor space.

**Policy CF5 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 deliver this the Council will, with regard to:

**Offices**

a. protect offices and office floorspace throughout the borough, except where:
   i. the office is within an Employment Zone and is being replaced by a light industrial use, workshop or other use which 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;

d. require all new business floorspace over 100sq.m to be flexible, capable of accommodating a range of unit sizes;

Industrial and Warehouse Uses

e. protect all general and light industrial uses and warehousing throughout the borough unless where the loss is to an alternative B Class business use;

f. 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. require there be no net loss of business floorspace unless to uses which support the function and character of the zone;

j. support A class and other town centres uses where they help support the business character and function of the Employment Zones;

k. 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;

l. 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).

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/

Creative and Cultural Businesses

31.3.56 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. These industries are well represented across the borough, but particularly within the Employment Zones and the town centres.

31.3.57 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.

31.3.58 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

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74 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)

75 16 RBKC, Employment Land Review Update, Roger Tym and Partners, September 2009
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.

31.3.59 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, 8 and 9).

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

31.3.60 The borough contains a number of major arts and cultural attractions, including the Natural History, Science and Victoria and Albert museums, the Royal Court Theatre and the Saatchi Gallery, as well as hosting the Notting Hill Carnival and the Chelsea Flower Show. It also contains a wealth of more local attractions, including the Museum of Brands, nine cinemas and eight smaller theatres, as well as being home to more than six hundred arts organisations and artists76.

31.3.61 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.

31.3.62 The South Kensington cultural institutions’ 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 indisputable, with 12 million visits being made to the Natural History, the Victoria and Albert and Science museums in 201577.

31.3.63 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.

31.3.64 The requirements of arts and cultural operators change over time. Sometimes 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.

76 RBKC, Arts Strategy 2004 – 2008,
77 Association of Leading Visitor Attractions (2015)
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/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)
Hotels

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.

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 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.

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. 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.

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;
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;

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79 Understanding the demand and supply of visitor accommodation in London to 2036, GLA, August 2013. This figure is for “all rooms”. This includes 15,280 “serviced rooms”
80 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)
81 Understanding the demand and supply of visitor accommodation in London to 2036, GLA, August 2013
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

31.3.72 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\(^{82}\). A vision for the area forms part of the South Kensington Place (Chapter 12) section of the Local Plan.

31.3.73 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’etre. These two demands do not have to conflict.

31.3.74 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.

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.

\(^{82}\) 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.
Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

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

31.4.2 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 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 is responsible for their implementation.

Corporate and Partner Actions for Fostering Vitality

1. 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.

2. 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.

3. The Council’s Economic Development and Regeneration team will work with partners to provide a diverse range of support to residents who wish to start and grow their own business. This will be an ongoing process.

4. The Council’s Economic Development and Regeneration team will work with members of the Worklessness team to support local residents into employment. This will be an ongoing process.

5. The Council’s 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 unemployed leaving the Government’s Work Programme.

6. The Council’s Market Development Manager will develop the borough’s markets. This in an ongoing process.

7. 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.

<table>
<thead>
<tr>
<th>CO3 Strategic Objective for Better Travel Choices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Our strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.</td>
</tr>
</tbody>
</table>

32.2 What this means for the borough

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

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

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

32.2.4 An integral part of reducing the negative impacts of car use in the borough is to ensure that car parking levels are minimised in new development. Over the lifetime of the plan maximum parking standards will be reduced and new residential development will increasingly include no car parking at all except for essential need. The current adopted car and cycle parking standards will be set out in a supplementary planning document.
32.3 Planning Policies

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 Westway Circus would significantly improve access for local residents to public transport, both on the West London line and, through interchanges, the wider London Overground and Underground network. Crossrail 2 will provide access to the Underground network for parts of Chelsea, where access is currently poor. 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. A new Crossrail station at Kensal would unlock significant regeneration opportunities.

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 to establish an Elizabeth Line Station, subject to approval by Crossrail Limited;

b. support the creation of a new station on the West London line at 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) and Crossrail 2, including for the latter a station located between 250 King’s Road and 151 Sydney Street near Chelsea Old Town Hall on the King’s Road;

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

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 2014-2017**

32.4.3 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**

32.4.4 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 2015**

32.4.5 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 the Elizabeth Line and 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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</tbody>
</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\textsuperscript{83}.

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

\textit{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).}

\underline{Streetscape}

33.3.16 Much of the borough lies within one of 38 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\textsuperscript{84}.

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 both concept and execution the Public Art Panel advises and comments on proposed public art projects in the borough.

\textbf{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:

\textsuperscript{83} Provisional scores for the National Indicators via the Place Survey 2009

\textsuperscript{84} RBKC Streetscape Guide 2012
a. require all work to, or affecting, the public highway, to be carried out in accordance with the Council’s Streetscape Guidance;
b. require all redundant or non-essential street furniture to be removed;
c. retain, and seek the maintenance and repair of, historic street furniture such as post boxes and historic telephone kiosks, where this does not adversely impact on the safe functioning of the street;
d. require that where there is an exceptional need for new street furniture that it is of high quality design and construction, and placed with great care, so as to relate well to the character and function of the street;
e. resist adverts that by reason of size, siting, design, materials or method of illumination, including on street furniture, harm amenity or public or road safety;
f. resist freestanding structures such as telephone kiosks where the function for the display of adverts over-dominates the primary purpose for the structure, whether sited on streets, forecourts or roadsides;
g. resist pavement crossovers and forecourt parking;
h. require all major development to provide new public art that is of high quality and either incorporated into the external design of the new building or carefully located within the public realm. Where such provision is not appropriate, the Council may seek planning contributions for the provision of public art. New public art proposals should be 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/](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 Gardens[^85], 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 space. In spite of this, there is a strong green amenity to the area, with numerous garden squares and street trees.

[^85]: Register of Parks and Gardens of Special Historic Interest in England compiled by English Heritage
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\textsuperscript{86} to the adjacent development, rather than public - as the garden square tradition of this borough demonstrates. The provision of new publicly accessible open space will therefore 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.

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.

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.

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.

\noaad5 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**
\n\n**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;

\textsuperscript{86} such as a private garden square
d. 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 adjoining streets.  

Waterways  
h. require opportunities to be taken to improve public access to, and along the Thames and the Grand Union Canal, and promote their use for education, tourism, leisure and recreation, health, well-being and transport.  
j. resist permanently moored vessels on the river, except where they would not have:  
i. a detrimental effect on the river as a transport route and its special character, including biodiversity;  
ii. an adverse affect on the character or appearance of the existing residential moorings at Battersea Reach;  
k. permit residential moorings on the Grand Union Canal provided that:  
i. there are adequate services for permanently moored vessels;  
ii. other canal users (both water and land-based) are not adversely affected.  

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.  

The Royal Borough of Kensington and Chelsea Parks Strategy 2016-2025  

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 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.

Sport England Strategy 2016 – 2021

33.4.6 In December 2015 the Government published Sporting Future: A New Strategy for an Active Nation. In response to this Sport England’s Strategy ‘Towards an Active Nation Strategy 2016-21’ aims to 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’s Arboricultural Team will deliver the Tree Strategy.

6. The Planning and Borough Development Directorate’s Arboricultural 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 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 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 73 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.

34.2.3  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.

34.2.4  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)
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.

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.

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.

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.

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.

Listed buildings are best used for their original purpose. Where that original purpose has become obsolete, sensitive adaptation can be possible.

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.

Archaeological remains constitute some of the most important surviving evidence of the borough’s past, but are a finite and fragile resource. 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.

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\(^87\). As a minimum the Greater London Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.

**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 Archaeological 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 Archaeological 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 field evaluation for major developments proposed in Archaeological Priority Areas;

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/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

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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)

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\(^{87}\) [https://historicengland.org.uk/images-books/publications/greater-london-archaeological-priority-area-guidelines/](https://historicengland.org.uk/images-books/publications/greater-london-archaeological-priority-area-guidelines/)
Archaeological remains are a finite and fragile resource. The conservation and protection 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 Archaeological Priority Areas.

**34.4 Corporate and Partner Actions**

**Introduction**

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**

*Historic England: National Heritage at Risk Register*

34.4.2 There is 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 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 ‘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 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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*An Article 4 Direction is made and confirmed by the Council in consultation with the Government. It serves to restrict permitted development rights.*
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.
35.1 Introduction
35.1.1 Median house prices in the Royal Borough are 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. 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 a diversity of housing that at a local level, 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.

35.3 Policies

Housing Targets
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) 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

89 Affordable Housing is defined in the Glossary.
90 Available from www.rbkc.gov.uk/planningpolicy
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 annum\(^{91}\) 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 forward\(^{92}\) 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 2019/20\(^{93}\) and work on a new SHLAA has commenced.

35.3.3 In accordance with the NPPF\(^{94}\), 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 deliverable\(^{95}\) 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 350 units per annum\(^{96}\) whilst net residential approvals over the same period have averaged around 790 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.

35.3.4 The Housing Trajectory shows a total development pipeline of 11,694 net additional units for the 15 year period 2016/17 to 2030/31\(^{97}\) and further information on the housing trajectory and delivery from site allocations is provided in Chapter 40. The housing trajectory is based on a combination of the capacity from site 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 including an additional 20% buffer required by the NPPF. The Local Plan also identifies a supply of specific, developable\(^{98}\) sites or broad locations for growth for years 6-15.

35.3.5 Over the next 15 years, the site allocations are expected to deliver about 8,000 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.

\(^{91}\) Table 3.1 London Plan 2016 (as amended)
\(^{92}\) Policy 3.3D Increasing Housing Supply, London Plan 2016 (as amended)
\(^{93}\) Paragraph 3.24 London Plan 2016 (as amended)
\(^{94}\) Paragraph 47
\(^{95}\) Deliverable is defined in the Glossary
\(^{96}\) 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
\(^{97}\) The housing trajectory will be updated annually in the Monitoring Report
\(^{98}\) Developable is defined in the Glossary
35.3.6 Amalgamations

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 development99 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 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 that the traditional housing stock in the borough 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 standards100. 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

99 As defined in section 55 of the Town and Country Planning Act 1990 (as amended)
100 Adopted by the London Plan 2016 (see Table 3.3)
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 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. 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**

35.3.15 To achieve the annual housing target in Policy CH1, it is 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 Policy CH1.

35.3.16 Arts and cultural uses referred to in Policy CH1 include museums, art galleries, exhibition spaces, theatre, cinemas and studios. Policy CH1 refers to very small offices, which have a floorspace of 100 square metres or less.
Policy CH1 Increasing Housing Supply
The Council will boost the supply of homes in the borough.

To deliver this the Council will:

**Housing Target**

a. 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.

**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. 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.

**Protection of Residential Uses**

e. protect market residential 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 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/
Affordable Housing

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\(^{101}\) 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.

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

\(^{101}\) Defined in the Glossary
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’\(^{102}\) in the Mayor’s SPG the policy sets a borough 
wide target of 35% 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.

**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 
floorspace of no more than 1000 sq m\(^{103}\) (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\(^{104}\). 
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. 
There is a strong reliance in the borough on small sites due to its uniquely dense and 
historic character and most of these are high end developments where it would be viable 
to provide a contribution for affordable housing.

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\(^{102}\) 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.

\(^{103}\) Policy set out in WMS of 28 November 2014 and Paragraph 31 NPPG on Planning Obligations

\(^{104}\) See Chapter 40 for detailed calculations.
Affordable Housing Tenure Split

35.3.28 Affordable housing 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 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 borough, affordable housing is negotiated as part of a s106 agreement associated with a 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.

Off-site provision of Affordable Housing and Payments in Lieu

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105 Affordable housing and various tenures are defined in Annex 2 of the NPPF and included in the Glossary for ease of reference.

106 www.nomisweb.co.uk/reports/lmp/la/1946157252/report.aspx
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 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\(^{107}\) basis as this allows account to be taken

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\(^{107}\) Residual Land Value is defined in the Glossary
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 supports the use of ‘Existing Use Value plus’ approach in viability appraisals. It states “The Mayor considers that the Existing Use Value plus \(^{108}\) (EUV+) approach is 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 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. 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\(^{109}\). 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.

35.3.46 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

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\(^{108}\) Existing Use Value plus is defined in the Glossary

\(^ {109}\) Policy set out in WMS of 28 November 2014 and Paragraph 31 NPPG on Planning Obligations
standards of design and to aid integration of the various communities living within a housing development.

**Policy CH2: 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 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;

e. 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;

f. where a qualifying scheme providing 650 sq. m or more gross residential floorspace (gross internal area) does not provide 35% as affordable floorspace on-site, 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;

   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 the maximum reasonable amount of affordable housing provision on-site and the second with 100% private housing;

   g. affordable housing and market housing to be integrated in any development and have the same external appearance;

   h. the affordable and market housing to have equivalent amenity in relation to factors including views, siting, 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>Total</td>
<td>1,170</td>
<td>100%</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\(^\text{110}\) 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.

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

\(^{110}\) Written Ministerial Statement March 2015
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.

35.3.55 Where compliance with the 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.

35.3.57 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

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.

To deliver this the Council will require:

a. new residential developments to include a mix of types and sizes of homes to reflect the varying needs of the borough, taking into account the characteristics of the site, and current evidence in relation to housing need;

b. new residential developments to be designed to meet the housing standards on space and access as set out in the London Plan;

c. 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/

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{113} 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 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

\textsuperscript{113} Table 9.4 SHMA 2015
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{114} 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)**

35.3.64 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{115}. 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{116}.

35.3.65 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{114} Paragraph 3.7.17 of the Mayor’s Housing SPG May 2016

\textsuperscript{115} Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment

\textsuperscript{116} 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 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 Mayor’s Draft Affordable Housing and Viability 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 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. 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.

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’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 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.

117 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. 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;

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. 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 Regeneration

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 regeneration proposals often differ from other proposals for residential development because often the sale of market housing is used to fund re-provided social rented and other forms of affordable housing. For this reason the proportions of 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 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 may be suitable for estate 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.

35.3.85 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 also resolved that any redevelopment should be designed around streets and squares and to be mixed-tenure.
Policy CH5 Estate Regeneration

The Council will require that where the regeneration of housing estates including affordable housing is proposed, a compelling case is 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 affordable housing provision;

b. 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;

c. require that where estate 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;

d. 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**

35.3.86 The Council has prepared a Gypsy and Traveller Accommodation Needs Assessment (GTANA)\(^{118}\) 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 GTANA concludes that there will be a total requirement for nine additional pitches across RBKC and LBHF between 2015 and 2030.

35.3.87 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).

35.3.88 Applying the Government’s planning definition of Gypsies and Travellers as set out in the PPTS, some of the existing occupiers of Stable Way do not fall under the planning definition of 'Travellers'\(^{119}\), 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.

35.3.89 The shortage and high cost of land in the borough means that there are many competing land uses. The Council has commenced a Site Appraisal Study with the London Borough of Hammersmith and Fulham which will investigate opportunities to provide new Gypsy and Traveller sites within the two boroughs. The boroughs will work with partners, Registered Providers, developers, 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.

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\(^{118}\) RBKC and LBHF (2016) Gypsy and Traveller Accommodation Needs Assessment (GTANA)

\(^{119}\) 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.
Policy CH6 Gypsy and Traveller Accommodation

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 Travellers’ site at Stable Way which the Councils jointly manage. Additional sites for temporary or permanent use and any applications at Stable Way 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 an acceptable effect on the safety and amenity of occupiers of adjoining land;
iii. use of the site would be acceptable in terms of 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 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 (October 2014) Homes for London: The London Housing Strategy

35.4.5 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.

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.

Housing Strategy 2013 - 2017

35.4.9 The Council’s Housing Strategy 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 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 Mayor of London, housing associations, residents and other partners, to deliver estate 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.

4. The Council’s Supporting People programme will continue to provide a range of supported housing and housing support services for vulnerable homeless groups.

5. 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  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 alike\(^\text{120}\). 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 CO\(_2\) 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 (NO\(_2\)) and fine particles (PM\(_{2.5}\)) within the borough\(^\text{121}\); 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 (2016-2021\(^\text{122}\)).

