



Local Plan, September 2019



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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This document has been produced to include all the Main Modifications recommended by the Local Plan Partial Review (LPPR) Planning Inspector as well as the Council's Minor and Additional modifications as adopted. It incorporates all the extant policies and their supporting text from the Consolidated Local Plan 2015.

Adopted: 11 September 2019

Foreword

Kensington and Chelsea has changed dramatically since the tragic events of 14 June 2017 when 72 people lost their lives as a result of the fire in Grenfell Tower in North Kensington. The appalling events of that night forever changed the lives of those who were bereaved and who survived the events of that night. The tragedy also had a profound impact on the local community, laying bare existing concerns and inequalities.

The Grenfell tragedy has had a wide and deep impact on the conscience of London and on the wider nation. It has shone a searching light on public policy, on urban renewal policies, on resident safety, on the development and management of social housing, and on the assumptions underlying the delivery of local government services.

The Council submitted its Local Plan in 2017 just before the tragedy. Immediately after, in July 2017, we ceased all estate based regeneration in this borough. We committed that any future changes would be co-designed with the residents living within the relevant estate and be subject to a binding resident vote. This was reflected in changes to our Local Plan as submitted as we gave no site allocations or new policies related to Council owned estates. The Latimer Place chapter was removed and will only be replaced after close working with the community who live there and with their backing. However, the Council acknowledges that its corporate focus at that time was on addressing the urgent and pressing needs of over 200 families that had survived the fire and who needed immediate rehousing. The Council accepts that it did not make sufficient alterations to its Local Plan in the light of the tragedy.

Following representations from bereaved and survivors of the Grenfell tragedy, the Council has taken the opportunity of redrafting key elements of the Local Plan so as to take fuller account of the implications of the tragedy.

The Council is genuinely committed to changing the way it works and putting local communities at the heart of everything it does. This means starting with community concerns and ambitions. It is developing new approaches to supporting communities, building local capabilities and co-designing sustainable development with communities. This shift in policy threads through all of the Council's approach to policy, including planning and housing policy.

The Council has changed dramatically. One-half of all councillors were elected to the Council for the first time in 2018. Following in-depth review and widespread public engagement, the Council has redrafted and adopted its Council Plan in March 2019 after changing its fundamental core values and its policy priorities. In this way, the lessons learned from the Grenfell tragedy permeate policies across the entire range of the Council's functions and activities.

In January 2019 the Council agreed a ground breaking Grenfell Recovery Strategy. This commits £50 million of revenue resources, over the next five years, to supporting the bereaved and survivors directly impacted by the tragedy, as well as supporting those local communities most impacted in Notting Dale ward. The dedicated service to bereaved and survivors was co-designed with representatives of the bereaved and survivors themselves; the present challenge is to frame an approach to co-design for the local community element of the strategy.

Our Local Plan can greatly assist in this recovery. It can assist by giving emphasis to sustaining local economic strengths and extending opportunities to all who live in the borough. It can also assist through key housing policies that support the Council's commitment to build more affordable housing in the borough, help to expand opportunities, reduce inequalities, and provide more diversity in the homes that are delivered. These are critical policies given the uncertainty that shadows London's economic growth, given the range of fresh opportunities that may occur and

given the relative pressure on land values in our part of London. In terms of housing growth our Local Plan requires all residential developments to maximise the provision of affordable housing.

Over the past decade (to 2018) there have been over 3,000 homes built in Kensington and Chelsea, and of these, just one in five were affordable homes. Following our change of policy, our local plan contains a target of over 4,400 homes to be built over the next five years, of which one in three are planned to be affordable homes.

We believe that our Plan demonstrates that the Council can deliver sufficient homes to meet its housing targets. This will enable it to protect and provide other important employment as well as social and community uses. New employment policies recognise the need to optimise employment zones to include some housing but at the same time improve their employment offer. Our Local Plan also recognises the challenges faced by high streets by taking a more flexible approach to maintaining the vitality of our centres and to supporting the retail cores of Kensington and Chelsea.

I recognise that, as our approach to community co-design develops, we will need to keep up the pace of change. As a result, the Council has committed to an early review of this Local Plan, having it ready for examination within the next three years. The review will seek to increase social rented housing as a proportion of affordable housing provision in the borough. Work on this is already underway through the production on a new Affordable Housing Supplementary Planning Document (SPD).

I am looking forward to starting the next review of our Local Plan to include the aspirations of all of the communities in the borough, including those who live in social housing and those whose voices were not sufficiently heard in the past. Just as the lessons of the Grenfell tragedy are beginning to transform public policy, urban policy and housing delivery, so too it needs to transform how we plan for a better Kensington and Chelsea. A borough of unique heritage can also be a borough for everyone. In the meantime, the Local Plan policies will lead to better outcomes for all who live, work or visit the borough. Our revisions and amendments to the Plan will help consolidate our recovery, signal a way forward that builds on resident and community aspirations, and also provide a firm foundation for the future.



Cllr Elizabeth Campbell
Leader of Royal Borough of Kensington and Chelsea

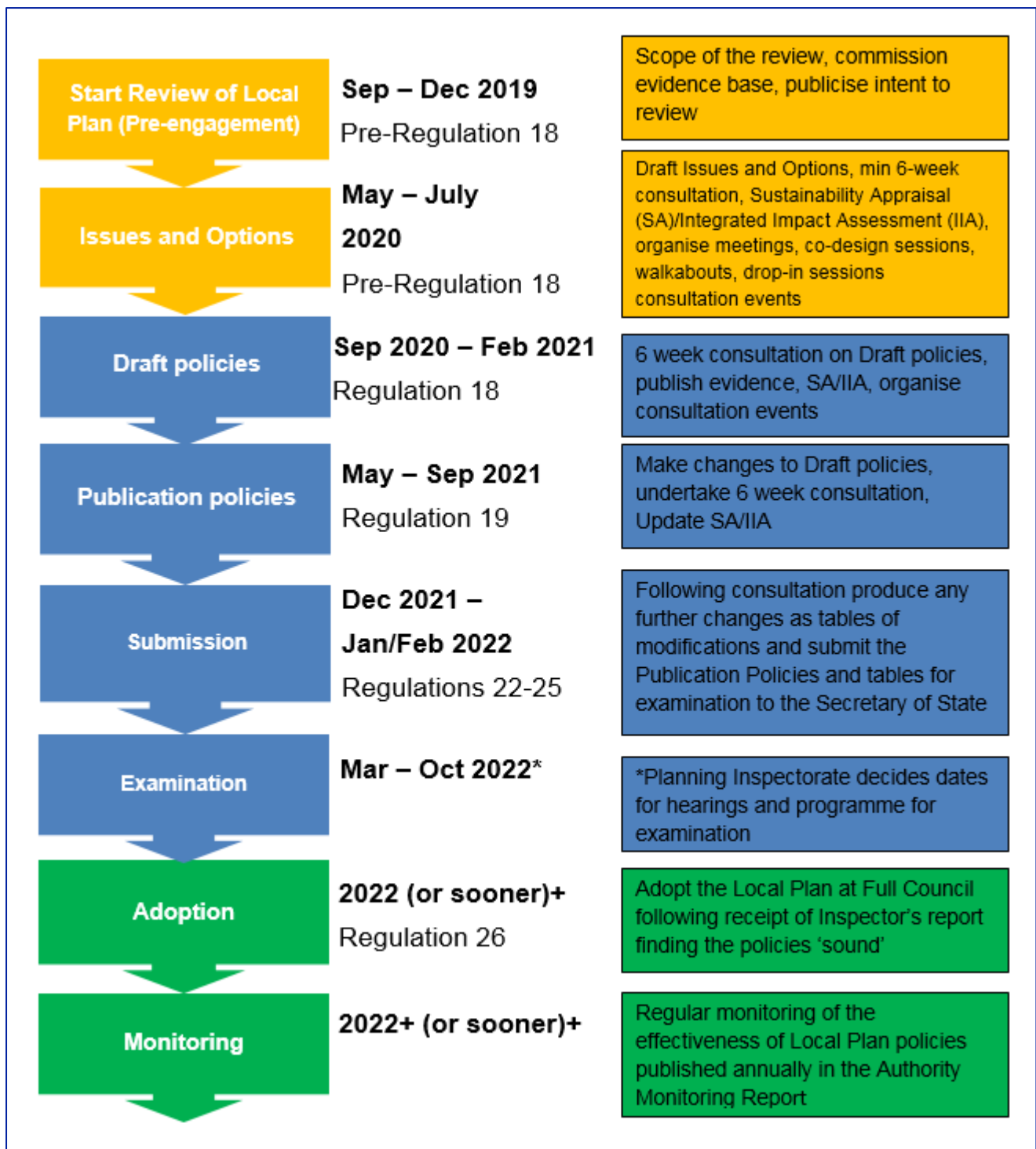


Section 1 Spatial Strategy

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. Following the tragic fire at Grenfell Tower on 14 June 2017, the Council decided to end the three new estate regeneration projects which were being worked on in the borough at Silchester, Barlby-Treverton and Warwick Road estates. It was also pledged by the Leader that any estate regeneration projects on the affected estates would be co-designed in conjunction with the residents living within the relevant estate and put to a binding vote with projects only going ahead with the majority of residents in support. Following these commitments, the Council commits to an early review of the Local Plan, at least in part, to consider issues related to North Kensington, the Latimer 'Place', estate regeneration and housing supply, to be adopted within three years of this Local Plan's adoption. In the meantime, all policies in the development plan (the London Plan, the Local Plan and any relevant neighbourhood plans) will continue to apply.



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

National legislation and guidance

- 1.2.1 The Local Plan is prepared within a hierarchical framework of planning policy for England. At the top of the hierarchy are the various Planning Acts, the National Planning Policy Framework (NPPF) issued by the Government in March 2012 and Written Ministerial Statements. Legislation requires local authorities to be consistent with the NPPF in preparation of their plans. What this means is that as a general rule of thumb we should follow national policy but if there are good reasons why it is not appropriate for us, we can prepare our own policy, so long as we can justify our different approach. The Local Plan takes account of government guidance as set out in the NPPF, particularly the requirement for the presumption in favour of sustainable development, as well as that set out in National Planning Practice Guidance (NPPG).
- 1.2.2 In 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 must¹ also have regard to local transport authority policies², Articles 5 and 12 of the EU Directive 2012/18/EU on the prevention of major accidents and hazardous establishments³ and the national waste management plan⁴.

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 20 – Better Travel Choices.

