

Local Plan Partial Review

Further Proposed Modifications 2

February 2018



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Black: Existing Consolidated Local Plan text (July 2015)

Red: [Draft Policies Regulation 18 consultation \(October 2016\)](#)

Blue: [Publication Policies Regulation 19 consultation \(February 2017\)](#)

Green: [Submission Proposed Modifications \(May 2017\)](#)

Orange: [Further Proposed Modifications \(October 2017\)](#)

Purple: [Further Proposed Modifications \(February 2018\)](#)

All Chapters

Reference	Policy/Para	Modification	Reason
MINOR/149	Throughout	<i>Consequential renumbering of chapters, paragraphs and site allocations</i>	In light of all Proposed Modifications. Likely to be done as minor modifications at the point of adoption.

Chapter 4: Delivering Success: Our Spatial Strategy

Reference	Policy/Para	Modification	Reason
MAIN/042	Paragraph 2.6	In terms of business uses, the Employment Land and Premises Study shows there is a forecast demand of just short of 70,000 sq.m (750,000 sq.ft) of net additional space in the plan period. Of this, just over 45,000 sq.m (484,000 sq.ft) is in the pipeline in existing permissions. If office demand is phased evenly over the plan period, this level of building will meet office demand until 2017. That leaves approximately 20-25,000 sq.m (269,000 sq.ft) of office floorspace to be provided for. Much of this is to be located at Kensal and on the Earl's Court Exhibition Centre site. Further work may	To reflect the most recent estimate of office floorspace need as per the 2017 London Office Policy Review, and the 2017 office pipeline.

		<p>reveal that there is a greater capacity for office uses in these locations. There is, however, no provision in the plan (nor does the Council wish there to be) to require office provision to be provided strictly in line with a periodic phasing: it is not desirable to close off opportunities for the provision of business uses early in the plan period simply because of a theoretical phasing approach. 45,000 <u>46,240</u> sq m of additional office floorspace between 20146 and the end of the plan period in 2028^[1]. When including the B1(a) floorspace which has been lost since 20146 and the net loss of B1 floorspace currently in the development pipeline this translates to a net demand of 47,100 sq m. an undersupply of 86,600 <u>93,100</u> sq m. Whilst the Council has identified some 5 <u>2,000</u> sq m of additional B1 office space as being likely to come forward outside of the recognised pipeline, this still leaves an under supply of approximately 88,000 <u>84,600</u> sqm, or some 6,3500 <u>sq m</u> pa from 2016-4 to the end of the plan period. The development pipeline would suggest that this demand is likely to be accommodated over the <u>plan period</u>, with much of this The Council recognises that some further <u>B class floorspace is likely to come forward be forthcoming through the intensification of business uses on existing sites.</u> However, given the differential in value between office and residential land such windfalls are likely to be relatively modest. Those windfalls which do come forward are likely to be located within the borough's three The borough's <u>Employment Zones</u> are likely to have an important role in this regard.</p> <p><u>[1] London Office Policy Review, (2017) Floorspace Projections, GLA Peter Brett Associates, July 2014.</u></p>	
<p>MAIN/043</p>	<p>Policy CP1 (part 2) Quanta of Development</p>	<p><u>seek to provide</u> 47,100 <u>93,600</u> 93,600 <u>86,600</u> sq.m of <u>additional</u> office floorspace to 2028;</p>	<p>To reflect the most recent estimate of office floorspace need as per the 2017 London Office Policy Review, and the 2017 office pipeline.</p>