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. 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.

\(^{120}\)Air Quality and Climate Change Action Plan 2016-2021, Technical Appendices. RBKC, 2016
\(^{122}\)Air Quality and Climate Change Action Plan 2016-2021, RBKC, 2016
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. 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.

36.1.6 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 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.

**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.
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.\textsuperscript{123} We have a statutory duty to contribute to the mitigation of, and adaptation to, climate change.\textsuperscript{124} Therefore, we need to carefully


\textsuperscript{124} 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 Climate Change Act 2008 requires a reduction in CO$_2$ emissions of at least 34 per cent by 2020 and at least 80 per cent by 2050, against a 1990 baseline. 36.3.2 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$^{125}$.

36.3.3 The CO$_2$ 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 CO$_2$ 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 According to the latest carbon dioxide emissions data (CO$_2$) 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 units, schools etc. 31% of CO$_2$ emissions come from residents’ domestic consumption and 12% come from transport$^{126}$.

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 CO$_2$ savings can be made within the domestic sector$^{127}$.

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$^{128}$.

$^{125}$ Air Quality and Climate Change Action Plan 2016-2021, Technical Appendices. RBKC, 2016
$^{126}$ Department of Energy and Climate Change, UK Local Authority and regional carbon dioxide emissions statistics for 2005-2013
$^{127}$ 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
$^{128}$ See section 4.3 and Appendix 7 of the Mayor’s Sustainable Design and Construction SPG, April 2014
36.3.7 The borough 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 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.

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130 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.
132 Announced in the Written Ministerial Statement of 25 March 2015
133 Fixing the foundations: creating a more prosperous nation, HM Treasury, July 2015
134 London Plan Policy 5.2: Minimising Carbon Dioxide Emissions
136 Evidenced by the Mayor’s Housing Standards Viability Assessment, 2015
36.3.13 The Royal Borough contains over 4,000 listed buildings and over 73 per cent of the borough has conservation area status. Re-using historic buildings may significantly reduce energy consumption as existing buildings represent the ‘embodied’ energy used to produce them; whereas demolishing a brick building wastes the embodied energy and uses up more energy in demolition and rebuilding. The embodied energy in the bricks of a typical Victorian terraced house would drive a car more than ten times around the world\textsuperscript{137}.

36.3.14 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\textsuperscript{138}.

36.3.15 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.

36.3.16 The ecological footprint in the borough is 6.39 global hectares per capita, which is the second highest in London (The London average is 5.48 and national average is 5.30). The primary contributors in the borough are food (28 per cent) and housing (21 per cent)\textsuperscript{139}. This, together with the greenhouse gases emitted during the transportation of food and manufacture of packaging, makes food production close to its consumption an important consideration for the borough. There is opportunity, even in small developments, to use private garden space, green/living roofs and sheds to facilitate small scale on-site food production, and larger developments present different opportunities.

36.3.17 The evidence on climate change shows that we need a policy to ensure that development mitigates against, and adapts to, climate change without 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 34 per cent against 1990 levels by 2020 in order to meet a 80 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 major residential development meets the carbon reduction requirements set out in the London Plan.

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 1,000sq.m or more non-residential development achieve BREEAM very good rating.


\textsuperscript{138} Climate Change and the Historic Environment, English Heritage. January 2008

\textsuperscript{139} Environment Agency: RBKC Environmental summary factsheet, quoting REAP (Resources and Energy Analysis Programme) 2004
c. require that carbon dioxide and other greenhouse gas emissions are reduced 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;

d. 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;

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

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

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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/

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**Flooding and drainage**

**Flood Risk**

36.3.18 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.

36.3.19 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.

36.3.20 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. The threat of tidal flooding is low but the consequences could be very significant. Sewer flooding occurred in the Holland and Norland wards in 1981 and

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141 http://climatelondon.org.uk/climate-change/
143 London Plan Policy 5.12.
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 may have to undertake a ‘Sequential Test’. 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 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;

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144 RBKC Strategic Flood Risk Assessment. Flood Zones refer to the probability of river and sea flooding, ignoring the presence of defences.
• 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)**

36.3.24 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 surface water and foul flows from upstream development, 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 is currently looking at improving capacity in the Counters Creek storm water sewer by 2020\(^{146}\). 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 materials\(^ {147}\), oils and other substances could block them exacerbating the risk of flooding.

36.3.25 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 999m\(^2\) 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.

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

\(^{146}\) www.thameswater.co.uk/counterscreek/17222.htm

\(^{147}\) www.rbkc.gov.uk/environment/drainage-and-flooding
(LFRMS) to manage all sources of flood risks consistent with a risk management approach. The Council adopted the LFRMS in July 2015\textsuperscript{148}.

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 should be maintained in order to be effective. Their maintenance is normally the responsibility of the owner or maintenance company.

**Water Infrastructure Projects**

36.3.28 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\textsuperscript{149}. 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.

36.3.30 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.

### Policy CE2 Flooding

The Council will require development to 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 and for all sites greater than one hectare;


\textsuperscript{149} London Plan Policy 5.14.
c. where required undertake the ‘Sequential Test’ for planning applications within Flood Risk Zones 2 and 3, and for sites in Critical Drainage Areas;
d. require development at risk from flooding in Flood Risk Zones 2 and 3, in Critical Drainage Areas, or sites greater than 1ha to incorporate suitable flood risk measures to account for site conditions in accordance with Building Regulations, existing guidance and the recommendations of the site-specific Flood Risk Assessment, the Strategic Flood Risk Assessment and the Local Flood Risk Management Strategy. These measures should:
i. address all flood depths for the 1 in 100 year storm event plus climate change 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)

g. require major development 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 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.
h. require SuDS to have regard to DEFRA non-statutory SuDS standards and local guidance to ensure SuDS are adequately designed, built and maintained for the lifetime of development;
i. resist impermeable surfaces in gardens and landscaped areas;
j. encourage the retrofitting of SuDS in buildings even if the development will not have drainage implications;

Water Infrastructure Projects

k. support the Thames Tideway Tunnel in principle
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

36.3.31 In 2015-16, the Council collected 79,068 tonnes (26,797,000 tonnes nationally) of Local Authority Collected Waste (including 54,094 tonnes of domestic waste), of which 74.1 per cent was sent to Belvedere Energy from Waste (EfW) plant and 25.9 per cent of this waste was recycled or composted, which is lower than the national average of 44.9 per 150

150 Household, commercial & industrial waste collected by the Council
cent. No waste was sent to landfill. The average residual waste produced per household in 2015-16 was 445kg in the Royal Borough, this has decreased from 449kg in 2013-14 and 461 kg in 2014-15. In a highly built up borough such as the Royal Borough, it is important that well designed and functional refuse and recycling storage space is allocated and integrally designed into all developments to ease collection and keep the streets litter free. Such storage space will need to be fully functional to the end user.

36.3.32 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.

36.3.33 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 is transported from Wandsworth by barge to Belvedere EfW plant.

36.3.34 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.

36.3.35 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 meets its waste apportionment figure which is set out in the London Plan. The Council is statutorily required to deliver its Local Authority Collected Waste to places as directed by the Western Riverside Waste Authority (WRWA). Currently all of the Local Authority Collected 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 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 Belverdere 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.

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151 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.

152 London Plan Policy 5.16, 5.17. The apportionment target covers household and commercial & industrial waste.

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\textsuperscript{154} 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 as a result of the increasing London Plan apportionment target over the 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></th>
<th>Apportionment (tonnes per annum)</th>
</tr>
</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

<table>
<thead>
<tr>
<th></th>
<th>Apportionment Capacity Gap (-ve figure) / Surplus (+ve figure) (tonnes per annum)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td>WPAs in the WRWA</td>
<td>+345,919</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.

\textsuperscript{154} Municipal/household, Commercial & industrial, Construction, demolition and excavation, Low Level Radioactive, Agricultural, Hazardous, Waste water
The Council is working jointly with the WPAs in the WRWA area 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:

a. work with the WRWA Waste Planning Authorities (WPAs) and other London boroughs to continue to monitor the pooled arisings, apportionment, available capacity, shortfall and/or surplus capacity for all waste streams;

b. work in partnership with the GLA and other London boroughs to manage any shortfall to meet the apportionment figure;

c. safeguard Cremorne Wharf, maximising its use for waste management, water transport and cargo handling purposes;

d. 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 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;

f. require all new development to provide 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 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\(^{155}\) for the development.

g. require that development proposals make use of the rail and the waterway network for the transportation of construction waste and other waste;

h. require applicants for major developments to prepare and implement Site Waste Management Plans for demolition and construction waste.

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{156} 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{157} identifies the mortality associated with exposure to concentrations of PM2.5 as a key indicator of health.

36.3.50 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) which are harming residents’ health. 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.

36.3.51 Nitrogen dioxide levels in the borough remain unacceptable. The 2015 Air Quality Annual Status Report\textsuperscript{158} shows that four out of the five continuous monitoring sites exceeded the national objective for NO\textsubscript{2} set at 40 \(\mu\)g/m\(^3\). The annual average concentrations in 2015 have been recorded as high as 91 \(\mu\)g/m\(^3\) at some road side locations.

36.3.52 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 Infantry, LAEI 2016)\textsuperscript{159} many of which are associated with vehicle trips to and from construction sites. The second largest source is domestic and commercial gas burning (31.5%). Non Road Mobile Machinery (NRMM) used on construction sites provides a significant source of NO\textsubscript{2} (6.8%)\textsuperscript{160}. 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%)\textsuperscript{161}.

36.3.53 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.

Updating and Screening Assessment report: RBKC 2015

36.3.54 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

\textsuperscript{156} Royal College of Physicians and Royal College of Paediatricians and Child Health, 2016
\textsuperscript{157} www.gov.uk/governmentollections/public-health-outcomes-framework
\textsuperscript{158} www.rbkc.gov.uk/environment/air-quality/air-quality-reports-and-documents
\textsuperscript{159} https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013
\textsuperscript{160} https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013
\textsuperscript{161} www.rbkc.gov.uk/sites/default/files/atoms/files/AQCCAP_Technical%20Appendices.pdf
Heat and Power (CHP) increases NO2 and particle emissions 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. Diesel generators, which can be used routinely or to feed electricity to the grid also emit high levels of NOx and particulates. This is also undesirable in an Air Quality Management Area and Smoke Control Area. 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’

36.3.56 The evidence on air quality shows that we need to ensure that development proposals address the potential impact on air quality both as individual development proposals alongside 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 operational phases of the development. Given the ongoing exceedences of air pollutants throughout the borough, every opportunity must be taken to improve air quality. 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 exceedence 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 Action Plan;

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162 www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Sustainable%20Design%20%26%20Construction%20SPG.pdf (paragraph 4.3.23).
164 www.rbkc.gov.uk/environment/air-quality/air-quality-and-climate-change-action-plan-2016-2021-0
c. resist biomass combustion and combined heat and power technologies/CCHP, which may lead to an increase 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;

d. require that emissions of particles and NOx are controlled during demolition and construction, and risk assessments are carried out to identify potential impacts and corresponding mitigation measures, including on site monitoring, if required by the Council.

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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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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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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**

**Air Quality and Climate Change Action Plan (2016-2021)**

36.4.2 The Council’s Environment, Leisure and Residents Services Department has produced a plan which is a combination of measures aimed at reducing emissions of greenhouse gases and urban air pollutants. 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**

36.4.3 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.

**Western Riverside Waste Authority Waste Policy July 2013**

36.4.4 This 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 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

36.4.5 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

36.4.6 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.

The Mayor of London’s Ambient Noise Strategy

36.4.7 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 Department of Environment, Leisure and Residents Services and the Environmental Health Directorate in particular, will implement the Council’s 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. 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. 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. 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. 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. Planning and Borough Development will lead the Council’s Lead Local Flood Authority duties to reduce and manage the risk of flooding thorough the borough.

8. The Council as a whole, and the Directorate of Planning and Borough Development in particular, will implement the Council’s Local Flood Risk Management Strategy.

9. The Environment, Leisure and Residents Services Department will work in partnership with constituent authorities within the Western Riverside Waste Authority to implement its policy.

10. 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 the recyclate contamination rate was 14.09 per cent.

11. The 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.

12. The 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.

13. The Department of Transport and Technical Services will implement the Air Quality and Climate Change Action Plan objectives during the life of the Local Plan;

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

15. The Department 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.

16. The Department 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.

17. The Department 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 informs the Local Plan. 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 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 schedule 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).

37.1.4 The scope of infrastructure projects and requirements that have been investigated in the IDP are categorised within a number of service areas: Planning & Borough Development; Policy & Partnerships; Transport & Technical Services and TfL; Children’s Services; Environment, Leisure and Residents’ Services; Libraries; Public Health; NHS; Emergency Services; and Utilities. This is to ensure that the IDP embraces all matters necessary for the achievement of 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 schedule 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
- **Policy reference** – the Local Plan policy to which this item relates to. In some cases there will be more than one policy and other cases there may be no specific policy reference

37.2.2 The preparation of an integrated infrastructure plan is essential for local authorities and their partners to fulfil their place shaping role.

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 to pay for the necessary costs associated with the development may be sought.
37.2.4 The Infrastructure Schedule provides a schedule of infrastructure by service 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 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>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>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>£80,000 £ a year from the Council and £100,000 £ a year from the Thames Regional Flood and Coastal Committee for 6 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 6 years</td>
<td>CE2</td>
<td></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: Environment, Leisure and Residents’ Services, RBKC: Environment, Leisure and Residents’ Services</td>
<td>Annual budget of £50,000 for Climate Change Initiatives</td>
<td>Short / Medium term: 2016-2021</td>
<td>Capital Strategy Programme/ Bids/ Funding from the Carbon Trust</td>
<td>CE1 CE5</td>
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<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; improvement of mews’ road surfaces to setts; and further street tree planting</td>
<td>RBKC (for consulting local communities on NCIL) Lead project organisation currently unknown</td>
<td>Currently Unknown</td>
<td>Currently Unknown</td>
<td>Funding to be secured through a possible neighbourhoood CIL bid process</td>
<td>Norland Neighbourhood Plan 2.6.50</td>
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<tr>
<td>Planning and Borough Development</td>
<td>St Quintin and Woodlands Neighbourhood area</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</td>
<td>RBKC (for consulting local communities on NCIL) Lead project organisation TBC.</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 e D</td>
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<tr>
<td>Service</td>
<td>Where</td>
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<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
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<td>Cost</td>
<td>When</td>
<td>Sources of funding</td>
<td>Policy Ref</td>
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<tr>
<td>Planning and Borough Development</td>
<td>Barlby- 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>to become a car-free area on Saturdays, new station on the West London line at Westway Circus</td>
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<td></td>
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<td></td>
<td>CV5 CA2</td>
</tr>
<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>
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<td>CV7 CA5</td>
</tr>
<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>
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<td>CV8 CA8</td>
</tr>
</tbody>
</table>

### Policy & Partnerships

| Policy and Partnerships                     | Borough wide           | Adult and community learning borough wide, from a range of premises and locations. | Improve premises and explore colocation | 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 explore possibility of collocation. The need to refurbish run down premise. | RBKC Adult and Community Learning | Currently Unknown | Currently the service is running on £800,000 per year however more funding would allow increases in the facilities and additional locations. | Long term: By 2028 | The Skills Funding Agency, Department for Education | CV1 CK1    |