³ Mostly relevant to Section 1 Spatial Strategy

⁴ Mostly considered under the Waste section of Chapter 24 Respecting Environmental Limits

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.
- 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 Council's other priorities.

The Grenfell Recovery Strategy

- 1.2.9 The Council published the Grenfell Recovery Strategy in January 2019. It sets out how the Council intends to deliver its formal Commitments to those affected by the Grenfell tragedy. The land use ambitions of the Strategy include the provision of additional affordable homes, the provision/ protection of the social and community facilities needed by the residents in the area, and the provisions of the workspaces which have the potential to meet the employment needs of our residents.

Neighbourhood Plans

- 1.2.11 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.
- 1.2.12 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 the Council's Local Plan and the London Plan.
- 1.2.13 Once a Neighbourhood Plan has been successful at examination and approved by a local referendum it will be 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.

- 1.2.14 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.

Chapter 2 Issues and Patterns: Our Spatial Portrait

2.1 Introduction

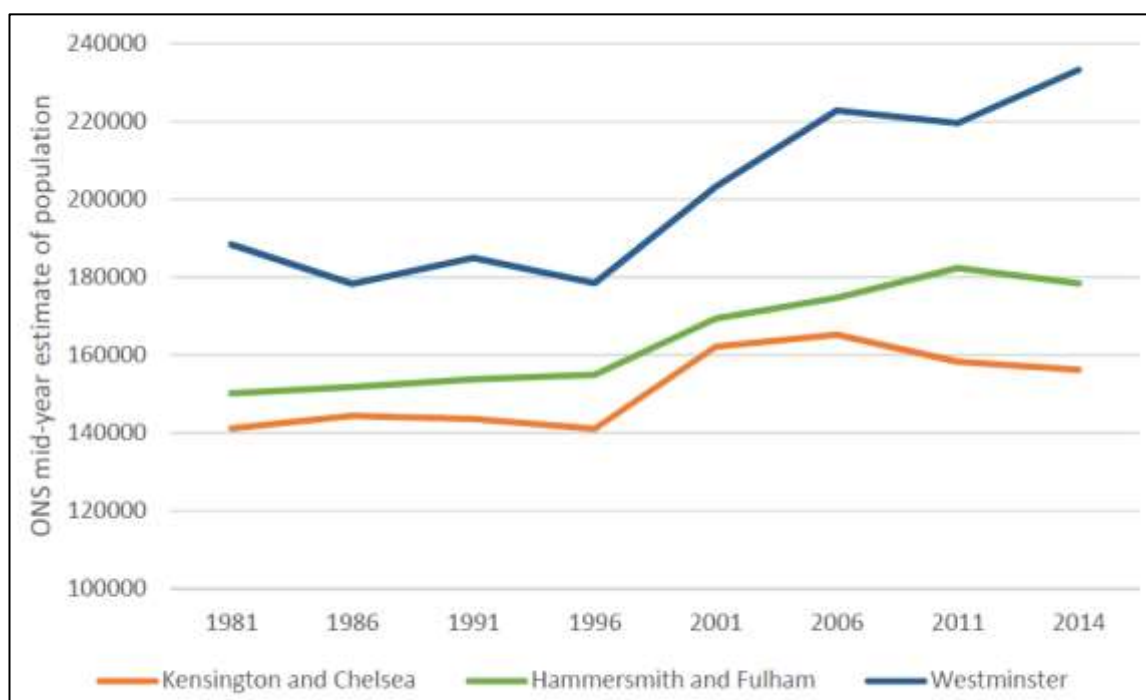
2.1.1 A mix of uses gives the borough its character and vitality. This means, because of the dense built environment the vast majority of residents have local shops and services within a five minute walk of home, often interspersed within the residential neighbourhoods. But the borough also supports world class town centres, museums, hospitals and cultural events such as the Notting Hill Carnival 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

2.1.2 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 Borough⁵. This represents a modest reduction since the 2001 census.

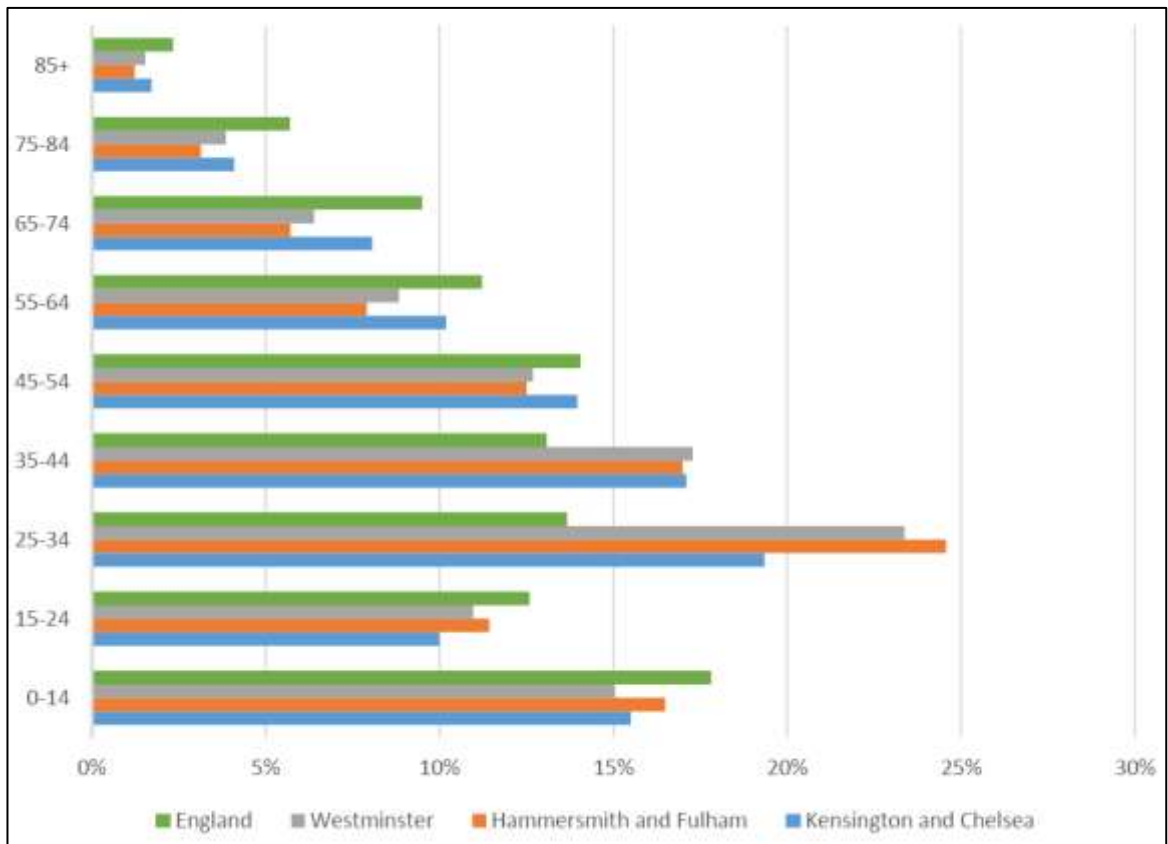


Population change 1981-2014. Source: Office for National Statistics (ONS) mid-year estimates via NOMIS in Strategic Housing Market Assessment (SHMA) December 2015

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

⁵ Office for National Statistics (ONS) mid-year estimates via NOMIS in Strategic Housing Market Assessment (SHMA) December 2015

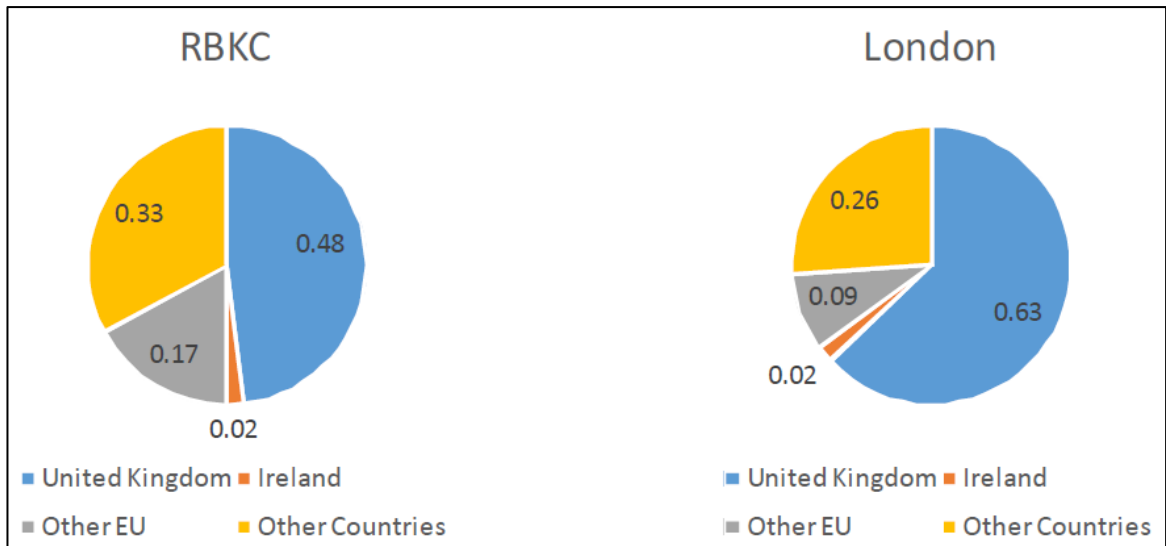
similar to the national average but there are smaller proportions of people in the Borough in all the older age groups than the national average⁶.



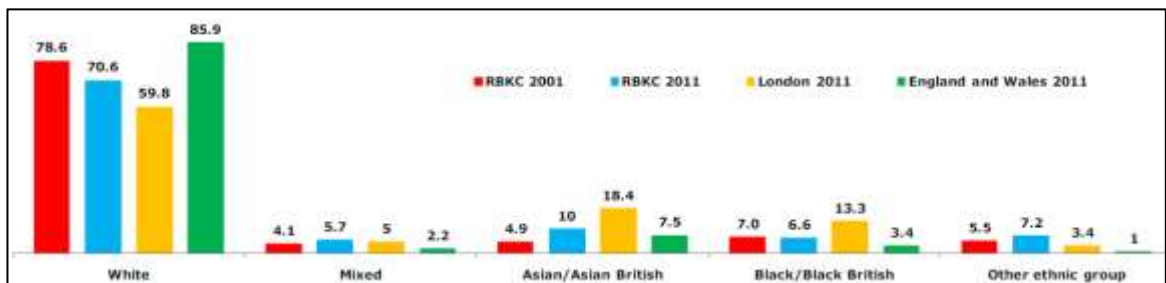
Population age structure 2014. Source: Office for National Statistics (ONS) mid-year estimates via NOMIS in Strategic Housing Market Assessment (SHMA) December 2015

- 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.