Chapter 5: Kensal

Reference	Policy/Para	Modification	Reason
MINOR/209	5.1.1	<u>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. The Principles, Priorities and Delivery outlined below will be subject to further technical and feasibility studies that will consider infrastructure requirements and triggers, and development phasing.</u>	This addition reflects the fact that further evidence and technical studies may impact on the principles, priorities and delivery sections of this chapter.
MINOR/210	5.2 Context, 3 rd Bullet	<u>The area has relatively poor public transport accessibility compared to the rest of the borough. The Crossrail 1 Elizabeth Line run above ground in the existing rail corridor through Kensal Canalside. A Crossrail station here would will improve accessibility, enhance employment prospects for local people and stimulate regeneration and growth in this part of the borough.</u>	Reflects a statement of fact.
MINOR/211	5.7.3	<u>There is only one road access to the site north of the railway line and the junction with Ladbrooke Grove is now at close to capacity. This severely constrains the traffic generating development that can be accommodated on the site without significant transport improvements or reductions in existing traffic generating uses on the site. Optimal development of the site can only be achieved with a new road bridge over the railway line, improving access, and a new Kensal Portobello Crossrail Elizabeth Line station, reducing the need for private car ownership. Building the new road bridge requires release of at least part of the North Pole railway depot to the south, which is currently designated for railway use. The north site should make provision for the future road bridge, however, associated land should be released for development should it be deemed unnecessary by the Local Planning Authority following further technical assessment. A new station on the Elizabeth Line would improve rail access, network</u>	Factual correction. Provides additional detail on possible future scenarios.

		accessibility and help to reduce the need for private car ownership. The Council will ensure that any development adjacent to the KCOA will not prejudice the deliverability of necessary transportation infrastructure, with particular regard to the improvement of access from the opportunity area onto Ladbroke Grove.	
MINOR/212	Immediately following CA1 (Kensal Canalside Opportunity Area) box (page 57)	The above mentioned allocation set out within criterion (a) - (w) would be subject to further technical and feasibility assessment that will consider infrastructure requirements based on residential capacity testing, viability and an appropriate phasing strategy.	This addition reflects the fact that further evidence and technical studies may impact on the allocation.
MINOR/213	CA1 Site Constraints (page 58)	Kensington and Chelsea Cemeteries Tier II Archaeological Priority Area	Adding an additional site constraint designated at the site following Historic England's review of APAs in K&C in 2016

Chapter 9: Lots Road / Worlds End

Reference	Policy/Para	Modification	Reason
MINOR/214	CA10 Site Constraints (page 98)	Chelsea Riverside Tier II Archaeological Priority Area	Adding an additional site constraint designated at the site following Historic England's review of APAs in K&C in 2016.

Chapter 31: Fostering Vitality

Reference	Policy/Para	Modification	Reason
MINOR/215	Paragraph 31.2.38	<p>There is a forecast demand for 15 per cent growth of office jobs between 2004 and 2026. This equates to a net increase of 60,000sq.m (750,000sq.ft) of office floorspace between 2008 and the end of the plan period. For industry and warehousing, The forecast is for a small reduction of required stock of just 4,500sq.m (50,000sq. ft) or just 180 jobs. The type of units sought does vary. For light industrial uses, most take-up is in units to about 230sq.m (2,500sq.ft), whereas for offices, most take-up is for units between 45sq.m and 75sq.m (500sq.ft and 800sq.ft)^[1]. This is not to say that there is no demand for larger units within the borough. The recent building-out of some large scale office developments indicates that there is <u>of 46,240 45,000 sq m of additional office floorspace between 20146 and the end of the plan period in 2028². When including the B1(a) floorspace which has been lost since 20146 and the net loss of B1 floorspace currently in the development pipeline this translates to a net demand of 47,100 sq m undersupply of 86,600 93,100 sq m. Whilst the Council has identified some 52,000 sq m of additional B1 office space likely to come forward outside of the recognised pipeline, this still leaves an under supply of approximately 84,600 88,000 sqm, or some 6,5300 sq m pa from 2014 6 to the end of the plan period.</u></p> <p>[1] ibid [2] [2] London Office Policy Review, (2017) Floorspace Projections, GLA Peter Brett Associates, July 2014.</p>	To reflect the most recent estimate of office floorspace need as per the 2017 London Office Policy Review, and the 2017 office pipeline.
MINOR/216	Paragraph 31.2.39	<p>The Council recognises that development pipeline would suggest that this demand is likely to be accommodated over the plan period, with <u>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</u></p>	To reflect the most recent estimate of office floorspace need as per the 2017 London Office Policy Review, and the 2017 office pipeline.