### Transport & Technical Services and TfL

<p>| Transport &amp; Technical Services              | King's Road Crossrail 2 Station | New Underground Station on King’s Road | To increase public transport access in the area, and to relieve congestion elsewhere, in line with Local Plan objective. | Provision of new station on King’s road as part of Crossrail 2. | Crossrail 2 | Crossrail 2 | Costs to be confirmed | Long term: Early 2030’s | DIT/ Crossrail2 | CV1 CP2 CV5 CA1 CT2 |
| Transport &amp; Technical Services              | Warwick Road Sites: Warwick Road (including 100 West) | Landscape/ streetscape improvements to the West Cromwell Road in connection with | Support the development of the site. | As set out in Supplementary Planning Document. | Private developers/ site owners. | RBKC/ Developer / TIL | £6m Detailed costs from each site currently unknown | Short term: by 2020/21 | Private investment, and Planning contributions - S106 | CP2 CA7 CV8 |</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>
<th>Management organisation</th>
<th>Cost</th>
<th>When</th>
<th>Sources of funding</th>
<th>Policy Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Cromwell Road)</td>
<td>100 West Cromwell Road and Warwick Road.</td>
<td></td>
<td></td>
<td>TIL</td>
<td>TIL</td>
<td>£100,000</td>
<td>Short term: 2017/18</td>
<td>CP2 CV8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A3220 Earls Court Road junction with Pembroke Road</td>
<td>Junction improvements</td>
<td>Reduce speeds on Pembroke Road</td>
<td>Re-design of island at junction, changes to road markings on the approach to Earls Court Road and installation of 3D road markings on Pembroke Road to reduce speeds</td>
<td>TIL</td>
<td>TIL</td>
<td>£500,000</td>
<td>Short term: 2017/18</td>
<td>Source of funding to be confirmed</td>
<td>CA9</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>A3220 Edith Grove junction with Kings Road (ex Better Junction)</td>
<td>Pedestrian crossing</td>
<td>Address need for pedestrian crossing</td>
<td>Provision of pedestrian crossing facilities</td>
<td>TIL</td>
<td>TIL</td>
<td>£400,000</td>
<td>Short term: 2017/18</td>
<td>Source of funding to be confirmed</td>
<td>CP2 CV8 CA7</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>A3220 Warwick Road / Kensington High Street</td>
<td>Pedestrian crossing</td>
<td>Address need for pedestrian crossing</td>
<td>Provision of pedestrian crossing facilities and improvements to cycle facilities</td>
<td>TIL</td>
<td>TIL</td>
<td>£200,000</td>
<td>Medium term: 2018/19</td>
<td>TIL</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>A3220 Cheyne Walk junction with Battersea Bridge</td>
<td>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>£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; Technical Services</td>
<td>A3220 Warwick Rd j/w Earls Court Square/ Kempsford Gardens</td>
<td>Signalised junction</td>
<td></td>
<td>Signalising of junction as part of London Cycle Grid</td>
<td>TIL</td>
<td>TIL</td>
<td>£500,000</td>
<td>Short term: 2017/18</td>
<td>TIL</td>
<td>CT1 CP2 CV9</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>A4 Cromwell Rd / Gloucester Rd Junction Improvements</td>
<td>Pedestrian crossing</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>£300,000</td>
<td>Medium term: 2018/19</td>
<td>TIL</td>
<td>CT1</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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<td>Sources of funding</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>A3218 Old Brompton Road j/w Warwick Road - Redesign junction</td>
<td>Pedestrian crossing and public realm improvements</td>
<td>Address need for pedestrian crossing</td>
<td>Investigation into whether additional pedestrian crossings can be provided, urban realm improvements</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</td>
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<tr>
<td></td>
<td>Transport &amp; Technical Services</td>
<td>Cycling crossing</td>
<td>Address need for cycle crossing as part of wider works LCG</td>
<td>Improvements to cycle crossing as part of London Cycle Grid</td>
<td>TIL</td>
<td>TIL</td>
<td>£200,000</td>
<td>Short term: 2017</td>
<td>TFL</td>
<td>CT1</td>
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<tr>
<td></td>
<td>A3220 Earls Court Road/Square/Bramham Gardens</td>
<td>Congestion reduction</td>
<td>Reduce congestion</td>
<td>Changes to line markings to reduce congestion</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></td>
<td>Transport &amp; Technical Services</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>£600,000.00</td>
<td>Short term: 2016/17</td>
<td>TFL</td>
<td>CT1</td>
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<tr>
<td></td>
<td>A3220 Cheyne Walk junction with Lots Road</td>
<td>Junction improvements</td>
<td>Junction improvements and provision of Toucan crossing</td>
<td></td>
<td>TIL</td>
<td>TIL</td>
<td>£150,000</td>
<td>Medium term: 2020</td>
<td>TFL/Developer contributions</td>
<td>CT1</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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<tr>
<td>Transport &amp; Technical Services</td>
<td>A4 Brompton Road from Egerton Gardens to Hans Crescent</td>
<td>Public realm improvements</td>
<td>Collision reduction</td>
<td>Urban realm improvements and collision reduction measures</td>
<td>TfL</td>
<td>TfL</td>
<td>£1,000,000</td>
<td>Short / Medium term: 2018/19, TfL advise this scheme is currently on hold</td>
<td>Source of funding to be confirmed</td>
<td>CT1 CP2 CV13</td>
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<tr>
<td>Transport &amp; Technical Services</td>
<td>A4 West Cromwell Road between Warwick Road and Earls Court Road (including junctions)</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>TfL</td>
<td>TfL</td>
<td>£3,000,000</td>
<td>Medium term: 2018/19</td>
<td>Planning contributions – S106 / CIL</td>
<td>CT1 CP2 CV8</td>
</tr>
<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>TfL</td>
<td>TfL</td>
<td>£250,000.00</td>
<td>Short term: 2017/18</td>
<td>Source of funding to be confirmed</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>A3220 Holland Park Roundabout and Shepherd's Bush Green</td>
<td>Pedestrian and cycling 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>TfL</td>
<td>TfL</td>
<td>£3,000,000</td>
<td>Medium term: 2020</td>
<td>TfL and Planning contributions – S106 / CIL</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Borough-wide</td>
<td>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>RBKC- Transport and Technical Services</td>
<td>Costs to be confirmed</td>
<td>Short / Medium term: 2017-2021</td>
<td>TfL</td>
<td>CT1</td>
<td></td>
</tr>
<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>TfL</td>
<td>TfL</td>
<td>Costs to be confirmed</td>
<td>Medium term: by 2020</td>
<td>TfL 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>Costs to be confirmed</td>
<td>Long term: By 2028</td>
<td>LIP, TfL and Planning contributions – S106 / CIL / funding</td>
<td>CT1</td>
<td></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>Circa £50,000-£100,000 per annum</td>
<td>Long term:</td>
<td>TfL and LIP</td>
<td>CT1</td>
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<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</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>TfL and LIP</td>
<td>CT1</td>
</tr>
<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>TfL 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>TfL 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>TfL and LIP</td>
<td>CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Borough-wide</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>TfL and LIP</td>
<td>CT1</td>
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<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 escalators/steps/and lifts station building and station forecourt.</td>
<td>RBKC, GLA, National Grid, Ballymore, Sainsbury’s, Department for Transport, TIL and other site owners</td>
<td>Crossrail Ltd</td>
<td>£100 million Refer to Kensal Development Infrastructure Funding Study (DIFS) for detailed specification.</td>
<td>Medium / Long term: By 2023, at the latest 2026 Planning contribution - S106 and S278 funded</td>
<td>CT2 CV1 CP2 CV5 CA1</td>
<td></td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Kensal Canalside bus infrastructure</td>
<td>To assist and facilitate the regeneration of North Kensington,</td>
<td>New bus stands; new bus stops; bus network</td>
<td>TIL</td>
<td>TIL</td>
<td>Medium term: Planning contribution -</td>
<td>CV1 CP2 CV5</td>
<td></td>
<td></td>
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<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
<td>Specific requirements</td>
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<tr>
<td><strong>Transport &amp; Technical Services</strong></td>
<td>Kensal Canalside</td>
<td>Canal Way bus infrastructure Indicative from Kensal Development Infrastructure Study (DIFS)</td>
<td>To assist and facilitate the regeneration of North Kensington, including improving transport accessibility</td>
<td>New bus stops (U and T) on Canal Way to accommodate up to 49 buses/hr requiring a 45m bus stop clearway. These stops will require two shelters</td>
<td>TIL</td>
<td>TIL</td>
<td>In excess of £75, 000</td>
<td>By 2020</td>
<td>Planning contribution - S106 and S278 funded</td>
<td>CV1 CP2 CV5 CA1 CT1</td>
</tr>
<tr>
<td><strong>Transport &amp; Technical Services</strong></td>
<td>Kensal Canalside Barlby Street</td>
<td>Barlby Street Bus Infrastructure Indicative from Kensal DIFS</td>
<td>To assist and facilitate the regeneration of North Kensington, including improving transport accessibility</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>
</tr>
<tr>
<td><strong>Transport &amp; Technical Services</strong></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, including improving transport accessibility</td>
<td>Enhances Bus Stops R and S to accommodate up to 30 buses per hour. These stops will require changes to road markings to accommodate the longer bus stop clearways</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>
</tr>
<tr>
<td><strong>Transport &amp; Technical Services</strong></td>
<td>Kensal Canalside</td>
<td>Bus route alignment Indicative from Kensal DIFS</td>
<td>To assist and facilitate the regeneration of North Kensington, including improving transport accessibility</td>
<td>Changes to Route alignments, termination points and peak vehicle requirements. Further details in the Kensal Canalside Bus Strategy.</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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<tr>
<td><strong>Transport &amp; Technical Services</strong></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.</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>
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<tr>
<td>Service</td>
<td>Where</td>
<td>What</td>
<td>Why</td>
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<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 and a pedestrian and cycle bridge over the canal</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 junction with bridge access road</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 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>£3.5 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/Barlby Road: New signalised junction</td>
<td>The junction needs to maintain a vehicular access to adjacent railway land</td>
<td>New signalised junction at the end of Barlby Street with full pedestrian crossing facilities</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>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>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</td>
<td>Refer to the Kensal DIFS for detailed specification.</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>To link Canal Square to footpaths through the Kensal Green Cemetery</td>
<td>Positioned to the east of plot C. Approx. 4.0m wide shared pedestrian &amp; cycle bridge. Approx. 50m length including ramps</td>
<td>Refer to the Kensal DIFS for detailed specification.</td>
<td>RBKC</td>
<td>£2 million</td>
<td>Medium term: By 2020</td>
<td>Planning contribution - S106 and S278 funded</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>To provide legible London signs</td>
<td>Up to 4 signs within Kensal Canalside and up to 2 signs within North Pole</td>
<td>Refer to the Kensal DIFS for detailed specification.</td>
<td>TIL</td>
<td>£70,000</td>
<td>Medium term: By 2020</td>
<td>Planning Contributions – direct developer delivery</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Kensal Canalside</td>
<td>Signage at Kensal Canalside and North Pole</td>
<td>To integrate the site with the wider community</td>
<td>Specific requirement to be confirmed</td>
<td>Refer to the Kensal DIFS for detailed specification.</td>
<td>RBKC</td>
<td>Costs to be confirmed</td>
<td>Medium / Long term: 2020/21 to 2030/31</td>
<td>RSL Investment Homes and Communities Agency Planning Contributions – S106 / CIL</td>
<td>CP2 CV5 CA2</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Wornington Green</td>
<td>Improvements to Bus infrastructure</td>
<td>Upgrades to eleven bus stops</td>
<td>Refer to the Kensal DIFS for detailed specification.</td>
<td>Refer to the Kensal DIFS for detailed specification.</td>
<td>TIL and RBKC- Transport and Technical Services</td>
<td>£100,000</td>
<td>Medium / Long term: 2018-2028</td>
<td>Planning contributions – S106</td>
<td>CP2 CV6 CA3</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>Wornington Green</td>
<td>Reconnection of Portobello Road and Wornington</td>
<td>To improve accessibility, connectivity and urban form</td>
<td>New street alignments</td>
<td>Refer to the Kensal DIFS for detailed specification.</td>
<td>RBKC / Developer</td>
<td>Costs to be confirmed</td>
<td>Medium / Long term:</td>
<td>Developer- S38/ S278 funded</td>
<td>CP2 CV6 CA3</td>
</tr>
<tr>
<td>Service</td>
<td>Where</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>Lots Road Power Station</td>
<td>Road junction improvements</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>After 2021</td>
<td>Planning contribution - S106</td>
<td>CP2 CV9 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>£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>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>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 CP2 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 CV8 CT1</td>
</tr>
<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 CV11 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 CV11 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 CV15 CT1</td>
</tr>
<tr>
<td>Transport &amp; Technical Services</td>
<td>South Kensington</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 CV14 CT1</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>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, CV6</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, CV6</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, CV8, 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>C1, CP2, CV12</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>CT1, CP2, CV14</td>
</tr>
</tbody>
</table>