⁶ Office for National Statistics (ONS) mid-year estimates via NOMIS in Strategic Housing Market Assessment (SHMA) December 2015



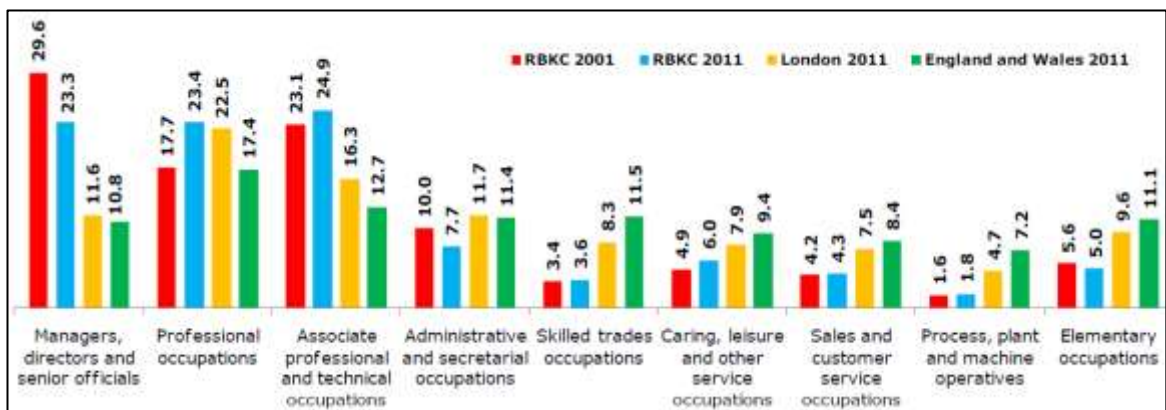
Country of birth. Source: Integrated Impact Assessment (IIA)



Broad ethnicity classifications. Source: Census 2011 RBKC Summary

Economic activity, qualifications and income

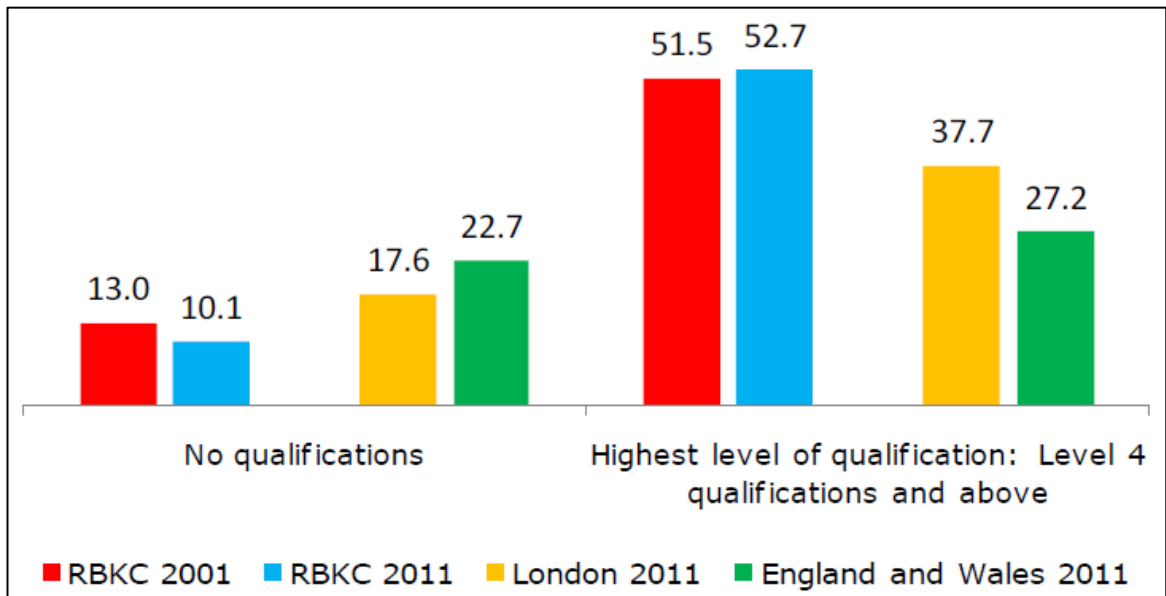
2.2.5 Kensington and Chelsea has the highest proportion nationally of working age residents in the 'managers, directors and senior officials' category. The proportion of residents employed in 'professional occupations' has increased from 17.7 per cent to 23.4 per cent in 2011. Kensington and Chelsea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



Employment. Source: Census 2011 RBKC Summary

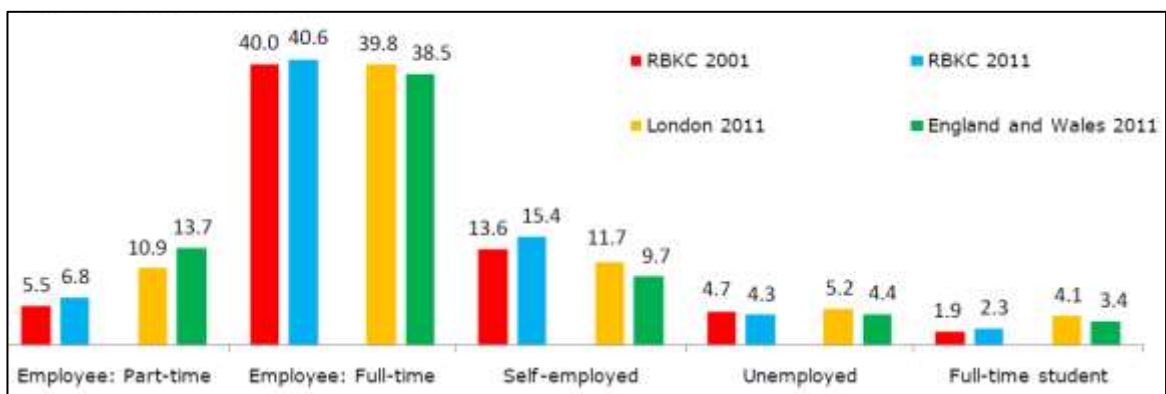
2.2.6 Both Kensington and Chelsea are well known as desirable areas in which to live. A disproportionate number of residents are from professional and managerial occupations, and, similarly, incomes are also higher than average. Over 50 per cent of borough residents

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.



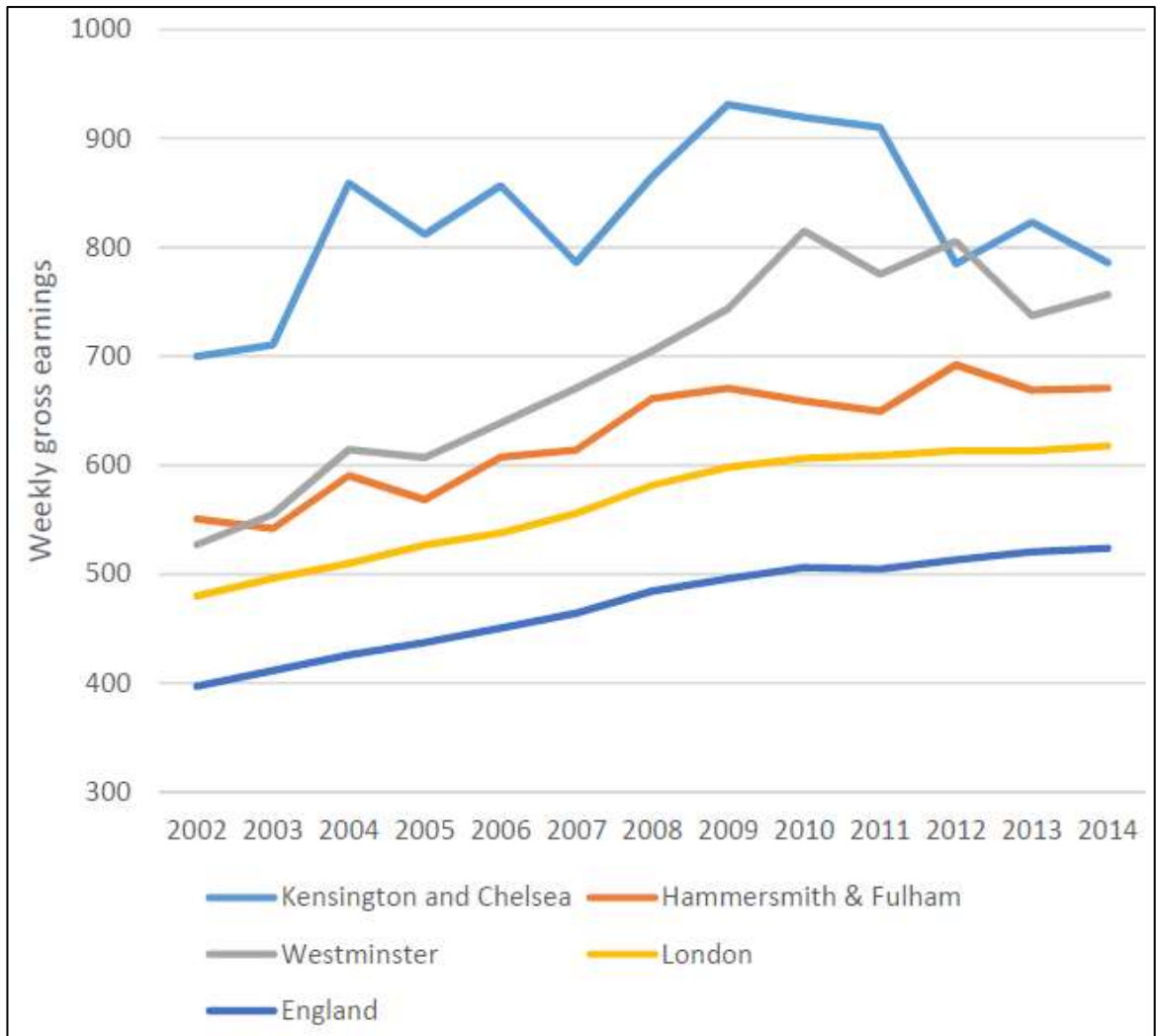
Qualifications. Source: Census 2011 RBKC Summary