		<u>between office and residential land such windfalls are likely to be relatively modest. Any loss of the existing business stock will hinder the Council's ability to meet this need. widen the under supply still further.</u>	
MINOR/217	Paragraph 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, <u>Talbot Road, Latimer Road Station,</u> Westbourne Park Road, Clarendon Cross, Holland Park Avenue, Holland Road, Napier Road, Kensington High Street (West), Thackeray Street, Pembroke Road, Earl's Court Road, Earl's Court Road North, <u>Kensington High Street (Warwick Road),</u> Stratford Road, Gloucester Road, Cromwell Road Air Terminal, Gloucester Road (South), Old Brompton Road (West), Old Brompton Road (East), Field Road, The Billings, Fulham Road (Old Church Street), Walton Street, Lowndes Street, Pont Street, Sloane Avenue, Elystan Street, Chelsea Manor Street, Lower Sloane Street, and the World's End, <u>and Fulham Road/Brompton Cemetery.</u>	Change name of existing neighbourhood centre to reflect local interest.

Chapter 35: Diversity of Housing

Reference	Policy/Para	Modification	Reason
MINOR/218	35.3.13	<u>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 policy on</u>	Policy D6: Optimising housing density of the Draft London Plan, December 2017 ¹ is proposing a design led approach to optimising density. Whilst the Draft London Plan Policy D6 is subject to consultation and may take a different form in its final adopted form, it shows the direction of travel. To maintain the flexibility in Policy CH1 to reflect the emerging London Plan policy on density, it is proposed to modify the wording of Policy CH1 d. to remove reference to the London Plan density matrix and refer to the London Plan policy on

¹ <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/draft-new-london-plan/london-plan/chapter-3-design>

		<p><u>housing density Sustainable Residential Quality 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.</u></p>	<p>housing density. This will also ensure that the policy does not get out of date a short time after its adoption.</p>
MINOR/219	Policy CH1 (Increasing Housing Supply)	<p><u>d. optimise the number of residential units delivered in new developments by taking into account the London Plan policy on housing density relevant range within the London Plan Sustainable Residential Quality dDensity mMatrix.</u></p>	<p>Policy D6: Optimising housing density of the Draft London Plan, December 2017 is proposing a design led approach to optimising density. Whilst the Draft London Plan Policy D6 is subject to consultation and may take a different form in its final adopted form, it shows the direction of travel. To maintain the flexibility in Policy CH1 to reflect the emerging London Plan policy on density, it is proposed to modify the wording of Policy CH1 d. to remove reference to the London Plan density matrix and refer to the London Plan policy on housing density. This will also ensure that the policy does not get out of date a short time after its adoption.</p>
MINOR/220	35.3.89	<p>The shortage and high cost of land <u>in the borough</u> means that there <u>are many competing land uses. -will be limited opportunities for new Gypsy and Traveller sites pitches.</u> <u>The Council has commenced agreed a Joint Site Appraisal Study Methodology (2016) with the London Borough of Hammersmith and Fulham which will to established investigate opportunities to provide new Gypsy and Traveller sites within the two boroughs.</u> A site appraisal for this borough has been undertaken. <u>However, the The boroughs will work with partners, RSLs Rregistered Pproviders, developers, and neighbouring authorities, the Mayor of London and TfL to explore making provision in line with the most up to date needs assessment over the plan period.</u> The Council will continue to work with LBHF and these partners to seek to address the findings from the Joint</p>	<p>To reflect ongoing joint work and to explain how sites will be brought forward in the future.</p>

		<p><u>GTANA by producing an options paper following the completion of both site appraisals. The Council and LBHF will explore all available options in meeting the objectives of national policy in order to identify a NPPF compliant supply of sites. meet the identified need. A site(s) will be allocated as part of a forthcoming specific Gypsy and Traveller DPD.</u></p>	
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Chapter 36: Respecting Environmental Limits