**Children's Services (Education)**

<table>
<thead>
<tr>
<th>Children's Services</th>
<th>Borough wide</th>
<th>Requirements for access to play, child care and extended use of schools</th>
<th>Additional facilities are itemised as borough wide. For example, improved or extended access to existing provision at Flashpoint Venture Centre, and out of borough Little Wormwood Scrubs. These requirements are based largely on analysis of population requirements and need. Therefore, where new population arises, new facilities or extended facilities are required.</th>
<th>RBKC</th>
<th>RBKC</th>
<th>Costs to be confirmed</th>
<th>Delivery timescale to be confirmed</th>
<th>Play Pathfinder status funding, Extended schools capital and Planning contribution – S106</th>
<th>CV1, CK1</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>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>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>Children's Services</td>
<td>Borough wide</td>
<td>Borough wide coverage of schools - Primary School</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 timescales to be confirmed</td>
<td>DfE, Children's Centres funding, Private and/or voluntary funding.</td>
</tr>
<tr>
<td>Children's Services</td>
<td>Borough wide</td>
<td>Borough wide coverage of schools - Secondary School</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>£12.7 million (Primary school)</td>
<td>Long term: By 2028</td>
<td>RBKC Capital Funding, Child Yield Review, Planning contributions – s106 / CIL</td>
</tr>
<tr>
<td>Children's Services</td>
<td>Borough wide</td>
<td>Increase school capacity</td>
<td>To meet future demands</td>
<td>The need to increase capacity for existing popular schools in the borough and meet future demands. 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>
</tr>
<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>Funding sources to be confirmed Likely to include Planning contributions – S106 / CIL / Direct developer delivery</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>
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<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>
</tr>
<tr>
<td>Children's Services</td>
<td>AP Hub School</td>
<td>Alternative Schooling Provision and 6th form Free School</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 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>Childcare providers in North and South of borough will seek to expand their footprint to increase capacity to enable increase 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>
</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>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 by 2030</td>
<td>Planning Contributions - S106, direct developer delivery Mainstream Funding</td>
</tr>
<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 Mainstream Funding</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>
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<tr>
<td>Children's Services</td>
<td>Barlby-Treverton</td>
<td>Replacement primary School at Barlby site 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, CA2</td>
</tr>
<tr>
<td>Children's Services</td>
<td>Barlby-Treverton</td>
<td>New special school at Barlby site 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>Funding sources to be confirmed</td>
<td>CV1, CK1, CV6, CA3</td>
</tr>
<tr>
<td>Children's Services</td>
<td>Warwick Road Sites</td>
<td>Créche 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>Funding sources to be confirmed</td>
<td>CV1, CK1, CV8, CA7</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 Basin, Kings Cross and Limehouse Basin. Refer to the Kensal DIFS for detailed specification.</td>
<td>RBKC</td>
<td>British Waterways</td>
<td>Costs to be confirmed, dependent on scale of development</td>
<td>Medium / Long term: 2021/22 to 2030/31</td>
<td>Planning Contributions - S106, and other</td>
</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</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>£206,000</td>
<td>Short / Medium term:</td>
<td>Funding source to be confirmed</td>
<td>CP2, CV10</td>
</tr>
<tr>
<td>Service, Where and Services</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>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>2016/17 to 2025/26</td>
<td>Delivery timescale to be confirmed</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 TIL</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>
</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>
</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 2020/21 - Project is under way</td>
<td>Homes and Communities Agency/Catalyst Housing Group</td>
</tr>
</tbody>
</table>
| Environment, Leisure and Residents Services | Warwick Road (5 sites including 100 West Cromwell Road) | Public open space. Community sports hall. Crèche, education contributions. | Generated as part of current development proposals | As set out in existing adopted SPD | Developers and site owners. | RBKC, developer and TIL | Costs to be confirmed | Short / Medium term: 2016/17 to 2025/26 | Planning contributions – S106 and private investment | CP2 CV8 CA7 CK1 CR5 Warwick Road Planning...
<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>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>Management organisation to be confirmed</td>
<td>£225,000 per annum</td>
<td>Timescale to be confirmed</td>
<td>CR4 Westway SPD</td>
<td></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>CE1 Notting Hill Gate SPD</td>
<td></td>
</tr>
<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</td>
<td>CP2 CV13 CR4</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 Thurloe Road, and to give greater pedestrian emphasis. Also including improving the customer facing</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</td>
<td>Planning contributions – S106/ CIL and private</td>
<td>CT1 CP2 CV14</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>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 timescale to be confirmed</td>
<td>Source of funding to be confirmed</td>
<td>CK1 CP2 CV9 CA5 Westway SPD</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 timescale to be confirmed</td>
<td>Source of funding to be confirmed</td>
<td>CK1 CP2 CV9 CA5 Westway SPD</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></td>
<td>Westway Development Trust</td>
<td>Westway Development Trust</td>
<td>£2.15 million</td>
<td>Delivery timescale to be confirmed</td>
<td>Source of funding to be confirmed</td>
<td>Westway SPD</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 2030/31</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 2030/31</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 and recycling collection 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 2030/31</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 2030/31</td>
<td>Source of funding to be confirmed</td>
<td>CK1 CP2 CV12 CV14</td>
</tr>
<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>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>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>CK1</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</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>CK1</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Cremorne Gardens</td>
<td>Infrastructure improvements</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>
<td></td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Holland Park</td>
<td>Infrastructure improvements</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>
<td></td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</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>Environment, Leisure and Residents Services</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>Improve infrastructure</td>
<td>RBKC</td>
<td>RBKC</td>
<td>£200,000</td>
<td>Short term: 2016/17 to 2020/21</td>
<td>Parks Capital Budget</td>
<td>CR5</td>
<td></td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Westfield Park</td>
<td>Infrastructure improvements</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>
<td></td>
</tr>
<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>RBKC</td>
<td>Final scheme cost to be confirmed Available budget approximately £1.5 million</td>
<td>Short term: By 2020/21</td>
<td>Planning contributions – S106 and developer delivery</td>
<td>CA3, CR5</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>£1.35 million</td>
<td>Short term: By 2020/21</td>
<td>RBKC Capital Funding (Corporate Funding)</td>
<td>CK1</td>
<td></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>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 term: 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 term: 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 term: 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 equipment</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 term: 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 term: 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 term: By 2030/31</td>
<td>LIP, RBKC LIP</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></td>
<td>Costs to be confirmed</td>
<td>Long term: By 2030/31</td>
<td>Capital Programme</td>
<td>CK1</td>
</tr>
<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</td>
<td>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>
</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>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 CA1 CE2</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 CA1</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 CA1</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 CA3 CK1 CR5</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Wornington Green</td>
<td>Public Realm improvements, including public art</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: by 2020/21</td>
<td>Planning contributions – Direct developer delivery</td>
<td>CP2 CV6 CA3 CK1</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Land Adjacent to Trellick Tower</td>
<td>Public Realm improvements</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 – S106 / Direct developer delivery</td>
<td>CP2 CV6 CA4 Trellick – Edenhall SPD</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Land Adjacent to Trellick Tower</td>
<td>Provision of open space</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 – S106 / Direct developer delivery</td>
<td>CP2 CV6 CA4 Trellick – Edenhall SPD</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Silchester Estates</td>
<td>Public open space</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>
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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>
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<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</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>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</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>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</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>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>
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<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Silchester Estates</td>
<td>Supporting community facilities</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</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>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 / Developer delivery</td>
<td>CP2 CV9 CA9</td>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Earl's Court Detailed infrastructrue requirement</td>
<td>Community facilities - secured in redevelopment Additional new public open space.</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</td>
<td>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>
</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>Environment, Leisure and Residents Services</td>
<td>Earl's Court</td>
<td>Detailed infrastructure requirement s relating to the approved scheme are contained in an agreed S106</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>
</tr>
<tr>
<td>Environment, Leisure and Residents Services</td>
<td>Chelsea Farmers’ Market</td>
<td>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>
</tr>
<tr>
<td>Library Services</td>
<td>Borough wide Libraries</td>
<td>Planned capital refurbishment programme for all libraries</td>
<td>To ensure library buildings are fit for purpose</td>
<td>Planned capital refurbishment programme for all libraries, commencing with refurbishment and spatial layout and to ensure library buildings are fit for purpose</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>Library Services</td>
<td>Central Library Libraries</td>
<td>Planned capital refurbishment programme for all libraries</td>
<td>To ensure library buildings are fit for purpose</td>
<td>Planned capital refurbishment programme for all libraries, commencing with refurbishment and spatial layout and to ensure library buildings are fit for purpose</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, GLA, Arts, Council, Capital Projects Funding from Corporate Funding</td>
<td>CK1</td>
</tr>
<tr>
<td>Library Services</td>
<td>Notting Hill Library Libraries</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</td>
<td>CK1</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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<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</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>
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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>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>CV6</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>
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<td>Sources of funding</td>
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</table>
| Public Health and NHS        | Borough wide           | 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 | To support population in the borough. Requirements are population and health needs based. Needs are demonstrated to government and funding is agreed. | Primary Care requirement = 4.7 WTE GPs  
Primary Care Space requirement = 770 m². | NHS | NHS | Primary Care capital cost requirement = £2.4m.  
Secondary Care cost requirement = £4.4m. Total capital requirement = £6.8m (£680,000 per annum), dependent on NWL Estate Strategy and level of provision | Long term: By 2030/31 | Government grant funding mainly/ revenue funding from any lease or commercial lease/ Planning contributions - S106/ CIL | CK1 |
| Public Health and NHS        | King's Road and Sloane Square: NHS requirement | Kings Road/ Sloane Square/ Fulham Road West: there is limited GP provision (with exception of hospital). (S). | 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. | NHS | NHS | £1.5 million  
Long term: By 2030/31 Delivery timescales to be confirmed  
S106/ CIL Health contributions for period 2011-2021 | CK1 CP2 CV15 |
| Public Health and NHS        | Lots Road/World's End: NHS requirements | Lots Road Power Station Redevelopment comprising 420 homes and includes a new GP “doctor’s” surgery. | Expansion and enhancement of existing healthcare premises to meet current under-provision. | Facility to meet local population needs | NHS | NHS | £1.2 million  
Short term: By 2020/21  
Planning contributions - S106/ CIL / Direct developer delivery | CK1 CP2 CV9 CA9 |
| Public Health and NHS        | Notting Hill Gate: NHS requirements | GP Primary Care Facility to be located in the Holland Park, Notting Hill Gate Area. | To accommodate the services of two existing GP Practices. Potential patient list including future expansion = 20,000 patients. | New GP-led Integrated Primary Care Centre for Health and Wellbeing. Notional space | NHS | NHS | £1.96 million to £3.3 million  
Short term: By 2020/21  
Planning contributions - S106 | CK1 CP2 CV11 Notting Hill |
<table>
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<tr>
<th>Service</th>
<th>Where</th>
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<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>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 1,850 m²</td>
<td>NHS</td>
<td>NHS</td>
<td>Hospitals Service Strategy: Provision at cost: £0.9 million</td>
<td>Long term: By 2030/31</td>
<td>Planning contributions - S106/ CIL</td>
<td>CK1 CP2 CV11 Notting Hill Gate SPD</td>
</tr>
<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>
<td>NHS</td>
<td>NHS</td>
<td>£0.9 million</td>
<td>Short term: By 2020/21</td>
<td>NHS, Planning contributions - S106/ CIL</td>
<td>CK1 CP2 CV10</td>
</tr>
<tr>
<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></td>
<td>Refurbishment and remodelling of existing building for Adult Social Care</td>
<td>NHS</td>
<td>NHS</td>
<td>£1.653 million</td>
<td>Short / Medium term: 2016/17 to 2025/26 Delivery timescales to be confirmed</td>
<td>RBKC Capital Funding</td>
<td>CK1 CP2 CV10</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></td>
<td>Renewal of existing premises to support increased population</td>
<td>NHS</td>
<td>NHS</td>
<td>£0.464 million</td>
<td>Long term: By 2030/31</td>
<td>RBKC Capital Funding</td>
<td>CK1</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 to accommodate a larger patient list</td>
<td></td>
<td>Comprising up to 4 GP practices as well as delivery of Out of Hospital services</td>
<td>NHS</td>
<td>NHS</td>
<td>£3.5 million</td>
<td>Short term: 2017/18</td>
<td>NHS / CCG</td>
<td>CK1</td>
</tr>
<tr>
<td>Public Health and NHS</td>
<td>Earls Court Detailed infrastructure requirement s relating to the approved scheme are contained in</td>
<td>Locate estate suitable to accommodate local practices who are in non-compliant and cramped buildings with no capacity for expansion</td>
<td></td>
<td></td>
<td>NHS</td>
<td>NHS</td>
<td>Short / Medium term: By 2025/26</td>
<td>Planning contributions S106 / CIL/direct developer delivery</td>
<td>CK1 CP2 CV8 CA6</td>
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<td>Specific requirements</td>
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<tr>
<td>Public Health and NHS</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 GPs required to support the population Refer to the Kensal DIFS for detailed specification.</td>
<td>NHS</td>
<td>NHS</td>
<td>£4.8 million</td>
<td>Medium / Long term: 2020/21 - 2030/31</td>
<td>NHS / CCG</td>
<td>CK1 CP2 CV5 CA1</td>
</tr>
<tr>
<td>Public Health and NHS</td>
<td>Worthington Green</td>
<td>Healthcare facilities</td>
<td>Required as part of development Specific requirement to be confirmed</td>
<td>Developer</td>
<td>Developer</td>
<td>Developer</td>
<td>Costs to be confirmed</td>
<td>Short term: by 2020/21</td>
<td>Planning contribution – S106, Developer delivery</td>
<td>CK1 CP2 CV6 CA3</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>
<td>NHS</td>
<td>NHS</td>
<td>Costs to be confirmed</td>
<td>Short term: by 2020/21</td>
<td>Funding sources to be confirmed</td>
<td>CK1 CP2 CV8 CA7</td>
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<tr>
<td>Public Health and NHS</td>
<td>Earl's Court Detailed infrastructural requirement s 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>
<td>Expansion to enable adequate GP provision.</td>
<td>NHS</td>
<td>NHS</td>
<td>Short / Medium term: By 2025/26</td>
<td>Planning contributions S106 / CIL / direct developer delivery and NHS</td>
<td>CK1 CP2 CV8 CA6</td>
<td></td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Worthington Green: Metropolitan Police Service requirement s</td>
<td>Neighbourhood 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>
<td>Metropolitan Police Service</td>
<td>Cost is dependent on size of team.</td>
<td>Short term: by 2020/21</td>
<td>Metropolitan Police Service and planning contribution – S106/ CIL</td>
<td>CP2 CV6 CA3</td>
</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>
<td>Metropolitan Police Service</td>
<td>Metropolitan Police Service</td>
<td>Costing is dependent on size of team.</td>
<td>Long term: By 2030/31</td>
<td>Metropolitan Police Service and planning contribution – S106 / CIL</td>
<td>CP2 CV5 CA1</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Worthington 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</td>
<td>Additional or combining SNT premises.</td>
<td>Metropolitan Police Service</td>
<td>Metropolitan Police Service</td>
<td>Cost is dependent on size of team.</td>
<td>Short / Medium term: By 2025/26</td>
<td>Metropolitan Police Service and planning contribution – S106 / CIL</td>
<td>CP2 CV6 CA3</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>
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<td>Sources of funding</td>
<td>Policy Ref</td>
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<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>
<td>Metropolitan Police Service</td>
<td>Metropolitan Police Service</td>
<td>Cost to be confirmed</td>
<td>Long term: By 2030/31</td>
<td>Metropolitan Police Service and planning contribution – S106/ CIL</td>
<td>CP2 CV5</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>
<td>Metropolitan Police Service</td>
<td>Metropolitan Police Service</td>
<td>£1.1 million</td>
<td>Long term: By 2028-2029</td>
<td>Metropolitan Police Service and planning contribution – S106/ CIL</td>
<td>CP2 CV5</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>
<td>London Ambulance Service</td>
<td>London Ambulance Service</td>
<td>£500,000</td>
<td>Long term: By 2030/31</td>
<td>Metropolitan Police Service and planning contribution – S106/ CIL</td>
<td>CP2 CV5</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Chelsea Fire Station</td>
<td>Re-provide / Relocate</td>
<td>New site / new station</td>
<td>New site / new station</td>
<td>London Fire and Emergency Planning Authority</td>
<td>London Fire and Emergency Planning Authority</td>
<td>To be costed Dependant on exact nature of provision</td>
<td>Short / Medium term By 2022</td>
<td>LFPEA Funding / CIL</td>
<td>CK1</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Kensington Fire Station</td>
<td>Minor refurbishment</td>
<td>Minor refurbishment works as required.</td>
<td>Minor refurbishment works as required.</td>
<td>London Fire and Emergency Planning Authority</td>
<td>London Fire and Emergency Planning Authority</td>
<td>£28,000</td>
<td>Short / Medium term By 20/22</td>
<td>LFPEA Funding / CIL</td>
<td>CK1</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>North Kensington Fire Station</td>
<td>Refurbishment</td>
<td>Upgrades required as facilities are ageing.</td>
<td>Refurbishment works as required.</td>
<td>London Fire and Emergency Planning Authority</td>
<td>London Fire and Emergency Planning Authority</td>
<td>£791,000</td>
<td>Short / Medium term By 2022</td>
<td>LFPEA Funding / CIL</td>
<td>CK1</td>
</tr>
<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>Substation: £30 million depending on the design. Crossrail transformers: £2 million depending on design</td>
<td>Short term: By 2018</td>
<td>Funding source to be confirmed</td>
<td>CP2 CV5</td>
</tr>
<tr>
<td>Utilities</td>
<td>Counters Creek Storm Relief Sewer</td>
<td>Sewerage upgrades within the catchment</td>
<td>Storm relief sewage upgrades are required to address existing capacity constraints experienced during</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</td>
<td>Short term: TWUL (Regulated by Ofwat)</td>
<td></td>
<td>CE2</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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<td>(Counters Creek Catchment)</td>
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<td>storm conditions which can result in sewer flooding.</td>
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<td>2013 onwards</td>
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</tbody>
</table>

Utilities

Borough wide

Thames Tideway Tunnel

The Thames Tunnel will capture the flows of storm sewage from 34 combined sewer overflow points that currently discharge into the River Thames.

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 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).

Tideway on behalf of Bazalgette Tunnels Ltd

Tideway on behalf of Bazalgette Tunnels Ltd

£4.1 Billion

Development Consent Order granted in September 2014

Construction began in 2016.

Medium term: Completion expected in 2022

Privately funded (Regulated by Ofwat)
<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>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>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 = £500 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>33kv Substation 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>
</tr>
<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>
</tr>
<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 Refer to the Kensal DIFS for detailed specification.</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>
</tr>
<tr>
<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>
</tr>
<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>
</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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<td>When</td>
<td>Sources of funding</td>
<td>Policy Ref</td>
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<tr>
<td>Utilities</td>
<td>Kensal</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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<td>Canalside</td>
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<tr>
<td>Utilities</td>
<td>Kensal</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>Short term: By 2020 - 2021</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
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<td>Canalside</td>
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<tr>
<td>Utilities</td>
<td>Kensal</td>
<td>Telecoms</td>
<td>Critical enabling</td>
<td>Distribution cables and cabinets Refer to the Kensal DIFS for detailed specification. 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>
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<td>Canalside</td>
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<tr>
<td>Utilities</td>
<td>Kensal</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>Canalside</td>
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<tr>
<td>Utilities</td>
<td>Kensal</td>
<td>Potable Water</td>
<td>Critical enabling</td>
<td>Upgrade of 220m of 150mm dia to 300mm dia in Ladbroke Grove and Barlby 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>
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<tr>
<td>Utilities</td>
<td>Kensal</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>
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<td>Canalside</td>
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<tr>
<td>Utilities</td>
<td>Kensal</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>
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<td></td>
<td>Canalside</td>
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<tr>
<td>Utilities</td>
<td>Kensal</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: 2021 - 2030</td>
<td>Developer funding</td>
<td>CP2 CV5 CA1</td>
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<td></td>
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<tr>
<td>Utilities</td>
<td>Kensal</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>
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<td></td>
<td>Canalside</td>
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<tr>
<td>Utilities</td>
<td>Kensal</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>
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<td>Service</td>
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<td>Why</td>
<td>Specific requirements</td>
<td>Lead delivery organisation</td>
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<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>
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</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 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 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. 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.