2.2.7 However, when looked at spatially, it can be seen that household income varies considerably.



Economic activity. Source: Census 2011 RBKC Summary

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

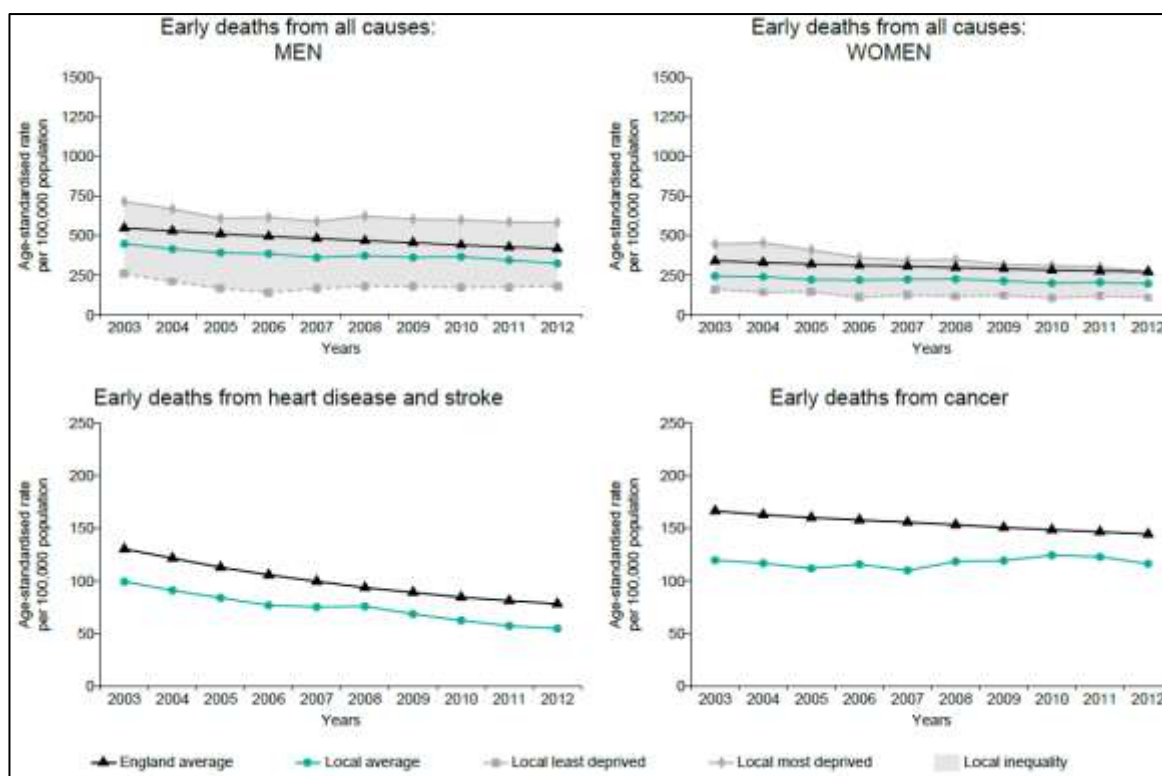


Weekly gross earnings over time. Source: Annual Survey of Hours and Earnings in Strategic Housing Market Assessment (SHMA) December 2015

Health

- 2.2.9 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 respectively⁷. The Council recognises that life expectancy is just a single measure of health, with higher levels of morbidity experienced by older residents.

⁷ Ambitious for Tomorrow, 2014



Early deaths causes. Source: Public Health England Profile 2015

- 2.2.10 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 1.7⁸.
- 2.2.11 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.

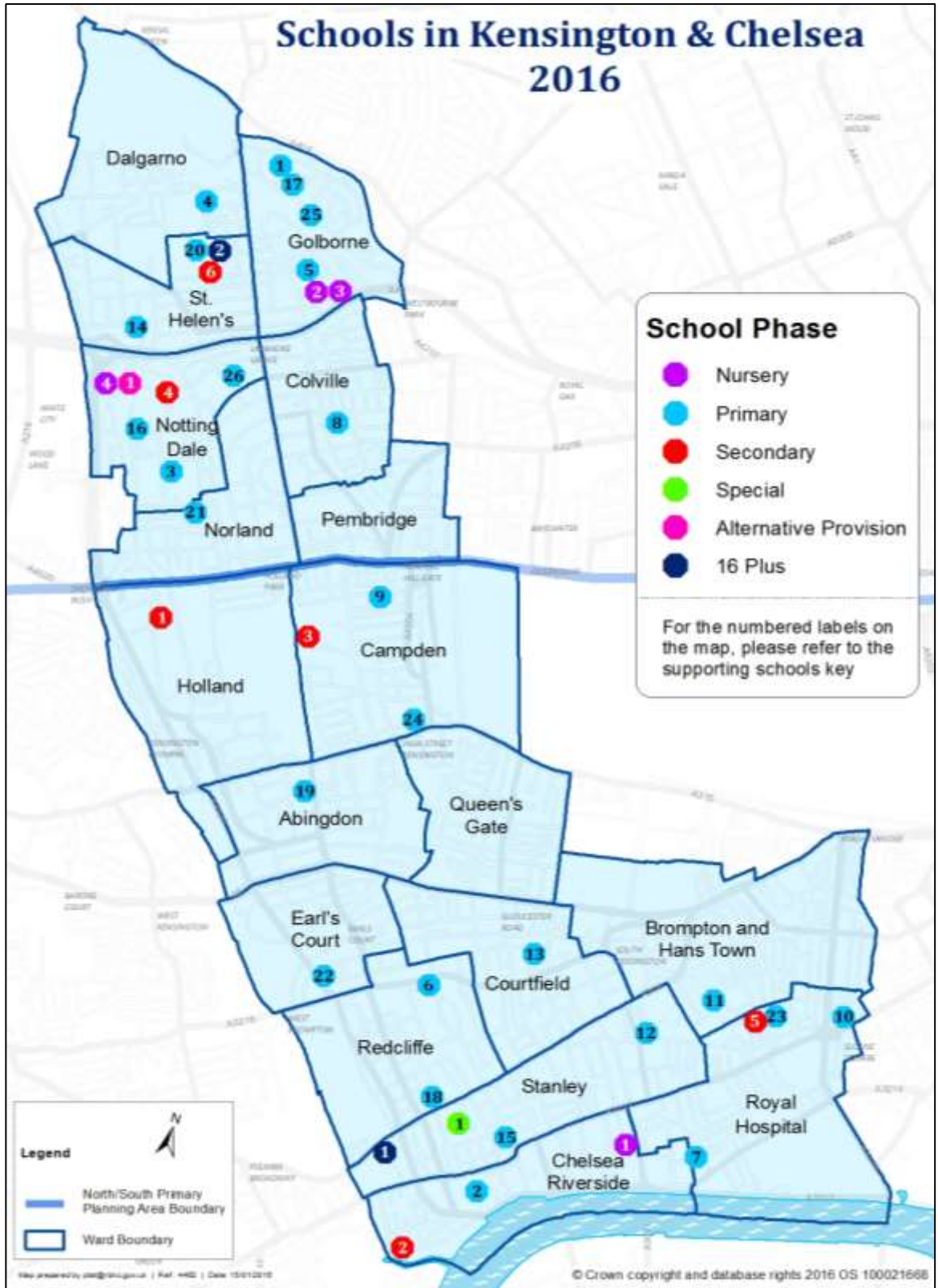
Education

- 2.2.12 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 Year 11 which takes into account the added pressure of increased number of primary pupils feeding through the system⁹.

⁸ Local Government Association, 2014

⁹ School Organisation and Investment Strategy, 2016

Schools in Kensington & Chelsea 2016



RB Kensington & Chelsea Schools						
	School	Academy Status	DfE Number	Postcode	Map Key	N/S
Primary	Ark Brunel Primary Academy	Converter	2072000	W10 5AT	1	N
	Ashburnham		2072021	SW10 0DT	2	S
	Avondale Park		2072538	W11 4EE	3	N
	Barlby		2072030	W10 6BH	4	N
	Bevington		2072050	W10 5TW	5	N
	Bousfield		2072060	SW5 0DJ	6	S
	Christ Church		2073321	SW3 4AA	7	S
	Colville		2072121	W11 2DF	8	N
	Fox		2072229	W8 7PP	9	S
	Holy Trinity		2073356	SW1X 9DE	10	S
	Kensington Primary Academy	Academy	2072001	W14 8PU	11	S
	Marlborough		2072399	SW3 2NA	12	S
	Oratory		2073379	SW3 6QH	13	S
	Our Lady of Victories		2075200	SW7 5AQ	14	S
	Oxford Gardens		2072452	W10 6NF	15	N
	Park Walk		2072456	SW10 0AY	16	S
	St Francis of Assisi		2073437	W11 4BJ	17	N
	St Mary		2073542	W10 5AW	18	N
	Servite RC		2073613	SW10 9NA	19	S
	St Barnabas and St Philip's		2073417	W8 6EJ	20	S
	St Charles		2075201	W10 6EB	21	N
	St Clement and St James		2073455	W11 4PG	22	N
	St Cuthbert with St Matthias		2073541	SW5 9UE	23	S
	St Joseph		2073477	SW3 2QT	24	S
	St Mary Abbots		2073504	W8 4SP	25	S
	St Thomas'		2073402	W10 5EF	26	N
	Thomas Jones		2072594	W11 1RQ	27	N

RB Kensington & Chelsea Schools						
	School	Academy Status	DfE Number	Postcode	Map Key	N/S
Nursery	Chelsea Open Air Nursery		2071053	SW3 5JE	1	S
	Golborne		2071010	W10 5TN	2	N
	Maxilla Nursery School		2071054	W10 5TN	3	N
	St Anne's Nursery School		2071021	W10 6TT	4	N
Secondary	Cardinal Vaughan	Converter	2075402	W14 8BZ	1	S
	Chelsea Academy	Academy	2076905	SW10 0AB	2	S
	Holland Park	Converter	2074320	W8 7AF	3	S
	Kensington Aldridge Academy	Academy	2074000	W10 6EX	4	N
	Saint Thomas More		2074681	SW3 2QS	5	S
	Sion-Manning		2074801	W10 6EL	6	N
Special	Chelsea Community Hospital School		2077165	SW10 9NH	1	N
	Parkwood Hall Co-Operative Academy	Converter	2077164	BR8 8DR	2	
AP	Latimer Alternative Provision Academy	Converter	2071100	W10 6TT	1	N
16 Plus	Kensington and Chelsea College		2078001	SW10 0QS	1	S
	St Charles Catholic Sixth Form College		2078600	W10 6EY	2	N

Schools in Kensington and Chelsea 2016. Source: School Organisational and Investment Strategy 2016

Crime

- 2.2.13 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)¹⁰.