Reference	Policy/Para	Modification	Reason																								
MINOR/221	36.3.37	<p><u>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.</u></p> <table border="1"> <thead> <tr> <th></th> <th colspan="5">Apportionment (tonnes per annum)</th> </tr> <tr> <th></th> <th>2016</th> <th>2021</th> <th>2026</th> <th>2031</th> <th>2036</th> </tr> </thead> <tbody> <tr> <td><u>RBKC</u></td> <td><u>138,000</u></td> <td><u>160,000</u></td> <td><u>190,000</u></td> <td><u>194,000</u></td> <td><u>198,000</u></td> </tr> <tr> <td><u>WPAs in the WRWA</u></td> <td><u>683,000</u></td> <td><u>790,000</u></td> <td><u>944,000</u></td> <td><u>961,000</u></td> <td><u>981,000</u></td> </tr> </tbody> </table> <p><u>London Plan Waste Apportionment target for RBKC and the WPAs in the WRWA area</u></p>		Apportionment (tonnes per annum)						2016	2021	2026	2031	2036	<u>RBKC</u>	<u>138,000</u>	<u>160,000</u>	<u>190,000</u>	<u>194,000</u>	<u>198,000</u>	<u>WPAs in the WRWA</u>	<u>683,000</u>	<u>790,000</u>	<u>944,000</u>	<u>961,000</u>	<u>981,000</u>	<p>To reflect that the waste apportionment target will change during the plan period with the adoption of the new London Plan and to ensure that the RBKC Local Plan will remain flexible and not become out of date a short time after its adoption in respect of waste.</p>
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MAIN/222	36.3.38	<p><u>The Council has prepared a joint Waste Technical Paper with the other WPAs in the WRWA area. The Waste Technical Paper sets out the waste arisings within the WRWA area for waste streams and the ability to meet the London Plan apportionment. This establishes that the available waste treatment capacity in the borough to help meet the waste apportionment is 30,660 tpa. The Council is safeguarding Cremorne Wharf for future waste use which has an estimated capacity of between 23,400 tpa. The capacity in the borough will therefore increase to 54,060 tpa by 2036.</u></p>	<p>To reflect the additional capacity in the borough from a safeguarded site in the borough</p>																								

MAIN/223	36.3.39	<p><u>The Waste Technical Paper concludes that there is currently a shortfall of 167 ktpa of capacity to meet its apportionment within the borough. Including capacity from the safeguarded Cremorne Wharf site, this will reduce to 143,940 tpa by 2036. The borough's apportionment gap increases to 2036, this is a result of the increasing London Plan apportionment target over the period. Due to the constrained nature of the Bborough 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 could be met within the WRWA area. an apportionment capacity surplus of 47ktpa in 2036.</u></p>	<p>To reflect the additional capacity in the borough from a safeguarded site in the borough and that joint work with the WRWA WPAs is still ongoing.</p>
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Chapter 42: Town Centre Maps

Reference	Policy/Para	Modification	Reason
MINOR/224	Map	19. Cromwell Road (Air Terminal)	Change name of existing neighbourhood centre to reflect local interest.
MINOR/225	Table 42.2	20. Cromwell Road (Air Terminal)	Change name of existing neighbourhood centre to reflect local interest.

Chapter 45: Glossary

Reference	Policy/Para	Modification	Reason
MINOR/226	Existing Use Value plus	<p><u>The ‘Existing Use Value plus’ (EUV+) approach to determining the benchmark land value is based on the current use value of a site plus an appropriate site premium. The principle of this approach is that a landowner should receive at least the value of the land in its ‘pre-permission’ use, which would normally be lost when bringing forward land for development. A premium is usually added to provide the landowner with an additional incentive to release the site, having regard to site circumstances. Further guidance on the approach including on the premium is set out in the Mayor’s Affordable Housing and Viability SPG, August 2017.</u></p>	<p>Core document SUB5 footnote 429 refers to a definition of Existing Use Value plus in the glossary but inadvertently the definition was not provided. The minor modification is making this correction.</p>
MINOR/227	Major Development	<p><u>Development involving any one or more of the following:</u> <u>(a) the winning and working of minerals or the use of land for mineral-working deposits;</u> <u>(b) waste development;</u> <u>(c) the provision of dwellinghouses where—</u> <u>(i) the number of dwellinghouses to be provided is 10 or more; or (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i);</u> <u>(d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or</u> <u>(e) development carried out on a site having an area of 1 hectare or more.</u></p>	<p>To update the definition in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015.</p>