<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>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>

38.2 Core Policies

<table>
<thead>
<tr>
<th>Policy CP 1: Quanta of Development</th>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP1 (1)</td>
<td>733 additional new homes a year to be provided</td>
<td>The net increase in additional residential units granted and completed.</td>
<td>Annual</td>
<td>Authority’s Monitoring Report.</td>
<td></td>
</tr>
<tr>
<td>CP1 (2)</td>
<td>A net increase in office floor-space of 86,600m² to 2028.</td>
<td>Net change of office floorspace implemented.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
<td></td>
</tr>
<tr>
<td>CP1 (3)</td>
<td>A net increase in retail floorspace.</td>
<td>Net change of comparison retail floorspace implemented.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
<td></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>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Policy CP 2: Places</th>
<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 to achieve the visions, principles and priorities set out in each of the Place chapters.</td>
<td>Progress with the delivery of the visions and priorities will be monitored.</td>
<td>Annually</td>
<td>Dependent on the nature of the visions, principles and priorities.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Policy CP 4: Quality of development and diversity of uses</th>
<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.</td>
<td>Annual</td>
<td>Authority’s Monitoring Report RBKC and RIBA</td>
<td></td>
</tr>
</tbody>
</table>
Policy C2: Planning Enforcement

C2 To investigate planning enforcement cases
To serve enforcement notices where breaches occur

Number of applications and pre-applications considered by the AAP.
Loss of non-residential floorspace both granted and completed.

Number of planning enforcement cases investigated
Number of enforcement notices served

Annual Authority’s Monitoring Report.

38.3 Monitoring Places

38.3.1 For Places we will monitor delivery of the visions, principles and priorities set out in each chapter annually in the Monitoring Report.

38.4 Monitoring Strategic Sites

38.4.1 Kensal Gasworks

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy CA1: Kensal Canalside</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CA1(a) Deliver 3,500 new residential units by 2031. Deliver 10,000m² of office floorspace by 2028 Deliver at least 2,000 sqm of non-residential and social and community floorspace by 2031.</td>
<td>The number and nature of new dwellings in the Kensal Gasworks Strategic Site. The amount of new Class B1 office floorspace in the Kensal Gasworks Strategic Site. The amount of new non-residential floorspace in the Kensal Canalside Opportunity Area.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
<td></td>
</tr>
<tr>
<td>CA1(b) Elizabeth Line station opened and operational by. 2026</td>
<td>The provision of a station on the Elizabeth Line which is open and operational in the Kensal Canalside Opportunity Area</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
<td></td>
</tr>
<tr>
<td>CA1(c) Deliver a supermarket on the site of a scale similar to the existing.</td>
<td>Net change of retail floorspace on the site.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
<td></td>
</tr>
<tr>
<td>CA1(d) (v) On-site renewable energy sources are operational on the Kensal Canalside Opportunity Area by 2028.</td>
<td>The presence of on-site renewable energy sources 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>
<td></td>
</tr>
<tr>
<td>CA1(e) (g) (v) On-site waste management facilities as part of the Kensal Gasworks development to deal with the development’s waste arisings.</td>
<td>The presence of an on-site waste treatment facility.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
<td></td>
</tr>
<tr>
<td>CA1(f) 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>
<td></td>
</tr>
<tr>
<td>CA1(g) High environmental standards in terms of construction and building materials.</td>
<td>Percentage of planning permissions refused which are not in compliance with Policy CA1.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
<td></td>
</tr>
<tr>
<td>CA1(h) Improve access to the canal.</td>
<td>The number of additional riverside walk, cycle ways and new access points created through development.</td>
<td>Annual</td>
<td>Acclaide development management administration system.</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>
<tr>
<td>CA1 (h) (s)</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 (h) (s)</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 (h) (q)</td>
<td>100% of new streets aid permeability and connect to the surrounding street network.</td>
<td>Changes in the Space Syntax map. Reviewed every 5 years. Planning and Borough Development data.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CA(h) (q)</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 (j)</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 (k)</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>Acocia development management administration system.</td>
</tr>
<tr>
<td>CA1 (r) (l)</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>Acocia 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 Bariby-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>Policy CA2 – Barby-Treverton</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<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) (h)</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>
</tbody>
</table>
CA2(f) 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. Nature and scale of new landscape and public realm improvements. Provision of a new access road. Annual Planning application information.

CA2(i) 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.

38.4.3 Worlington Green

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy CA3: Worlington Green</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CA3(a)</td>
<td>Minimum of 538 affordable residential units by 2023.</td>
<td>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 2023.</td>
<td>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 sqm of publicly accessible open space by 2023.</td>
<td>The area of replacement public open space.</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 by 2023.</td>
<td>Has an improved community facility including the provision of the existing community and leisure facilities been 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 2023.</td>
<td>At to A5 uses provided, by floorspace.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA3(f)</td>
<td>The provision of on-site renewable energy sources to form part of a district heat and energy network by 2023.</td>
<td>The provision of on-site renewable energy sources.</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 storage units on Munro Mews.</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.</td>
<td>Annual</td>
<td>Local housing need assessments in the area.</td>
</tr>
<tr>
<td>CA2(k)</td>
<td>Minimum at least 2297 sqm of publicly accessible open space provided from the start of construction until 2023.</td>
<td>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>CA2(l)</td>
<td>The reconnection of Portobello Road and Worlington Road to Ladbrooke Grove.</td>
<td>Are Portobello Road Worlington Road connected to Ladbrooke Grove?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA2(z)</td>
<td>S106 financial contributions as set out in CA2. the Worlington Green SPD and the S106 SPD by 2022.</td>
<td>Have sufficient s106 financial contributions been received?</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
</tbody>
</table>

38.4.4 Land 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>Policy CA4: Land Adjacent to Trellick Tower</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CA4(a)</td>
<td>Provision of a minimum of 60 residential units by 2021.</td>
<td>Residential units by tenure, size and total floorspace.</td>
<td>Annual</td>
<td>Acocplied development management information.</td>
</tr>
<tr>
<td>CA4(b)</td>
<td>A suitable setting for the designated heritage assets including Grade II&quot; listed Trellick Tower.</td>
<td>Has development provided a suitable setting for the designated heritage assets including Grade II&quot; listed Trellick Tower?</td>
<td>Planning application information.</td>
<td></td>
</tr>
<tr>
<td>CA 4 (c)</td>
<td>New social and community uses, by 2021.</td>
<td>The net change in social and community uses provided.</td>
<td>Annual</td>
<td>Acocplied development management information.</td>
</tr>
<tr>
<td>CA 4 (d)</td>
<td>Improvements to the public realm and open spaces around the site.</td>
<td>Quality of the public realm and open spaces around the site.</td>
<td>Annual</td>
<td>Planning application information.</td>
</tr>
<tr>
<td>CA4(e)</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>
### 38.4.5 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 appraisal 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) (e)</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>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>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>

### 38.4.6 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 (a)</td>
<td>Provide 900 dwellings by 2023.</td>
<td>Residential units by tenure, size and total floorspace.</td>
<td>Annual</td>
<td>Acola development management administration system.</td>
</tr>
<tr>
<td>CA6 (b)</td>
<td>Provide 10,000 sqm 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>Acola development management administration system.</td>
</tr>
<tr>
<td>CA6 (c)</td>
<td>Provide retail to serve day-to-day needs by 2023.</td>
<td>The amount of retail of a nature which serve day-to-day needs of those living, visiting and working within the site.</td>
<td>Annual</td>
<td>Acola development management administration system.</td>
</tr>
<tr>
<td>CA6 (d) and (f)</td>
<td>Provide a significant cultural facility, in the Earl's Court and West Kensington Opportunity Area by 2023.</td>
<td>The size and nature of the significant cultural facility, provided as part of planning application for the redevelopment of the Earl's Court and West Kensington Opportunity Area.</td>
<td>Annual</td>
<td>Acola development management administration system.</td>
</tr>
<tr>
<td>CA6 (e) &amp; (f)</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>Acola development management administration system.</td>
</tr>
<tr>
<td>CA6 (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>Acola development management administration system.</td>
</tr>
<tr>
<td>CA6 (h)</td>
<td>New development is low or carbon neutral in nature and the provision of on-site renewable energy sources by 2028.</td>
<td>The proposed development is low or carbon neutral in nature and a district heat and energy source is provided.</td>
<td>Annual</td>
<td>Acola development management administration system.</td>
</tr>
<tr>
<td>CA6 (i)</td>
<td>Provide a new urban quarter, which is well linked with its surroundings through improved east-west connections by 2023.</td>
<td>Integration of the new development with its surroundings and the provision of improved east-west connections.</td>
<td>Annual</td>
<td>Acola development management administration system.</td>
</tr>
<tr>
<td>CA6 (j) and (n)</td>
<td>Significantly improved residential amenity, pedestrian environment and public transport access in the area of the one-way system by 2023.</td>
<td>Reduced impact on traffic on the Earl’s Court one-way system and improved access to public transport interchanges. Highway contributions for the investigation and implementation of measures to return the Earl’s Court one-way system to two-way working.</td>
<td>Annual</td>
<td>Acola development management administration system.</td>
</tr>
<tr>
<td>CA6 (k)</td>
<td>A new open square fronting onto Warwick Road, with active frontages by 2023.</td>
<td>The presence of an open urban square fronting onto Warwick Road, with active frontages on the ground floor.</td>
<td>Annual</td>
<td>Acola development management administration system.</td>
</tr>
</tbody>
</table>
Policy | Target | Monitoring Indicator(s) | Frequency | Source
--- | --- | --- | --- | ---
CA6 (i) | Provide social and community facilities by 2023. | The presence of social and community facilities as part of the redevelopment of the site. | Annual | Acolaid development management administration system.
CA6 m) | Provide new public open space and opportunities to create biodiversity by 2023. | The presence of new open space and measures to create biodiversity as part of the redevelopment of the site. | Annual | Acolaid development management administration system.
CA6(o) | Improve tube, bus and rail access by 2023. | Nature of tube, bus and rail access provided. | Annual | Acolaid development management administration system.
CA6 (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 | Acolaid development management administration system.
CA6(q) | Improved pedestrian connectivity from and through the site and surrounding area to public transport facilities, and improved north/south cycle links by 2023. | Nature of pedestrian and north/south cycle links provided. | Annual | Acolaid development management administration system.
CA 6 (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 | Acolaid development management administration system.
CA 6 (s) | Provide education facilities or contributions by 2023. | The scale and nature of education facilities provided. | Annual | Acolaid development management administration system.
(u) | 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 | Acolaid development management administration system.

38.4.7 Warwick Road

Policy | Target | Monitoring Indicator(s) | Frequency | Source
--- | --- | --- | --- | ---
Policy CA 7: Warwick Road Sites
CA 7 (a) | Provide 1,219 dwellings by 2028 | Residential units by tenure, size and total floorspace. | Annual | Acolaid development management administration system.
CA 7 (a) (i) | Provide 281 dwellings including affordable housing units, on the Former Territorial Army site by 2020. | Residential units by tenure, size and total floorspace. | Annual | Acolaid development management administration system.
CA 7 (a) (ii) | Provide 158 dwellings, including affordable housing units, on the Empress Telephone Exchange site by 2020. | Residential units by tenure, size and total floorspace. | Annual | Acolaid development management administration system.
CA7 (a) (iii) | Provide 330 dwellings, including affordable housing units, on the Homebase site by 2022. | Residential units by tenure, size and total floorspace. | Annual | Acolaid development management administration system.
CA 7 (a) (iv) | Provide 450 dwellings, including affordable housing units, on the 100 / 100A West Cromwell Road site by 2028. | Residential units by tenure, size and total floorspace. | Annual | Acolaid development management administration system.
CA 7 (b) | Provide on-site public open space, including outdoor play space on the northern four sites. | Area of public open space on site. | Annual | Acolaid development management administration system.
CA 7 (lc), (g), (i) and (j) | 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 2028. | Nature and floorspace of leisure, social and community uses (Class D1), together with car parking and open amenity space provided on the site? | Annual | Acolaid development management administration system.
CA 7 (d) | Provide non-residential uses to provide active frontages at ground floor level on the northern four sites by 2020 | Presence of non-residential uses at ground floor level on the northern four sites? | Annual | Acolaid development management administration system.
CA 7 (f) | Provide affordable housing by 2020 | Residential units by tenure, size and total floorspace | Annual | Acolaid development management administration system.
CA6(h) (g) | Provide social and community facilities by 2020. | Have the proposed social and community facilities been provided as part of planning permissions for the sites? | Annual | Acolaid development management administration system.
CA6(i) (h) | Provide a community sports hall by 2020. | Has the proposed community and sports hall been provided as part of planning permissions for the redevelopment of the sites? | Annual | Acolaid development management administration system.
38.4.8 Warwick Road Estate

<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(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 creche and education facilities by 2020.</td>
<td>Have the proposed creche 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>CA 7(k)</td>
<td>Provide landscape improvements to 100/100A West Cromwell Road by 2028.</td>
<td>Nature of landscape improvements for the 100 West Cromwell Road site</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA 7(l)</td>
<td>Provide streetscape improvements to Warwick Road by 2028.</td>
<td>Nature of landscape improvements delivered as part of planning permissions for the 100 West Cromwell Road site</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA 7(m)</td>
<td>Provide pedestrian and cycle improvements by 2028.</td>
<td>Nature of pedestrian and cycle improvements provided as part of planning permissions for the sites</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA 7(n)</td>
<td>Provide floorspace for Safer Neighbourhoods unit by 2028.</td>
<td>Presence of Safer Neighbourhoods unit</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA 7(o)</td>
<td>Provide a contribution to facilitate the return of the Earl's Court one-way system to two-way working by 2020.</td>
<td>Nature and amount of financial contribution to facilitate the return of the Earl's Court one-way system to two-way working</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA(p)</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>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

38.4.9 Lots Road Power Station

<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>CA9(a)</td>
<td>Provide Flexible uses incorporating shops (A1), professional services (A2) or food and drink (A3): 1,029 sq.m.</td>
<td>Quantum and nature of class A floorspace.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA9(b)</td>
<td>Flexible uses incorporating shops (A1), professional services (A2), business (B1) or assembly and leisure (D2): 364 sq.m</td>
<td>Quantum and nature of Flexible A class, B1 or D2 class floorspace.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CA9(c)</td>
<td>Business (B1): 3,499 sq.m</td>
<td>Quantum of B1 Floorspace</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CA9(d)</td>
<td>Flexible uses incorporating non-residential uses (D1) or assembly and leisure (D2): 1653 sq.m</td>
<td>Quantum and nature of class D1 or D2 floorspace.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>
CA9(e) and CA9(o)  Provide 420 residential units, including at least 166 affordable units. The number and nature of residential units provided as part of the redevelopment of the site. Annual  Acolaid development management administration system.

CA9(f) and CA9(m)  Provision of open space and improvements to Westfield Park. The nature of open space improvements. Annual  Acolaid development management administration system.

CA9(g)  Contribution towards parking facilities, bus stops, river bus services, and travel plans Contributions made towards transport infrastructure and CIL payments Annual  Acolaid development management administration system.