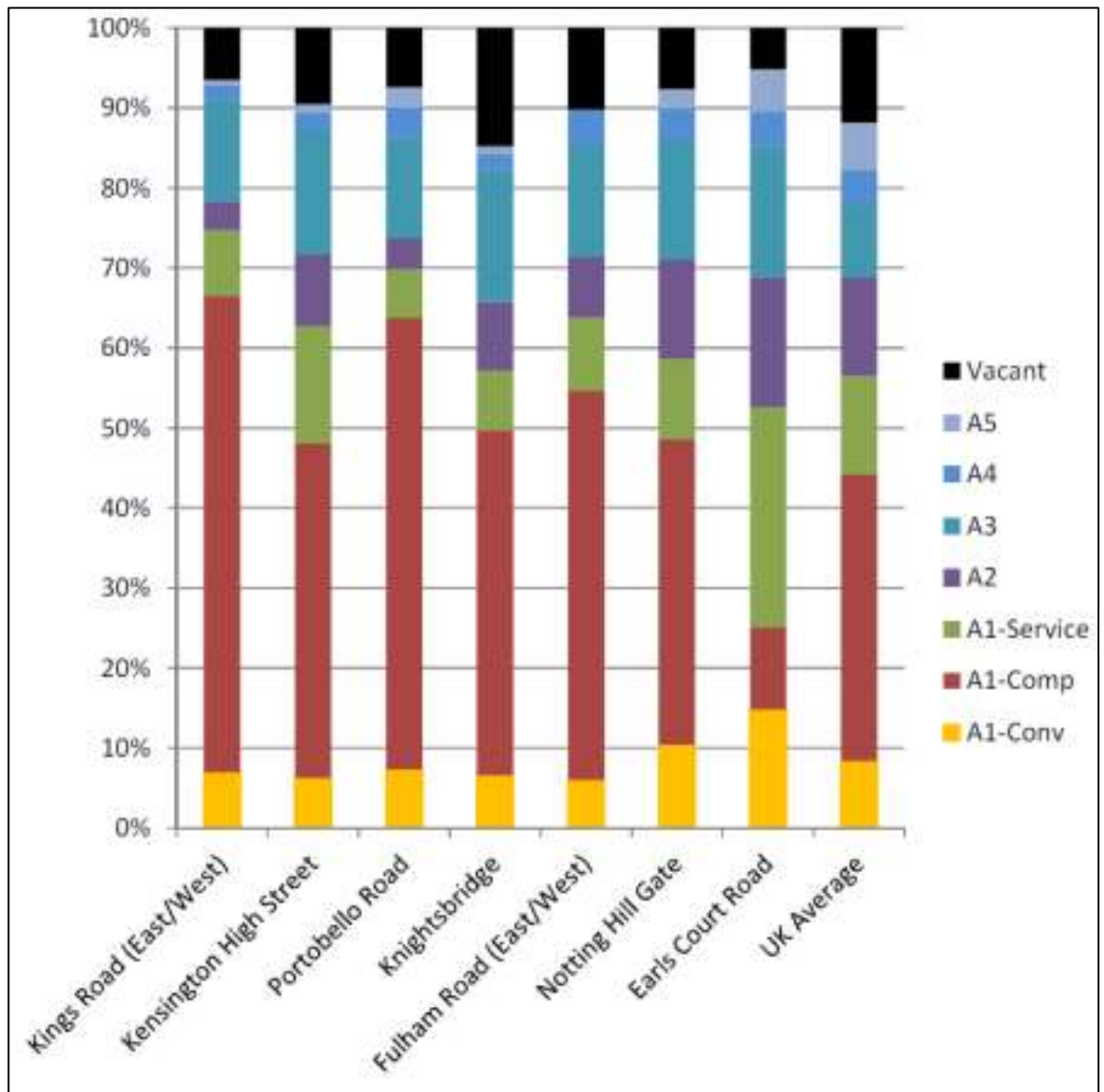
Shopping

- 2.2.14 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.
- 2.2.15 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,

¹⁰ <http://maps.met.police.uk/>

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.

2.2.16 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 average¹¹.



Mix of units: Comparison with National Average. Source: Goad Plans in Retail and Leisure Needs Study, April 2016.

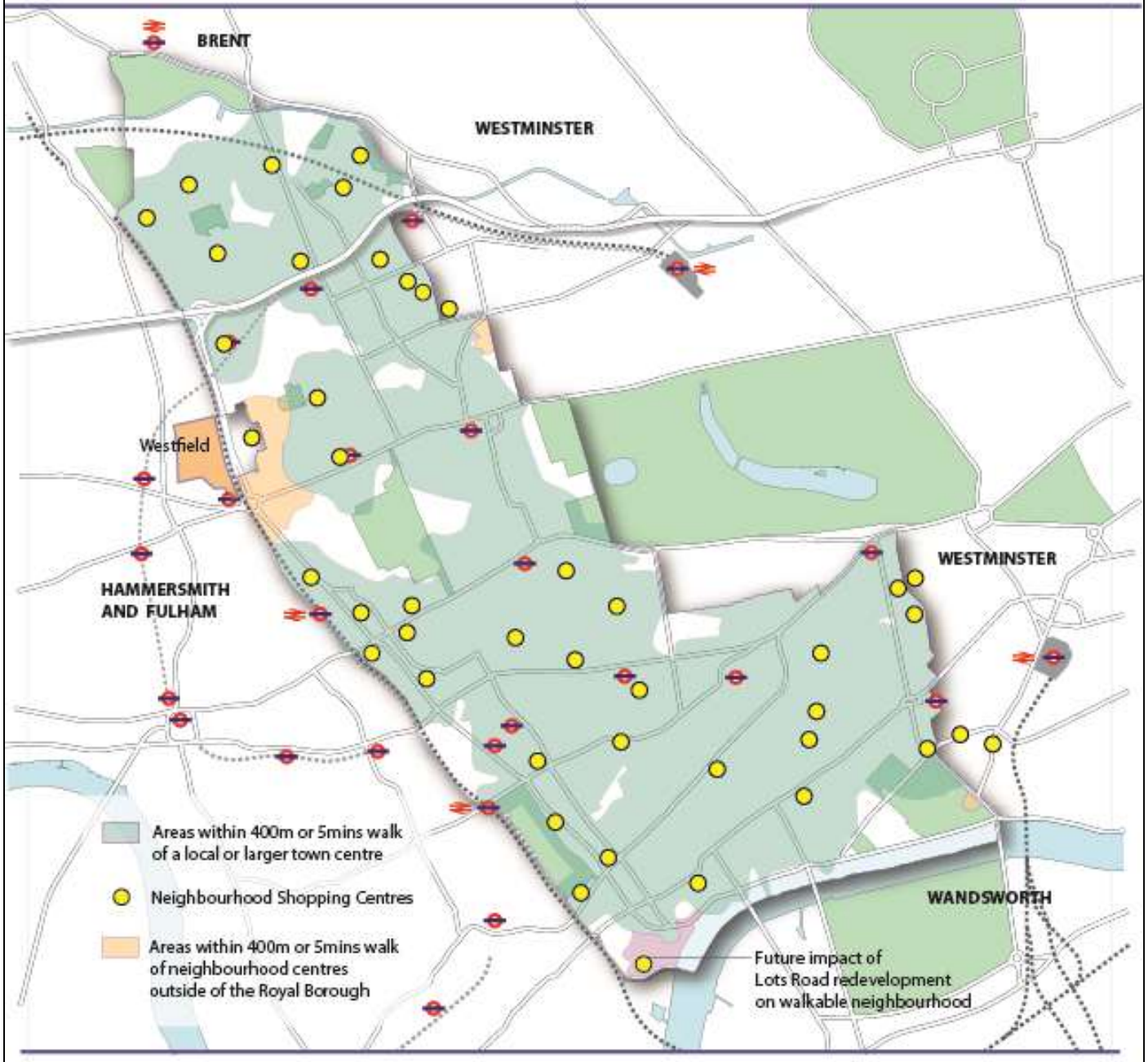
2.2.17 Retail is the number one reason why people visit the borough, topping the South Kensington museums for visitor numbers¹².

¹¹ Retail and Leisure Needs Study, April 2016

¹² Study of the Visitor Economy, 2009

NEIGHBOURHOOD CENTRES

Within 400m or 5 minutes walk of a local or larger town centre

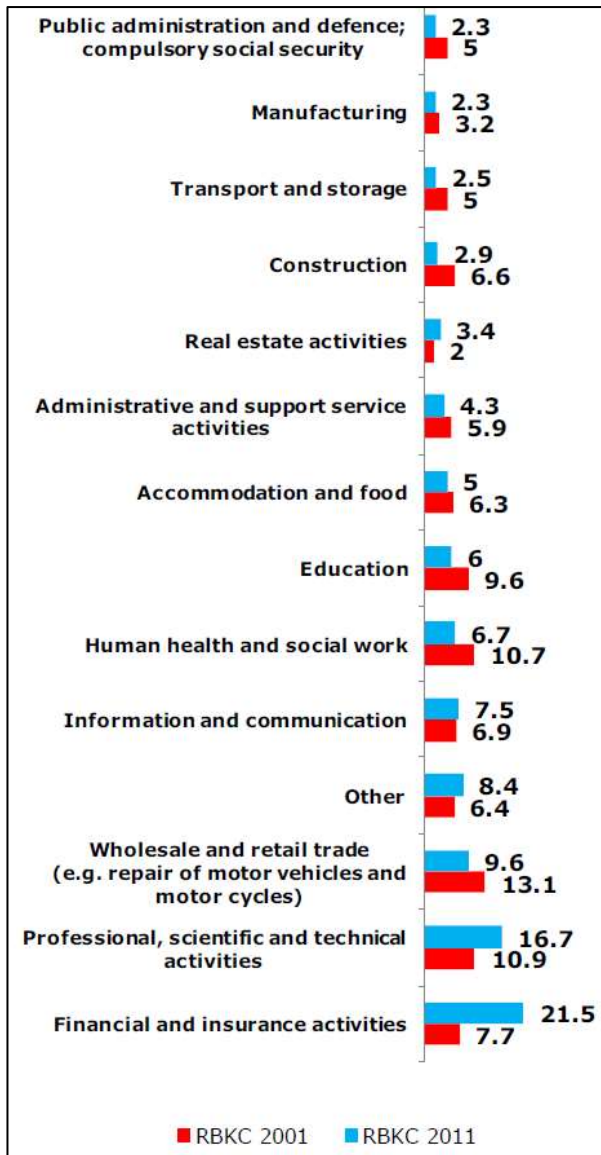


Employment

- 2.2.18 A large proportion of the jobs within the borough are within the service industry and are relatively low paid – the largest sectors for employment are retail, real estate/business activities and hotel/restaurants. This is in contrast to the occupations of the residents of the borough highlighted.
- 2.2.19 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 businesses¹³.
- 2.2.20 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 cent¹⁴.

¹³ Frost Meadowcroft Office Market Review, 2014

¹⁴ Census 2011 RBKC Summary



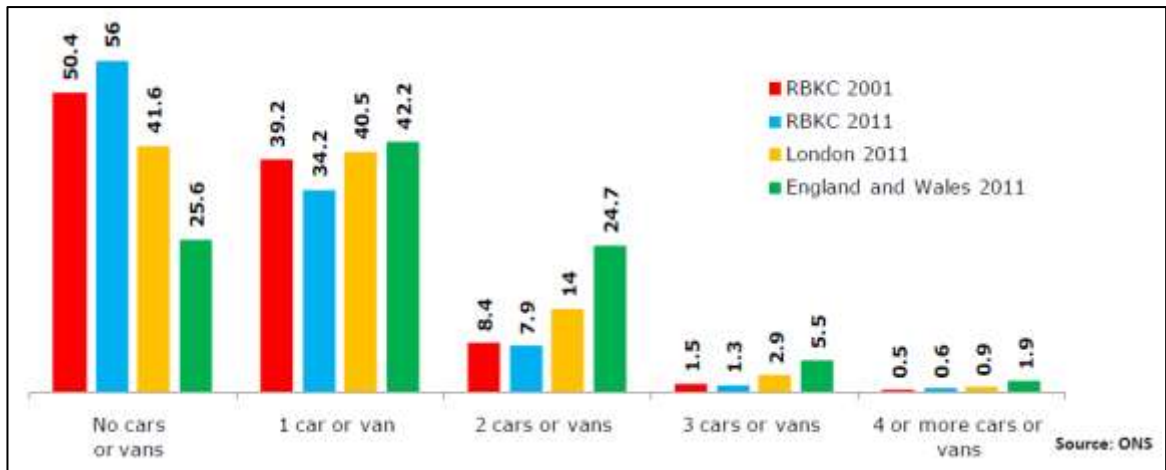
Industry of employment. Source: Census 2011 RBKC Summary

Transport

2.2.21 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 car¹⁵. 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 Boroughs¹⁶.

¹⁵ Census 2011 RBKC Summary

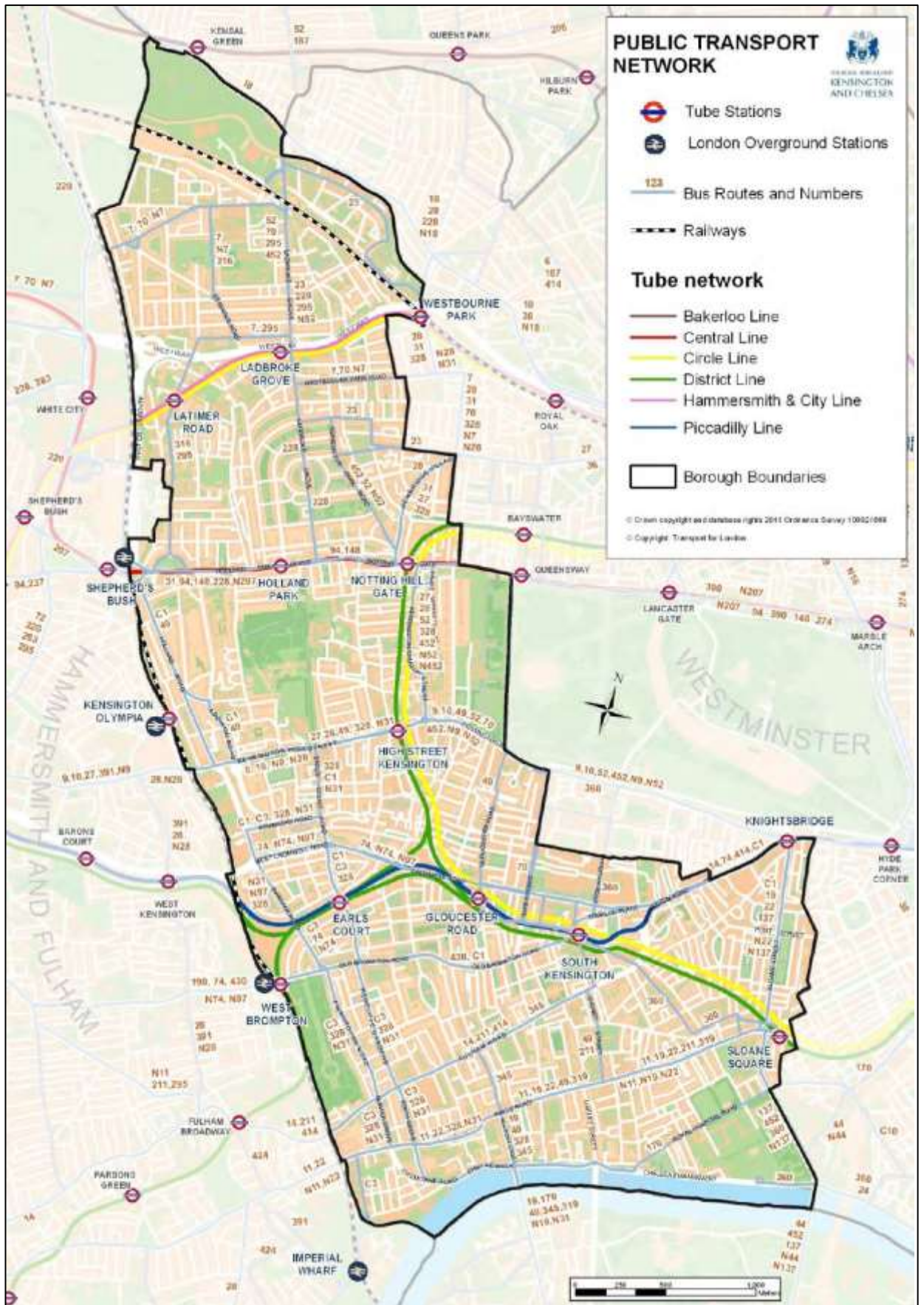
¹⁶ Local Implementation Plan (LIP), January 2014



Vehicle ownership. Source: Census 2011 RBKC Summary

- 2.2.22 Because of the shortage of on and offstreet residential parking in the borough, the Council has encouraged car clubs.
- 2.2.23 There are 207 km (127.6 miles) of roads in the borough. 28 km (17 miles) (13.5 per cent) are A roads, ten km (six miles) (4.8 percent) are B roads and the remaining 169 km (105 miles) (81.6 per cent) are C roads or unclassified. Six per cent (12.5 km (7.8 miles)) of the roads in the borough are designated as part of the Transport for London Road Network (TLRN). Access from the south is restricted to the Albert, Battersea and Chelsea bridges across the River Thames. North-south through routes are restricted because of the presence of the Westway, the Hammersmith and City Underground line, the Grand Union Canal, Holland Park and Kensington Gardens. East-west routes are less restricted but the West London Railway Line is a significant barrier to access into and out of the borough to the west. The restrictions mean that those routes that are available are heavily trafficked. These routes are also often major retail areas with heavy pedestrian flows, resulting in competition for road space¹⁷. This competition is likely to increase still further as the Opportunity Areas surrounding the borough are developed over time.

¹⁷ Local Implementation Plan (LIP), January 2014



Public Transport Network. Source: Local Implementation Plan (LIP), January 2014.

- 2.2.24 The Underground network reflects this east-west geography, with the Central, Circle, District and Piccadilly lines together servicing central Kensington and northern Chelsea, and the Hammersmith and City line serving North Kensington¹⁸. North-south movement on the Underground (apart from High Street Kensington to Notting Hill Gate) is not possible.
- 2.2.25 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 Kensington¹⁹.
- 2.2.26 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 line²⁰.
- 2.2.27 There are no mainline rail termini in the borough. Paddington and Victoria lie a kilometre or so to the east, in the City of Westminster²¹.
- 2.2.28 If a journey starts or ends at Kensington High Street, there are a wealth of buses taking north-south routes. However, there are only three services that extend both north and south of Kensington High Street²².
- 2.2.29 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.