CA9(h)  Improvements to the Chelsea Harbour Pier The nature of the Chelsea Harbour Pier. Annual  Information extracted from Transportation Department datasets

CA9(i)  Road junction improvements The nature of the road junctions on, and surrounding the development site. Annual  Information extracted from Transportation Department datasets

CA9(j)  Cycle and pedestrian improvements The nature of the facilities/ provisions for cyclists and pedestrians. Annual  Information extracted from Transportation Department datasets

CA9(k)  Streetscape improvements The nature of streetscape improvements. Annual  Information extracted from Transportation Department datasets

CA9(q)  Works and maintenance of Chelsea Creek How well maintained the Chelsea Creek is. Annual  Acolaid development management administration system.

CA9(r)  Adherence to design quality standards The quality of the design and standards within the scheme. Annual  Acolaid 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>CA10(a)</td>
<td>Site at Lots Road</td>
<td>Provision of at least 55 extra care units</td>
<td>Residential units by tenure, size and total floorspace.</td>
<td>Annual</td>
</tr>
<tr>
<td>CA10(b)</td>
<td></td>
<td>Provide 4000 sq m of commercial floorspace</td>
<td>Quantum and nature of class A and B floorspace.</td>
<td>Annual</td>
</tr>
<tr>
<td>CA10(c)</td>
<td></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>
</tr>
<tr>
<td>CA10(d)</td>
<td></td>
<td>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>
</tr>
<tr>
<td>CA10(e)</td>
<td></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>
</tr>
<tr>
<td>CA10(f)</td>
<td></td>
<td>Protection of the auction house use</td>
<td>Quantum and quality of A1 Auction house use.</td>
<td>Annual</td>
</tr>
<tr>
<td>CA10(g)</td>
<td></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>
</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>
</tr>
</thead>
<tbody>
<tr>
<td>CA11(a)</td>
<td>Harrington Road</td>
<td>Provision of at least 50 residential units.</td>
<td>The number of residential units provided as part of the redevelopment of the site.</td>
<td>Annual</td>
</tr>
<tr>
<td>CA11(b)</td>
<td></td>
<td>Provision of active street frontages to Harrington Road</td>
<td>The presence of an active street frontage on Harrington Road</td>
<td>Annual</td>
</tr>
</tbody>
</table>
A development which positively contributes to the character and appearance of the area and the surrounding buildings.

The nature of the development and its impact upon the character and appearance of the surrounding area.

Annual

Acolad development management administration system.

Development that positively contributes to the character and appearance of the Queen’s Gate Conservation Area;

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.

Annual

Acolad development management administration system.

Development of a scale and density that is appropriate to its surroundings;

The nature of the development and how well it sits within the existing townscape.

Annual

Acolad development management administration system.

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

Acolad development management administration system.

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>
</tr>
</thead>
<tbody>
<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>Acolad 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>Acolad 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>Acolad 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>Acolad 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>Acolad development management administration system.</td>
</tr>
</tbody>
</table>

38.5 Monitoring Strategic Objectives Policies

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CK1(a)</td>
<td>Full occupation of new Academy in North Kensington by 2018.</td>
<td>Provision of a new Academy school in North Kensington and enrolment and pupil registration of the Academy.</td>
<td>Annual</td>
<td>Information extracted from planning application information and school admissions data.</td>
</tr>
<tr>
<td>CK1(b)</td>
<td>Current percentage of access to facilities as detailed in the Walkable Neighbourhoods evidence base report is not diminished and expanded upon where appropriate.</td>
<td>Percentage of social and community facilities increases or decreases.</td>
<td>Annual</td>
<td>Information extracted from planning application information and GIS datasets.</td>
</tr>
<tr>
<td>CK1(c)</td>
<td>No overall loss of facilities across the Borough.</td>
<td>Changes of use from social and community uses to other uses if results in a decrease.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CK1(d)</td>
<td>Increase the existing land bank of social and community uses.</td>
<td>Changes of use from 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</td>
<td>Protect local shopping facilities and individual shops through the provision of new facilities in areas of deficiency to ensure that 77% or more of the Borough is within 5 minutes (400m) walk of these facilities, and improved.</td>
<td>Number of local convenience retail units created and to ensure that 77% of the Borough or more is within a 400m walk of facilities.</td>
<td>Annual</td>
<td>Information extracted from shopfront survey.</td>
</tr>
</tbody>
</table>

Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities
<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CK3</td>
<td>Improve upon existing percentages as detailed in the Walkable Neighbourhoods base report.</td>
<td>Percentage of the area of the Borough which is deficient in social and community uses as defined in Keeping Life Local.</td>
<td>Annual</td>
<td>Information extracted from planning application information and GIS datasets.</td>
</tr>
<tr>
<td>CK3</td>
<td>Seek increase in provision of both local authority and non-local authority educational establishments.</td>
<td>Number of educational establishments.</td>
<td>Annual</td>
<td>Information extracted from planning application information.</td>
</tr>
<tr>
<td>CK3</td>
<td>To ensure transport services and access to them is improved, particularly in areas where services are currently less good and to ensure that new development is located in areas where public transport accessibility is good.</td>
<td>Access to services and facilities by transport, walking and cycling.</td>
<td>Annual</td>
<td>National indicator 175.</td>
</tr>
<tr>
<td>CK3</td>
<td>85% of the Borough's area within an 800 metre walk of GP surgery.</td>
<td>Percentage of the area of the Borough within an 800 metre walk of a GP surgery.</td>
<td>Annual</td>
<td>Information extracted from GIS datasets.</td>
</tr>
</tbody>
</table>

**Policy CF1: Location of new shop uses**

<table>
<thead>
<tr>
<th>Code</th>
<th>Requirement</th>
<th>Monitoring Indicator</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CF1(a)</td>
<td>100% located in town centres or meeting the requirements of the sequential test.</td>
<td>Location of new shop floorspace</td>
<td>Annual</td>
<td>Information extracted from approved planning applications that have been built.</td>
</tr>
<tr>
<td>CF1(b)</td>
<td>100% located within existing higher order town centres or identified adjoining sites.</td>
<td>Location of new retail development with a floor area of 400m² (gross external) or more.</td>
<td>Annual</td>
<td>Information extracted from approved planning applications that have been built.</td>
</tr>
<tr>
<td>CF1(c)</td>
<td>New shops of less than 400m² provided in all areas of retail deficiency as shown on the plan within Chapter 30 (Keeping Life Local) by 2028.</td>
<td>Progress with development of new shops of less than 400m² in areas of retail deficiency – floorspace of new units created.</td>
<td>Annual</td>
<td>Information extracted from planning applications/ approved applications that have been built.</td>
</tr>
<tr>
<td>CF1(d)</td>
<td>Latimer: 1,000 sq m of additional retail floorspace to be occupied. Kensal: New neighbourhood centre by the end of the plan period.</td>
<td>Progress in the establishment of new centres in Latimer and Kensal.</td>
<td>Annual</td>
<td>Information extracted from planning applications/ approved applications that have been built.</td>
</tr>
<tr>
<td>CF1(e)</td>
<td>100% meet the criteria set out in policy section (e).</td>
<td>Any approved applications which do not comply with policy CF1 parts (a) to (d).</td>
<td>Annual</td>
<td>Information extracted from approved planning applications that have been built.</td>
</tr>
</tbody>
</table>

**Policy CF2 - Retail Development in Town Centres**

<table>
<thead>
<tr>
<th>Code</th>
<th>Requirement</th>
<th>Monitoring Indicator</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CF2(a)</td>
<td>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).</td>
<td>Scale and nature of approved development.</td>
<td>Annual</td>
<td>Information extracted from approved planning applications that have been built.</td>
</tr>
<tr>
<td>CF2(b)</td>
<td>(i) 100% of approved development having a range of unit sizes. (ii) No amalgamation of units permitted.</td>
<td>(i) Range of shop unit sizes (ii) Amalgamation of units</td>
<td>Annual</td>
<td>Information extracted from approved planning applications built.</td>
</tr>
</tbody>
</table>

**Policy CF3 - Diversity of uses within town centres**

<table>
<thead>
<tr>
<th>Code</th>
<th>Requirement</th>
<th>Monitoring Indicator</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CF3(a)</td>
<td>(i) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria in the following categories: (ii) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria in the following categories: (iii) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria in the following categories: 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 front- age 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 take-away (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>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>CF3(b)</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>CF3(c)(d)(e)</td>
<td>100% of approved applications (including appealed decisions) meeting the criteria.</td>
<td>Number of applications refused for loss of retail uses above or below ground floor level within town centres where the applicant could not successfully demonstrate that their loss will not adversely affect the essential shopping character and function of the centre.</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
<tr>
<td>CF3(d)(e)(d)</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>Policy CF4 - Street Markets</td>
<td>CF4(a)</td>
<td>No loss of street markets in the borough.</td>
<td>Number of all the borough's street markets.</td>
<td>Annual</td>
</tr>
<tr>
<td>CF4(b)</td>
<td>New or expanded markets meeting the criteria.</td>
<td>Number of new or expansion of existing street markets where this fits with the broader retail strategy and strategic objectives for the town centres they would be located in or adjacent to.</td>
<td>Annual</td>
<td>The number of markets being managed through the Markets Office.</td>
</tr>
<tr>
<td>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 reprovision.</td>
<td>Annual</td>
<td>Information extracted from applications for change of use that have been implemented.</td>
</tr>
<tr>
<td>Policy CF5 - Location of business uses</td>
<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 offices except where: (i) the office is in an employment zone and being replaced by a light industrial user, workshop or other use which 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.</td>
<td>Annual</td>
</tr>
<tr>
<td>CF5(b)</td>
<td>A net increase in the number of very small, small and medium-sized offices (up to 1000 m²) 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>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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</tr>
<tr>
<td>CF5(c)</td>
<td>A net increase in the number of large offices, located in line with the criteria detailed in the policy.</td>
<td>Number of applications (and floorspace) granted and implemented for; 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.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(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 floorspace over 100m² to be flexible, capable of accommodating a range of unit sizes.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td><strong>Light industrial</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<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 throughout the borough.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<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 granted.</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><strong>Employment zones</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>CF5 (i)</td>
<td>No net loss of business floorspace in Employment Zones unless to a uses which supports the character and function of the zone.</td>
<td>Loss of business floorspace of uses which directly support the function and character of the zone.</td>
<td>Annual</td>
<td>Employment Land and Premises Study Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF5(j)</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 (k)</td>
<td>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</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td><strong>Policy CF6 - Creative and Cultural Businesses</strong></td>
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<tr>
<td>CF6</td>
<td>An increase in the number of premises of a size suitable for the creative and cultural businesses. (Very small, small and medium units).</td>
<td>Promote and protect the workspaces needed to support the creative and cultural industries across the borough.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td><strong>Policy CF7 - Arts and Culture Uses</strong></td>
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<tr>
<td>CF7(a)</td>
<td>No loss of arts and cultural uses in the borough.</td>
<td>Applications granted for net loss of arts and cultural uses.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td>CF7(b)</td>
<td>Arts and cultural development that generates large numbers of visitors in locations with a 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>
<td>Source</td>
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</tr>
<tr>
<td>CF7(c)</td>
<td>Any enabling development approved for the provision of arts or cultural uses.</td>
<td>Applications granted for enabling development on land or buildings where the current of last use was arts and cultural uses in order to provide alternative arts and cultural uses on site or improve arts and cultural uses elsewhere in the borough.</td>
<td>Annual</td>
<td>Information extracted from planning applications that have been implemented.</td>
</tr>
<tr>
<td><strong>Policy CF8 - Hotels</strong></td>
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<tr>
<td>CF8(a)</td>
<td>No loss of hotels or bed spaces</td>
<td>Applications granted for loss of hotels or hotel bed spaces</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><strong>Policy CF9 – Temporary Sleeping Accommodation</strong></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><strong>Policy CF10 – Diplomatic and Allied Uses</strong></td>
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<tr>
<td>CF10</td>
<td>Resist the creation of any new diplomatic uses within the defined “unsuitable” areas.</td>
<td>Number of new embassies created within “unsuitable area”. 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><strong>Policy CF11 – South Kensington Strategic Cultural Area</strong></td>
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<tr>
<td>CF11</td>
<td>An increase in visitors to principal cultural uses in the South Kensington Strategic Cultural Area.</td>
<td>Number of visitors to main arts and cultural uses in the South Kensington Strategic Cultural Area.</td>
<td>Annual</td>
<td>Visit London Annual Visitor Survey</td>
</tr>
<tr>
<td><strong>Policy CT1 - Improving alternatives to car use</strong></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 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(n)</td>
<td>Ensure that new development adjacent to the River Thames or Grand Union Canal improves public transport and freight on the water and walking and cycling alongside it.</td>
<td>Use of policy and achievement of its aims.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
<tr>
<td>CT1(o)</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(p)</td>
<td>Protect existing footways and footpaths.</td>
<td>Use of policy and achievement of its aims.</td>
<td>Annual</td>
<td>AMR</td>
</tr>
</tbody>
</table>

**Policy CT2 - New and enhanced rail infrastructure**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CT2(a)</td>
<td>Establish an Elizabeth Line station at Kensal.</td>
<td>The provision of an Elizabeth Line 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 at Westway Circus</td>
<td>The provision of a new station at Westway Circus</td>
<td>Annual</td>
<td>TfL</td>
</tr>
<tr>
<td>CT2(c)</td>
<td>Protect the safeguarded route for Crossrail 2.</td>
<td>Safeguarded route protected, including for new station on King’s Road.</td>
<td>Annual</td>
<td>TfL</td>
</tr>
</tbody>
</table>

**CR1 - Street Network**

<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>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. NI 5: Overall/general satisfaction with local area.</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>Acolaid 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>
</tbody>
</table>

**Policy CR2 - Three-Dimensional Street Form**

<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>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>Acolaid 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>Acolaid development control administration system</td>
</tr>
<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>
</tbody>
</table>