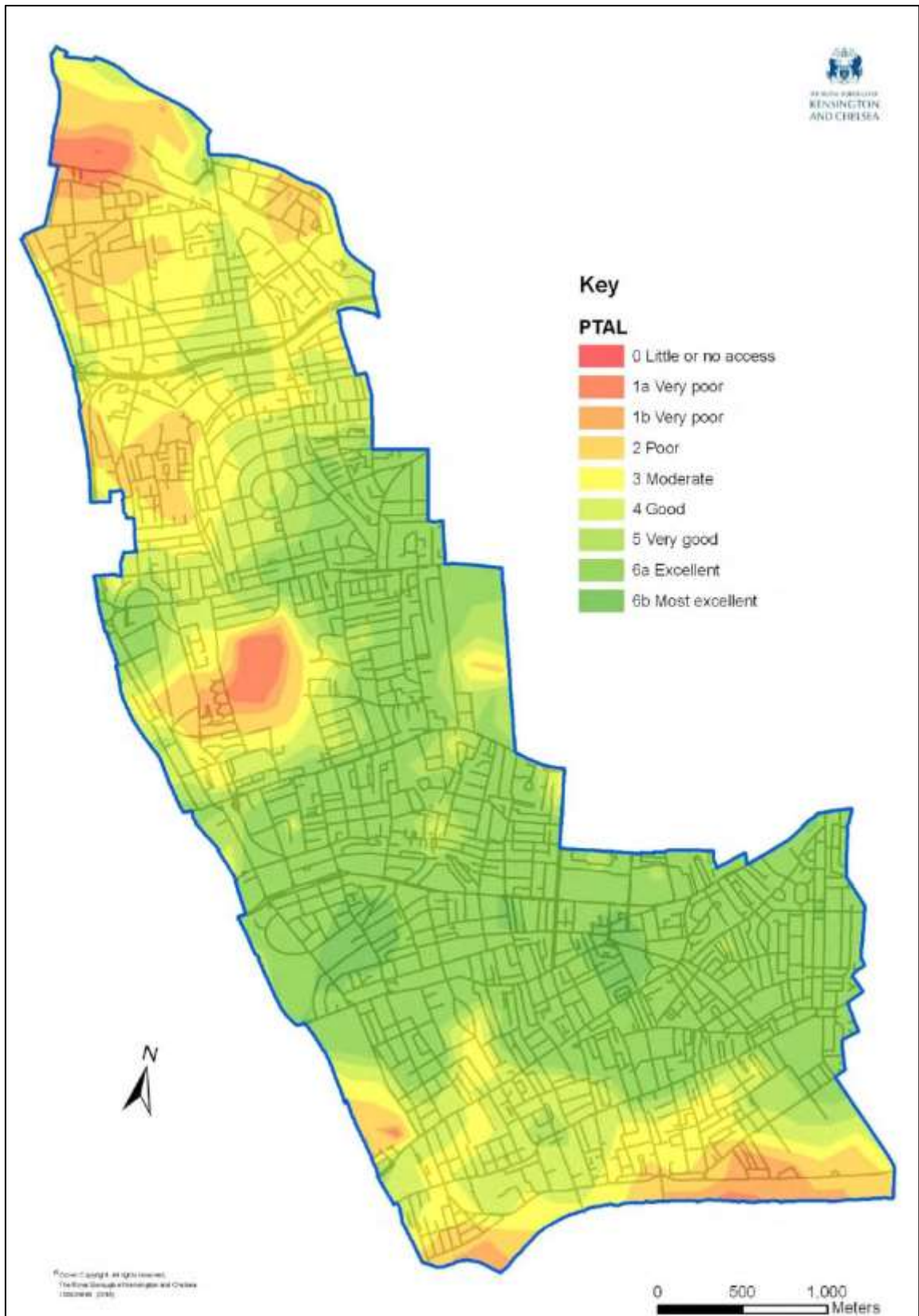
¹⁸ Local Implementation Plan (LIP), January 2014

¹⁹ *ibid.*

²⁰ *ibid.*

²¹ *ibid.*

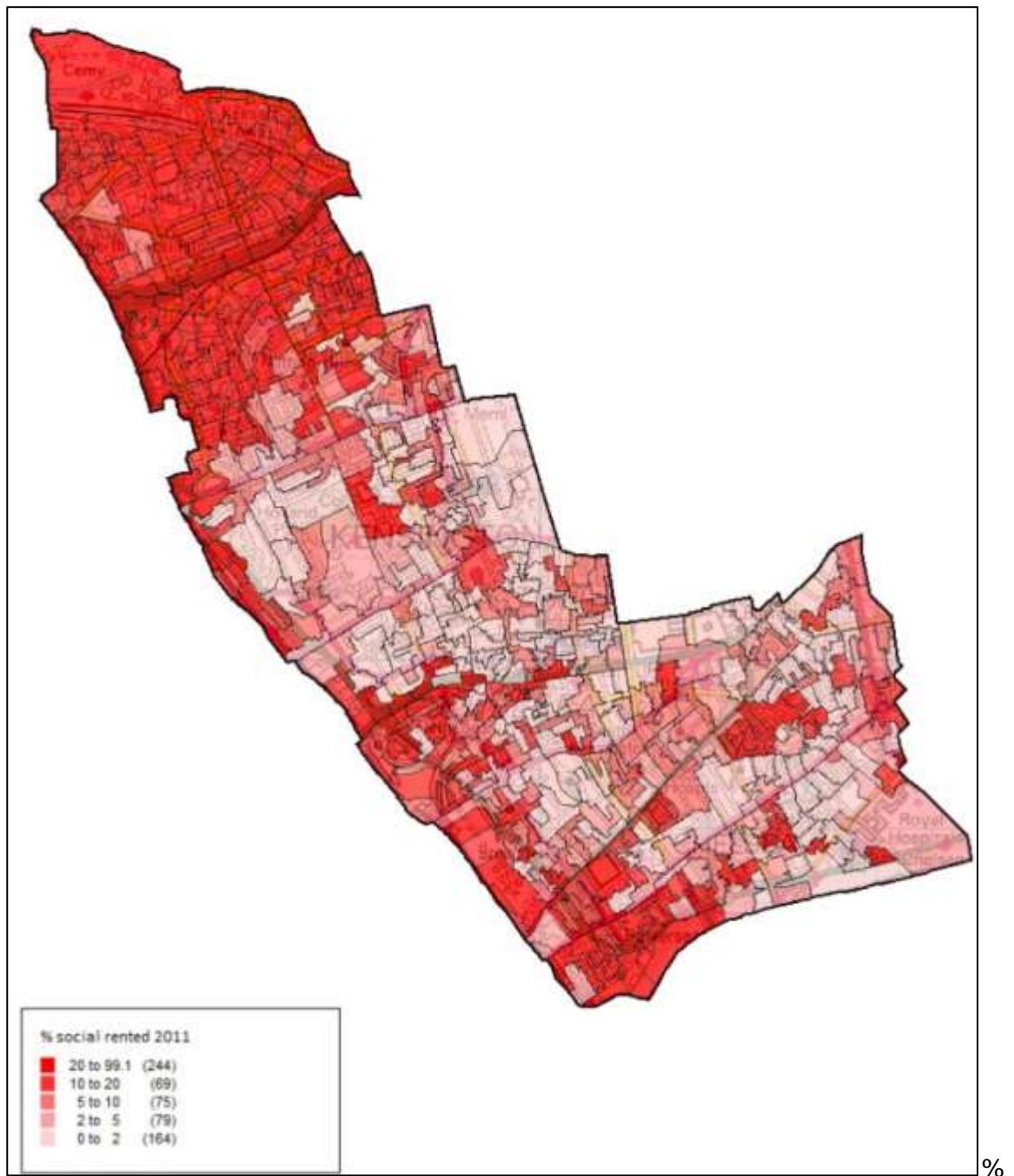
²² *ibid.*



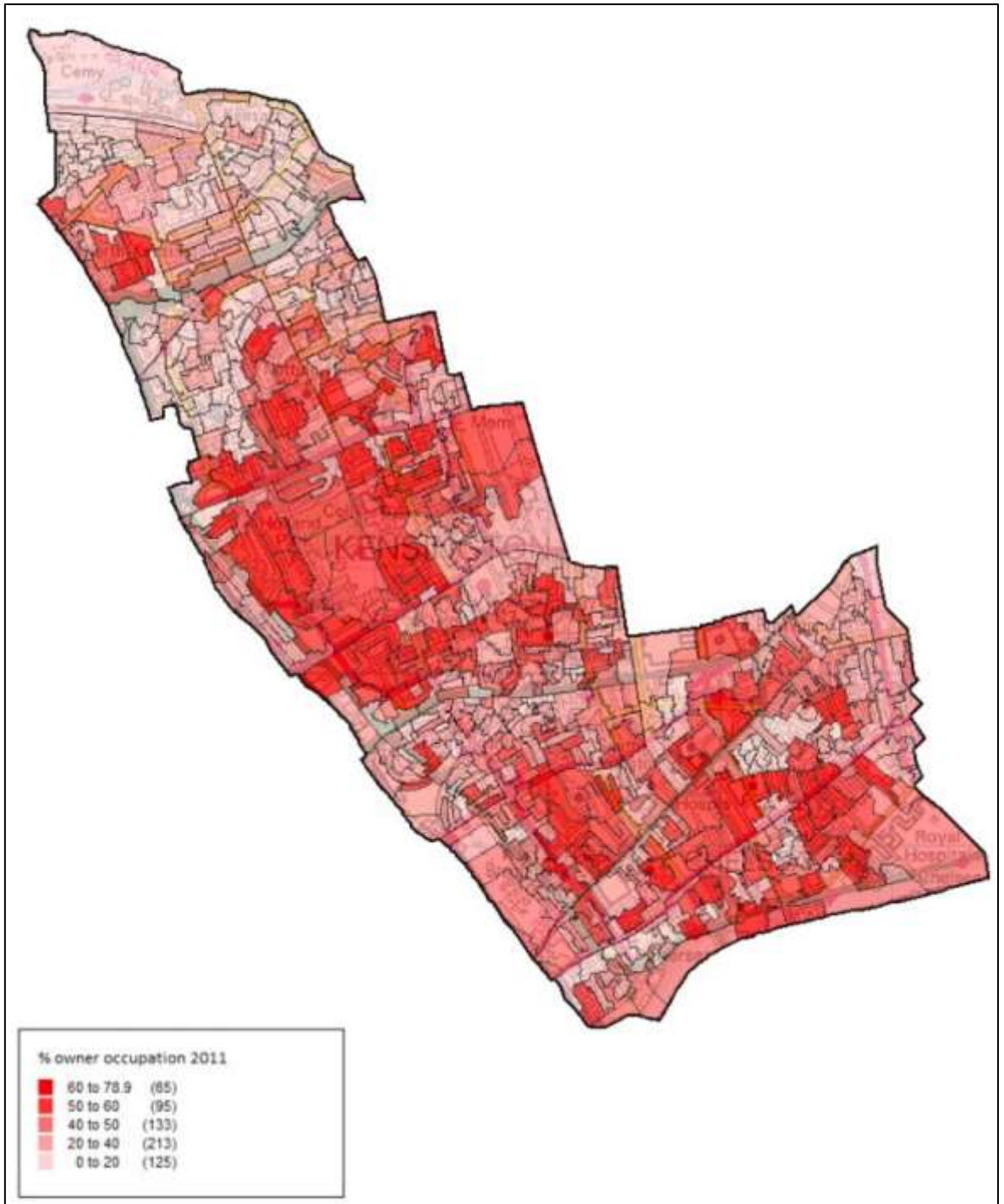
Public Transport Accessibility Levels
 Source: Local Implementation Plan (LIP), January 2014