**Policy CR3 - Street and Outdoor Life**

<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>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>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<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 - Streetscapes</strong></td>
<td></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).</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 streetscene 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></td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CR5(e)</td>
<td>To deliver on site external play space.</td>
<td>Proportion of appeals dismissed where CR5(e) is cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>CR5(f)</td>
<td>To improve biodiversity and wildlife habitats within the borough.</td>
<td>Improvements in biodiversity in the borough.</td>
<td>Annual</td>
<td>Core Output indicator 8</td>
</tr>
<tr>
<td>CR5(g)</td>
<td>To protect the open spaces bounding the Royal Hospital.</td>
<td>The proportion of appeals dismissed where CR5(g) is cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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<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 Cremona 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>Acolaed development management administration 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>Policy CR6 - Trees and landscape</td>
<td></td>
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</tr>
<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>Acolaed development management administration 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>Policy CR7 - Servicing</td>
<td></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>Acolaed development management administration system. Authority’s Monitoring Report</td>
</tr>
<tr>
<td>Policy CL1 - Context and Character</td>
<td></td>
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<tr>
<td>CL1(a), (b), (f), (g), (h), (i)</td>
<td>All development will be designed to respect context and character of the Royal Borough within the plan period.</td>
<td>Percentage of appeals dismissed where CL1(a), (b), (f), (g), (h) or (i) is the reason for refusal.</td>
<td>Annual</td>
<td>Acolaed 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>Acolaed 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>Acolaed development management administration system.</td>
</tr>
<tr>
<td>Policy CL2 - Design Quality</td>
<td></td>
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<tr>
<td>CL2(a) &amp; (b)</td>
<td>All new development will be of high quality architectural and urban design.</td>
<td>The number of design awards granted. Building for Life Assessments. Core Output Indicator H6. Percentage of appeals where CL2(a) or (b) was the reasons for refusal. The number of developments that used architectural competitions to design the proposal.</td>
<td>Annual</td>
<td>Royal Borough of Kensington and Chelsea and RIBA design awards. Core Output indicators.</td>
</tr>
<tr>
<td>Policy CL3 - Heritage Assets - Conservation Areas and Historic Spaces</td>
<td></td>
<td></td>
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</tr>
<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>Acolaed development management administration system.</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
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</tr>
<tr>
<td>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>
<tr>
<td><strong>Policy CL4 - Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology</strong></td>
<td></td>
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</tr>
<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>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 where CL4(g) cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td><strong>Policy CL5 - Living Conditions</strong></td>
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<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>
<tr>
<td><strong>Policy CL6 - Small-scale Alterations and Additions</strong></td>
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<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>
<tr>
<td><strong>Policy CL7 – Basements</strong></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 break down by size and type. Number of relevant applications granted over a two year period which do not comply with the limits set out in the policy. Appeals upheld on grounds of extent specified in the policy. Number of enforcement notices served relating to basement development being built not in accordance with the approved drawings.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/Crystal Reports. Appeal analysis. Acolaid enforcement monitoring system. Department of Planning and Borough Development</td>
</tr>
<tr>
<td></td>
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<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>Policy</td>
<td>Target</td>
<td>Monitoring Indicator</td>
<td>When</td>
<td>Measured How</td>
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<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>
</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>
</tr>
<tr>
<td>CL7 (g) &amp; (h)</td>
<td>Improve the character or appearance of the building, garden or wider area with sensitively designed and discreetly sited external manifestations such as light wells.</td>
<td>Proportion of appeals upheld where the reason for refusal related to external manifestations of basements.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/Crystal Reports</td>
</tr>
<tr>
<td>CL7 (i)</td>
<td>Ensure that the basement does not increase total volume and flow of surface water run-off through appropriate use of SuDS.</td>
<td>Proportion of applications which include an element of basement development which have an effective SuDS. Proportion of appeals upheld in relation to the provision of SuDS.</td>
<td>Annually</td>
<td>Through planning data on Acolaid/Crystal Reports</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator</td>
<td>When</td>
<td>Measured How</td>
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<tr>
<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>
</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>
</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>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator</td>
<td>When</td>
<td>Measured How</td>
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<tr>
<td>CL7(n)</td>
<td>Ensure that basements are protected from sewer flooding.</td>
<td>Proportion of applications which include an element of basement development which have included the provision of a suitable pumped device. Number of sewer flooding incidents reported to Thames Water. Proportion of appeals upheld where ground of appeal includes absence of provision of the suitable pumped devices.</td>
<td>Annually</td>
<td>Reported by Thames Water</td>
</tr>
<tr>
<td></td>
<td></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>
</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><strong>Policy CL8 - Existing Buildings – Roof Alterations/Additional Storeys</strong></td>
<td>All roof alterations will respect the architectural style and character of the building. All roof alterations will have a positive impact on the Borough’s skyline.</td>
<td>Percentage of appeals where CL8 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td><strong>Policy CL9 - Existing Buildings – Extensions and Modifications</strong></td>
<td>All extensions and modifications will respect the architectural style and character of the building.</td>
<td>Percentage of appeals where CL9 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td></td>
<td>All extension heights will have a positive impact on the Borough’s skyline.</td>
<td>Percentage of appeals where CL9 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td></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 management administration system.</td>
</tr>
<tr>
<td><strong>Policy CL10 - Shopfronts</strong></td>
<td>All new shopfronts and alterations will have a positive impact on the streetscene.</td>
<td>Percentage of appeals where CL10 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td><strong>Policy CL11 - Views</strong></td>
<td>All new buildings and extensions heights will have a positive impact on the Borough's skyline</td>
<td>Percentage of appeals where CL11 cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td></td>
<td>To maintain the strategic and local vistas views and gaps.</td>
<td>Percentage of appeals dismissed where CL11(a) cited as the reason for refusal.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
</tbody>
</table>

**Policy CL12 - Building Heights**
<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>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.</td>
<td>Annual</td>
<td>Acolaid development management administration system.</td>
</tr>
<tr>
<td></td>
<td>That 100% of application for tall buildings are full planning applications.</td>
<td>Percentage of appeals dismissed where CL12 cited as the reason for refusal.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Policy CH1: Increasing Housing Supply</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>CH1(a)</td>
<td>To deliver the required provision of housing.</td>
<td>Housing trajectory Plan period and housing targets</td>
<td>Annual</td>
<td>London Development Database and analysis of likely future housing developments.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Net and gross housing completions and approvals (previous years, current year, future years).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CH1(b)</td>
<td>No approvals for amalgamations where there is the net loss of more than one residential unit.</td>
<td>Net loss of residential units</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>CH1(e)</td>
<td>Protection of all market residential use and floorspace 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>London Development Database</td>
</tr>
<tr>
<td>CH1(f)</td>
<td>Protection of all affordable housing floorspace and units.</td>
<td>Percentage of qualifying development refused where this policy is quoted as a reason for refusal.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td><strong>Policy CH2: Affordable Housing</strong></td>
<td></td>
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<tr>
<td>CH2(a)</td>
<td>To deliver the required proportion of starter homes.</td>
<td>Proportion of starter homes secured.</td>
<td>Annual</td>
<td>London Development Database</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(c)</td>
<td>Separate to any starter homes provision, require appropriate split between social/affordable rented and intermediate housing provision.</td>
<td>Net and gross affordable housing completions and approvals – including % of different affordable housing tenures.</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>CH2(f(i))</td>
<td>Receipt of viability assessment for all schemes where less than 35% affordable housing is proposed.</td>
<td>Receipt of viability assessments submitted alongside affordable housing scheme applications.</td>
<td>Annual</td>
<td>Acolaid development management administration system</td>
</tr>
<tr>
<td>CH2(f(ii))</td>
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<td>CH2(f(ii))</td>
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<td>CH2(f(ii))</td>
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<tr>
<td><strong>Policy CH3: Housing Size Mix and Standards</strong></td>
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<tr>
<td>CH3(a)</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><strong>Policy CH4: Specific Housing Needs</strong></td>
<td></td>
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<tr>
<td>CH4(a) &amp; (b)</td>
<td>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>CH4(d)</td>
<td>Support for self-build.</td>
<td>The number of self-build serviced plots.</td>
<td>Annual</td>
<td>Acolaid development management administration system</td>
</tr>
<tr>
<td>CH4(e)</td>
<td>Build to rent scheme proposals</td>
<td>Completions and approvals of schemes classified as build to rent</td>
<td>Annual</td>
<td>Acolaid, London Development Database</td>
</tr>
<tr>
<td>CH4(f)</td>
<td>Student housing proposals</td>
<td>Completions and approvals of student housing</td>
<td>Annual</td>
<td>London Development Database</td>
</tr>
<tr>
<td>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
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<tr>
<td>CH4(i)</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>
<td>London Development Database</td>
</tr>
<tr>
<td>Policy CH45: Estate Regeneration</td>
<td>CH5</td>
<td>Deliver the maximum reasonable amount of affordable housing and meet the needs of existing residents through estate regeneration.</td>
<td>Net change in the amount of affordable housing provision.</td>
<td>Annual</td>
</tr>
<tr>
<td>Policy CH6: Gypsy and Traveller Accommodation</td>
<td>CH6</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>Policy CE1 - Climate Change</td>
<td>CE1(a) to (f)</td>
<td>34% reduction in carbon dioxide emissions against 1990 levels by 2020; 80% reduction in carbon dioxide emissions against 1990 levels by 2050</td>
<td>Boroughwide carbon dioxide emissions.</td>
<td>Annual</td>
</tr>
<tr>
<td>Policy CE1 - Climate Change</td>
<td>CE1(a) to (d) (f)</td>
<td>20% increase in energy generation from renewable sources</td>
<td>Energy generation from renewable sources in kWh/year including a record of type, location and output.</td>
<td>Annual</td>
</tr>
<tr>
<td>Policy CE1 - Climate Change</td>
<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>
</tr>
<tr>
<td>Policy CE1 - Climate Change</td>
<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>
</tr>
<tr>
<td>Policy CE1 - Climate Change</td>
<td>CE1(c) to (e)</td>
<td>CCHP, or similar, proposed at all the strategic site allocations, Kensal, Worthington Green, Latimer and Earl’s Court.</td>
<td>Have the strategic site allocations 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>
</tr>
<tr>
<td>Policy CE1 - Climate Change</td>
<td>CE1(e)</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 or similar.</td>
<td>Annual</td>
</tr>
<tr>
<td>Policy CE1 - Climate Change</td>
<td>CE1(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>
</tr>
<tr>
<td>Policy CE2 - Flooding</td>
<td>CE2(a), h, j &amp; (f)</td>
<td>0 planning applications should be granted</td>
<td>Number of planning applications granted contrary to Environment Agency advice or Lead Local Flood Authority advice.</td>
<td>Annual</td>
</tr>
<tr>
<td>Policy CE2 - Flooding</td>
<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>
</tr>
<tr>
<td>Policy CE2 - Flooding</td>
<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>
</tr>
<tr>
<td>Policy CE2 - Flooding</td>
<td>CE2(d)</td>
<td>100% where required.</td>
<td>Percentage of qualifying planning applications which propose adequate flood risk measures.</td>
<td>Annual</td>
</tr>
<tr>
<td>Policy CE2 - Flooding</td>
<td>CE2(e)</td>
<td>100% where required.</td>
<td>Percentage of qualifying planning applications which propose maintenance of flood risk assets and measures.</td>
<td>Annual</td>
</tr>
<tr>
<td>Policy CE2 - Flooding</td>
<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>
</tr>
<tr>
<td>Policy CE2 - Flooding</td>
<td>CE2(i)</td>
<td>100% where required.</td>
<td>Percentage of qualifying planning applications which propose permeable surfaces in gardens and landscaped areas.</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>CE2(f)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(j)</td>
<td>100% where required.</td>
<td>Percentage of qualifying planning applications which propose SuDS where required.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE2(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.</td>
<td>Upon receipt of planning application</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 water and sewerage infrastructure.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
</tbody>
</table>

**Policy CE3 - Waste**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE3(a)</td>
<td>5kg/household reduction from previous year (445kg/household in 2015/16)</td>
<td>Residential household waste</td>
<td>Annual</td>
<td>National Indicator 191.</td>
</tr>
<tr>
<td>CE3(a)</td>
<td>26.90% (QPRB 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) and (b)</td>
<td>Meet the London Waste apportionment Gap as established in the WRWA WPA Waste Technical Paper (2016)</td>
<td>Tonnes of waste sent for reuse, recycling and composting.</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</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</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</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 a Site Waste Management Plan for demolition and construction waste has been submitted.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
</tbody>
</table>

**Policy CE4 - Biodiversity**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE4(a)</td>
<td>55% 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 B information from Greenspace Information for Greater London (GIGL)</td>
</tr>
<tr>
<td>CE4(c)</td>
<td>100% of all qualifying development</td>
<td>Percentage of qualifying development where an Ecological Impact Assessment has been submitted</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
</tbody>
</table>

**Policy CE5 - Air Quality**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Target</th>
<th>Monitoring Indicator(s)</th>
<th>Frequency</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<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>Policy</td>
<td>Target</td>
<td>Monitoring Indicator(s)</td>
<td>Frequency</td>
<td>Source</td>
</tr>
<tr>
<td>--------</td>
<td>--------</td>
<td>-------------------------</td>
<td>-----------</td>
<td>--------</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>
</tbody>
</table>

**Policy CE6 - Noise and Vibration**

<table>
<thead>
<tr>
<th>CE6 (a) to (d)</th>
<th>These should be kept to a minimum</th>
<th>Number of noise and nuisance complaints where planning permission has been granted, including the location and potential noise source.</th>
<th>Annual</th>
<th>Local Indicator 4151 using HHACS data</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE6 (a) to (d)</td>
<td>0 appeals allowed.</td>
<td>Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.</td>
<td>Annual</td>
<td>Extracted from planning application information.</td>
</tr>
<tr>
<td>CE6 (d)</td>
<td>None set</td>
<td>Number of tranquil quiet areas designated and reasons for designation?</td>
<td>Annual</td>
<td>Interview with Senior Noise and Nuisance Officer</td>
</tr>
<tr>
<td>CE6</td>
<td>Control the impact of noise and vibration sources during both construction and operational phases of development.</td>
<td>Enforcement cases relating to Construction Traffic Management Plans. Complaints made to Environmental Health with regard noise and vibration. Number of s60 notices served. Percentage of appropriate large developments where the developer has entered into a voluntary s61 agreement with the Council in order to mitigate the potential impact.</td>
<td>Annual</td>
<td>Enforcement data on Acolaid and information from the Environmental Heath team.</td>
</tr>
</tbody>
</table>

**Policy CE7 - Contaminated Land**

<table>
<thead>
<tr>
<th>CE7</th>
<th>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.</th>
<th>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.</th>
<th>Annual</th>
<th>The Borough’s Environmental Heath team</th>
</tr>
</thead>
</table>
Chapter 39  Contingencies and Risks for Site Allocations

Housing Provision

39.1.1 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.

39.1.2 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.

Infrastructure and Site 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).

39.1.4 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.

39.1.5 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 the risk that infrastructure will not be forthcoming can be mitigated, or addressed at an early stage.

39.1.6 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 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).
39.1.7 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.
<table>
<thead>
<tr>
<th>SITE ALLOCATIONS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Kensal:</strong> Elizabeth Line Station and significant volumes of development on the Kensal Canalside Opportunity Area.</td>
<td></td>
</tr>
<tr>
<td>b) Regeneration linked to significant improvements in accessibility may be reduced</td>
<td>Plan B: Improve local accessibility through bus-based improvements and off site rail improvements, and maintain relatively high development densities.</td>
</tr>
<tr>
<td>Yes</td>
<td>Kensington Canalside Transport and Development Infrastructure Funding Study 2016.</td>
</tr>
<tr>
<td>Risk (i) Network Rail identifies the station and/or additional track cannot be accommodated</td>
<td>This would allow the Council to meet its Housing targets and deliver some local regeneration benefits albeit at a reduced density.</td>
</tr>
<tr>
<td>Medium</td>
<td>X/a</td>
</tr>
<tr>
<td>High</td>
<td>The development potential would be limited by bus-based improvements. However, whilst the accessibility of the area as a whole may not be transformed as it would by a rail station, testing indicates that increasing the PTAL from 2-3 to 4 can be achieved by adding extra bus routes.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Plan C: Accept the ‘status quo’ and not deliver any significant volume of development.</td>
<td>Plan B: Reduced development on the sites as a whole. In addition, development on the adjacent site would need to take into account the HSE buffer zone which limits residential dwellings.</td>
</tr>
<tr>
<td>Kensington Canalside Transport and Development Infrastructure Funding Study 2016.</td>
<td>This would allow the Council to meet its Housing targets and deliver some local regeneration benefits albeit at a reduced density.</td>
</tr>
<tr>
<td>Medium</td>
<td>X/a</td>
</tr>
<tr>
<td>High</td>
<td>The development potential would be less if the regeneration effect upon the area as a whole is reduced.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Plan C: Increase development on remaining sites to compensate.</td>
<td>This option was not explicitly explored as it is not a realistic option.</td>
</tr>
<tr>
<td>X/a</td>
<td>If unrealistic to suggest that, taking the safety zone into account, the remaining sites would achieve this objective.</td>
</tr>
<tr>
<td></td>
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<td></td>
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<td></td>
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<tr>
<td>------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Risk (ii) North Pole Depot is not released for redevelopment</td>
<td>High</td>
</tr>
<tr>
<td>Risk (iv) The station and bridge are not built at the same time as the High Speed 2 Line and Crossrail station at Old Oak Common.</td>
<td>Medium</td>
</tr>
<tr>
<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>
</tr>
<tr>
<td>No.</td>
<td>Policy</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>3</td>
<td>Worthington Green Estate renewal</td>
</tr>
<tr>
<td></td>
<td>including the building of additional private homes for sale alongside the replacement social rented dwellings</td>
</tr>
<tr>
<td>4</td>
<td>Land adjacent to Trellick Tower</td>
</tr>
<tr>
<td>5</td>
<td>Silchester Estates: estate renewal</td>
</tr>
<tr>
<td></td>
<td>including the building of additional private homes for sale alongside the replacement social rented dwellings</td>
</tr>
<tr>
<td>6</td>
<td>Warwick Road sites</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<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>
</tr>
<tr>
<td>8</td>
<td>Earl's Court Exhibition Centre: mixed use redevelopment including an exhibition or convention use</td>
</tr>
<tr>
<td>8</td>
<td>Earl's Court Exhibition Centre: mixed use redevelopment including an exhibition or convention use</td>
</tr>
<tr>
<td>8</td>
<td>Earl's Court Exhibition Centre: mixed use redevelopment including an exhibition or convention use</td>
</tr>
<tr>
<td>9</td>
<td>Lots Road Power Station</td>
</tr>
<tr>
<td>10</td>
<td>Site at Lots Road</td>
</tr>
</tbody>
</table>

284
<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>Impact on the strategy if risk occurs?</th>
<th>Plan B Required?</th>
<th>Potential Alternatives from which other options are drawn</th>
<th>Source of Plan B</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>11</td>
<td>Harrington Road</td>
<td>Reduction in housing provision, and the possibility the Borough may not meet its housing targets</td>
<td>Yes</td>
<td>Risk (i) The site is not brought forward for development</td>
<td>High</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>n/a</td>
<td>Delivery may not come forward</td>
</tr>
<tr>
<td>12</td>
<td>Chelsea Farmers' Market</td>
<td>Reduction in housing provision, and the possibility the Borough may not meet its housing targets</td>
<td>Yes</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>n/a</td>
<td>Delivery would be delayed</td>
</tr>
</tbody>
</table>
Section 3 Supporting Information
Chapter 40 Housing Trajectory and Supporting Information

40.1 Housing Trajectory

40.1.1 The London Plan, sets out a housing target of 733 dwellings per annum\textsuperscript{165} 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{166} to 15 years resulting in an overall target of 10,995 units.

First five year period (2016/17 to 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{167} 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:

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 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 FY2018/19. On sites of 25 units or more the best available information has been used to estimate the timing of completions.

\textsuperscript{165} Table 3.1 London Plan 2016 (as amended)
\textsuperscript{166} Policy 3.3D Increasing Housing Supply, London Plan 2016 (as amended)
\textsuperscript{167} See glossary
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 (2021/22 – 2030/31)**

40.1.4 The NPPF requires that for this period a supply of specific, developable\(^{168}\) 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 as deliverable in the housing trajectory\(^{169}\). This information is provided in the tables below.

40.1.8 The housing trajectory currently shows a total development pipeline of 11,694 net additional units for the 15 year period 2016/17 to 2030/31. The total target over the same period is 10,995 units. Therefore the total capacity is about 700 units above the borough target over the same period.

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\(^{168}\)See glossary

\(^{169}\)Please note that the 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.
<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</td>
<td>0</td>
<td>46</td>
<td>388</td>
</tr>
<tr>
<td>2017/18</td>
<td>364</td>
<td>0</td>
<td>46</td>
<td>410</td>
</tr>
<tr>
<td>2018/19</td>
<td>1,145</td>
<td>0</td>
<td>46</td>
<td>1,191</td>
</tr>
<tr>
<td>2019/20</td>
<td>1,072</td>
<td>152</td>
<td>46</td>
<td>1,270</td>
</tr>
<tr>
<td>2020/21</td>
<td>959</td>
<td>152</td>
<td>46</td>
<td>1,157</td>
</tr>
<tr>
<td>Total</td>
<td>3,882</td>
<td>304</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>

**Source of 5 Year Housing Supply**

![Housing Trajectory 2015-16](chart.png)
## 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>Wornington Green Phases 2 and 3</td>
<td>Planning permission granted for Phase 2, Planning application expected for Phase 3</td>
<td>281</td>
<td>281</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Land Adjacent to Trellick Tower</td>
<td>Supplementary Planning Document prepared for site</td>
<td>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>
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<td>Earl’s Court Exhibition Centre</td>
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<td>930</td>
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<td>Site at Lots Road</td>
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<td>Harrington Road</td>
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<tr>
<td><strong>Total number of dwellings</strong></td>
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<td>8,098</td>
<td>2,740</td>
<td>2,755</td>
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### 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.
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).

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.

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, 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).

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)

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)

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 table is to show how the extant UDP Policies and original Core Strategy Policies (adopted in 2010) relate to this latest version of the Local Plan (2016/17). These tables fulfil the requirements laid out in Regulation 8(5) The Town and Country Planning (Local Planning) (England) Regulations 2012. All UDP Policies are superseded upon the adoption of the Local Plan Partial Review.

<table>
<thead>
<tr>
<th>Core Strategy / Local Plan Chapter</th>
<th>Existing Local Plan Policies</th>
<th>Already been subject to Core Strategy Review?</th>
<th>Resultant Existing Local Plan Policies</th>
<th>Local Plan Partial Review (LPPR) Policy which supersedes existing Local Plan Policy</th>
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<td><strong>Section 1 Spatial Strategy</strong></td>
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<td>2 Issues and Patterns: Our Spatial Portrait</td>
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<td>CV5 Vision for Kensal</td>
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### Existing Local Plan Policies

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### Section 2 Delivery Strategy

#### Section 2A Allocations and Designations

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#### Section 2B Policies and Actions

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<th>29 Policies and Actions</th>
<th>C1 Infrastructure Delivery and Planning Obligations</th>
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<td>UDP H8 To require the provision of appropriate social and community facilities within major residential schemes</td>
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<td>30 Keeping Life Local</td>
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<td>CK1 Social and Community Uses</td>
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<td>CK2 Local Shopping Facilities</td>
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<td>CK3 Walkable Neighbourhoods and Neighbourhood Facilities</td>
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<td>31 Fostering Vitality</td>
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<td>CF3 Diversity of uses within Town Centres</td>
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<td>CF4 Street Markets</td>
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<td>CF5 Location of Business Uses</td>
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<td>CF9 Temporary Sleeping Accommodation</td>
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<td>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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<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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## Existing Local Plan Policies

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<td><strong>32 Better Travel Choices</strong></td>
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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 Terrace
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
- 1-23 (odd) Kensington Church Street
- 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
- 2-26 (even) Kensington High Street (Royal Garden Hotel)
- 101a Kensington High Street
- 239-249 (odd) Kensington High Street (including 1-9 Earl’s 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
184-194 (even) Pavilion Road
265-267 Pavilion Road
1, 1a, 215, 4a Duke of York’s Square
9 Duke of York’s Square
12-17, 22-24, 30-41 Duke of York’s Square
50-55, 65 Duke of York’s Square
70-76, 80-90, 100 Duke of York’s Square
King's Road (East) Major Centre

Primary Shopping Frontage
9-97a (odd) King's Road
105-115 (odd) King's Road
119-163 (odd) King's Road
2-234 (even) King's Road
King's Walk Mall (all units), 122 King's Road
15 Flood Street
27a-36 (inclusive) Sloane Square
Block A, Duke of York HQ, King's Road

King's Road (East) Major Centre

Secondary Shopping Frontage
2a-12 (even) Symons Street
15-16 Symons Street
214-224 (even) 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
- 240-306b (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
2-4 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
- 156-252 (even) Portobello Road
- 179-251 (odd) Portobello Road
- 303/303a Westbourne Park Road
- 281 Westbourne Grove

### Secondary Shopping Frontage
- 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
South Kensington District Centre

**Primary Shopping Frontage**
- 43-97 (odd) Old Brompton Road
- 1-86 (even) Old Brompton Road
- 3-31 (odd) Bute Street
- 4-28 (even) Bute Street
- 1-19 (odd) Harrington Road
- 1-11 (odd) Pelham Street
- 38-48 (even) Thurloe Street

**Secondary Shopping Frontage**
- 1-141 Old Brompton Road
- 99-115 (odd) Old Brompton Road
- 88-92a (even) Old Brompton Road
- 3-17 (odd) Glendower Place
- 2-12 (even) Glendower Place
- 21-37 (odd) Harrington Road
- 1-13 (odd) South Kensington Station Arcade
- 2-8 (even) South Kensington Station Arcade
- 20-36 (even) Thurloe Street
- 25-45 (odd) Thurloe Street
- 17-18 (inclusive) Cromwell Place
- 23-26 (inclusive) Cromwell Place
- 25-39 (inclusive) Thurloe Place
- 1a-19 (odd) Exhibition Road
- 2a-12 (even) Exhibition Road
- 17-18 (inclusive) Cromwell Place
- 108-108a Queen’s Gate

317
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
42.2 Neighbourhood Town Centres

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1. Barby Road
67-77 Barby Road
118 Dalgarno Gardens

2. Ladbroke Grove (North)
341-351 Ladbroke Road
310-320 Ladbroke Grove

3. Golborne Road (North)
12-30 Golborne Road
7-19a Golborne Road

4. North Pole Road
2-24 North Pole Road
13-21 North Pole Road
485-493 Latimer Road
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<td>80-150 Holland Park Avenue</td>
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<td>71-127 Gloucester Road</td>
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<td>134-156 Gloucester Road</td>
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<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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<td>23. Old Brompton Road (East)</td>
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<td>142-176 Old Brompton Road</td>
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<td>153-165 Old Brompton Road</td>
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<td>24. The Billings</td>
<td>25. Fulham Road - Old Church Street</td>
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<td>346-366 Fulham Road</td>
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<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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<td>26. Walton Street</td>
<td>27. Lowndes Street</td>
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<td>46-56 Walton Street</td>
<td>25 a-g - 31 (inc.) Lowndes Street</td>
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<td>1-25 Walton Street</td>
<td>12/12a Cadogan Place</td>
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<th>28. Pont Street</th>
<th>29. Sloane Avenue</th>
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<td>4-16 Pont Street</td>
<td>45- 81 Sloane Avenue</td>
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<td>1-17 Pont Street</td>
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<td>20 Lowndes Street</td>
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<th>30. Elystan Street</th>
<th>31. Chelsea Manor Street</th>
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<td>1-43 Elystan Street</td>
<td>47-65 Chelsea Manor Street</td>
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<td>2-8 Elystan Street</td>
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<td>1-17, 23 Cale Street</td>
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<td>2-30 Cale Street</td>
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<td>1, 53 Godfrey Street</td>
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<th>32. Lower Sloane Street</th>
<th>33. Golborne Road (Special District)</th>
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<td>54-66 Lower Sloane Street</td>
<td>51-105 Golborne Road</td>
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<td>61-97 Lower Sloane Street</td>
<td>38-112 Golborne Road</td>
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<td>76-92 Pimlico Road</td>
<td>308-332 – 342 Portobello Road</td>
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<td>8-24 Holbein Place</td>
<td>319- 373 Portobello Road</td>
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<th>34. Worlds End</th>
<th>35. Talbot Road</th>
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<td>488-512 King’s Road</td>
<td>104- 120 Talbot Road</td>
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<td>385-487 King’s 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>
<th>36. Latimer Road Station</th>
<th>37. High Street Kensington/ Warwick Road</th>
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<tr>
<td>3-11 Bramley Road</td>
<td>346- 348 Kensington High Street</td>
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<td>21- 41 Bramley Road</td>
<td>360 Kensington High Street</td>
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<td>86 and 92 Bramley Road</td>
<td>361 – 375 and 383, 389 and 391</td>
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<td>25 Lockton Street</td>
<td>Kensington High St</td>
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<td>195 – 199 Warwick Road</td>
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Ladbroke Grove Station Neighbourhood Centre
Stratford Road Neighbourhood Centre
Kensington High Street/ Warwick Road Neighbourhood Centre
### Chapter 43 Evidence Base

**Keeping Life Local**

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<thead>
<tr>
<th>Source</th>
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<tbody>
<tr>
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<td>Facts and Figures about the 2005.</td>
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<td>Picture of our Community: 2008.</td>
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<td>March &quot;Development of a new school in the North of the Borough&quot;.</td>
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<td>Walkable Neighbourhood And Reasoned Justification on Social and</td>
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**Fostering Vitality**

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<td>Office Market Commentary in Kensington and Chelsea in relation to the proposed changes to permitted development rights. Frost Meadowcroft (February 2013)</td>
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<tr>
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<td>Regeneris, Crossrail Regeneration Benefits Kensal Addendum, 2012</td>
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<td>Golborne/Trellick</td>
<td>Royal Borough of Kensington and Chelsea (RBKC), Wornington Green Planning Brief Supplementary Planning Document (SPD), 2009</td>
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<td>RBKC, Trellick-Edenham Planning Brief SPD, 2015</td>
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<td>Latimer</td>
<td>Royal Borough of Kensington and Chelsea (RBKC), Land underneath and close to the Westway Planning Brief (SPD), 2012</td>
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<td>RBKC, Considerations for Estate Regeneration Proposals: Silchester East and West, 2017</td>
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<td>Earl's Court</td>
<td>RBKC and LBHF, Earl's Court and West Kensington Opportunity Area Joint Opportunity Area SPD, 2012</td>
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<td>RBKC, Warwick Road Planning Brief SPD, 2008</td>
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<tr>
<td>RBKC, Considerations for Estate Regeneration Proposals: Warwick Road Estate, 2017</td>
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<td>Warwick Road sites planning permissions.</td>
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<td>Earl's Court Planning permissions</td>
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<td>Lots Road/Worlds End</td>
<td>Lots Road Power Station, Planning Permission (Appeal Decision).</td>
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<td>Portobello/Notting Hill Gate</td>
<td>Royal Borough of Kensington and Chelsea (RBKC), Notting Hill Gate Supplementary Planning Document (SPD), 2015</td>
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<td>RBKC, Land underneath and close to the Westway SPD, 2012</td>
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<td>Kensington High Street</td>
<td>Royal Borough of Kensington and Chelsea (RBKC), Heythrop College Supplementary Planning Document (SPD), 2016</td>
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<td>Futurecity and BOP Consulting, Cultural Placemaking in the Royal Borough of Kensington and Chelsea, 2012</td>
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<td>Knightsbridge</td>
<td>Nathaniel Lichfield and Partners for RBKC Retail and Leisure Needs Study (update), May 2016</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)

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 prediction and/or monitoring that Air Quality Objectives will be exceeded.

Amalgamation of residential units. This is where separate dwellings within an existing building in residential use or in new build residential scheme 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. 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, 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.

**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.

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.

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 for trade, business, sport, recreation or entertainment as defined in Schedule 1 of the Controlled Waste Regulations 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 mandatory charge on development which Local Planning Authorities 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 Strategy. 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 Appraisal (CAA). 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 term is no longer used in the NPPF and is the name of the older iterations of the 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. 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. The services that will use the rail link from December 2018 will be known as the ‘Elizabeth Line’.

Crossrail 2. 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.

**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.
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. 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.

**FLIP Valves.** Flooding Local Improvement Projects which consist of a small self-contained pumping unit designed to pump sewage and rainwater from the private drains of a property to the main sewer in the road. It is able to do this even when the sewer is full. The device also contains a non-return valve, to prevent backflow from the sewer. 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 referred to in the 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 Gypsies and Travellers as defined in Annex 1 of the Planning Policy for Traveller Sites.

**Habitable room.** 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 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.** 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 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.

**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.

**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.

**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 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.

**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 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.

**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 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 waste (MW).** 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. 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.

**New and emerging technologies.** Technologies that are either still at a developmental stage or have only recently started operating at a commercial scale. They may be new applications of existing technologies. In relation to waste, they include such technologies as anaerobic digestion, Mechanical Biological Treatment (BMT), pyrolysis and gasification.

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

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

**Nitrogen oxides (NOx).** A generic term for mononitrogen oxides (usually NO and NO2).

**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 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.

**Packing 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 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).

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.

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 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 2016)).

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.

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)

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).** 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) 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).** 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 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. SuDS could include the storage of rainwater for later use, the use of infiltration techniques, such as porous surfaces, green
and blue roofs, 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 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 a planning 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 550km of London’s red routes and other important streets.

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

Very small office. 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.