Housing

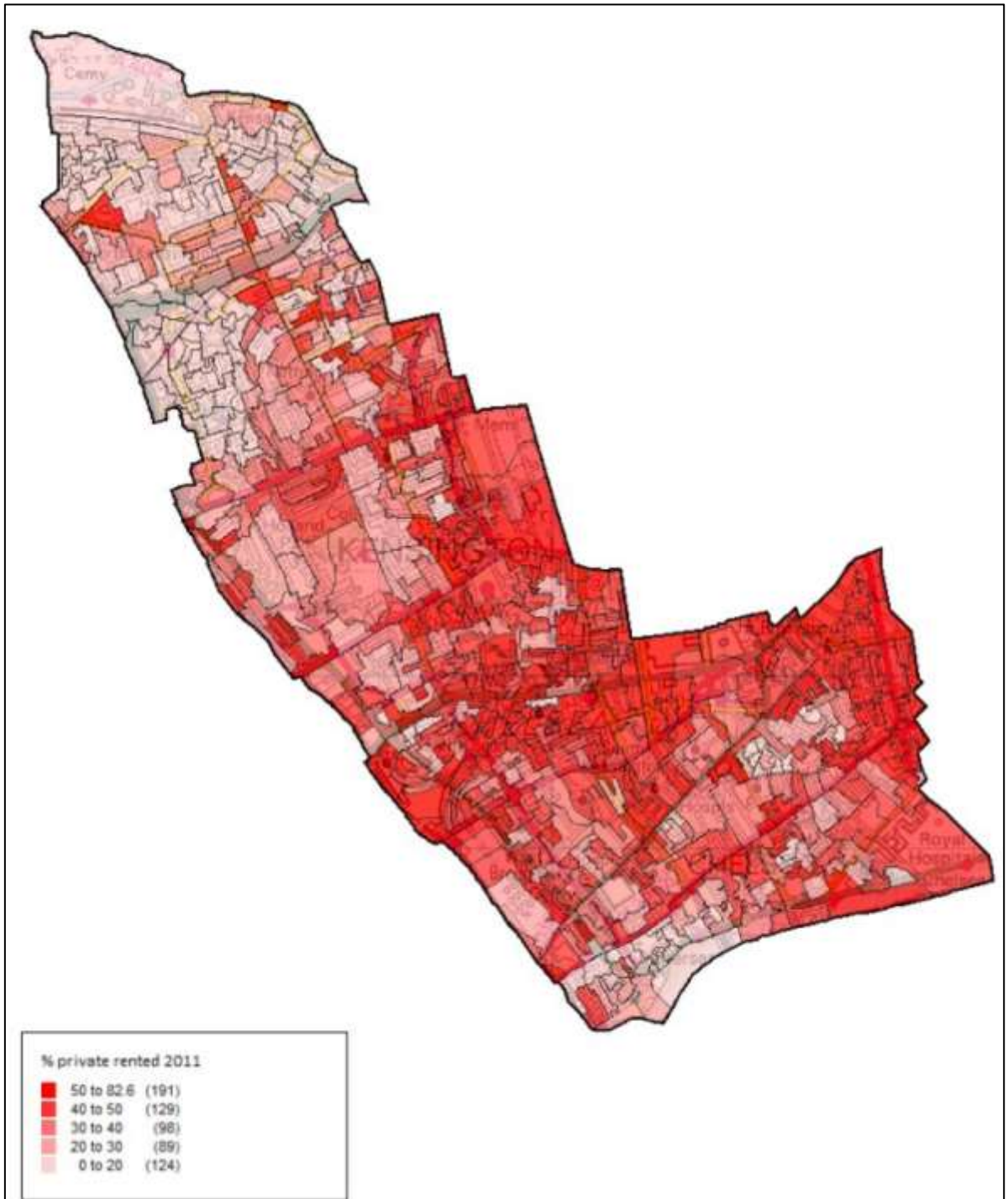
- 2.2.30 Land prices in the Royal Borough are very high, resulting in the highest house prices in England. Demand for private sector housing in the borough is insatiable and, given the relatively little development land available, can never be met. For that reason, we need to make the best use of the sites that we have, while ensuring schemes fit into their surroundings.
- 2.2.31 There is a clear concentration of social rented homes in the north, where most wards have less than 50 per cent owner occupation, and a third have less than 20 per cent owner occupation.



Social rented homes 2011



% Owner-occupation 2011

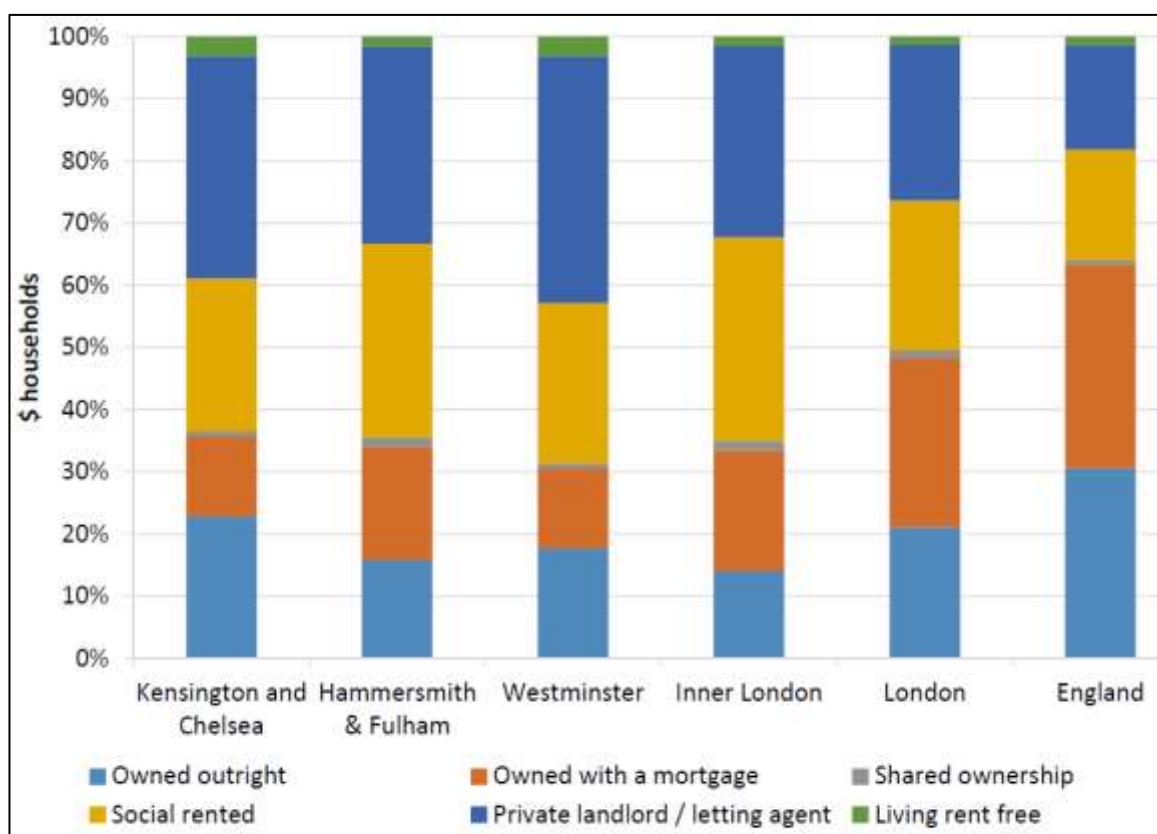


% Private rented 2011

Source: Strategic Housing Market Assessment (SHMA), December 2015

2.2.32 Owner occupation is low across the borough as a whole. The private rental sector is unusually large. This reflects both the traditional role that the borough has played in the London housing market – a place to rent a flat when people arrive in London. 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 average²³.



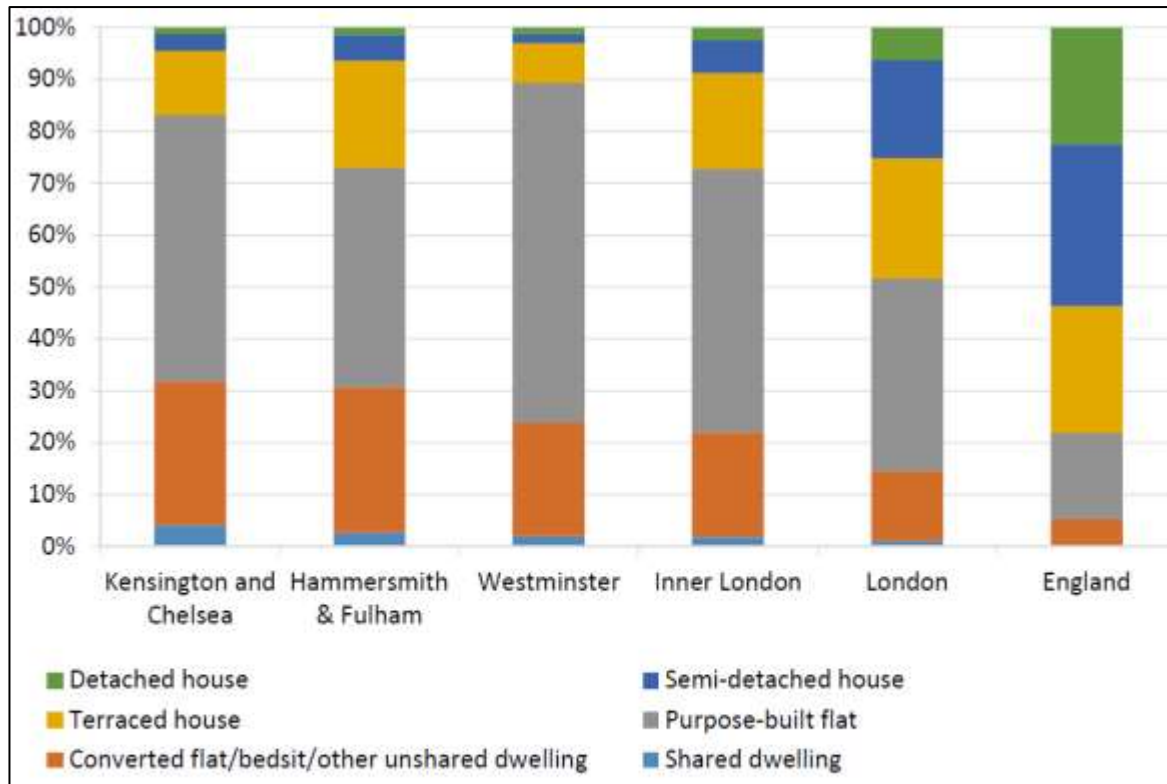
Tenure. Source: Census 2011 in Strategic Housing Market Assessment (SHMA), December 2015

2.2.33 There are 85,550 residential dwellings in the borough (2014) which represents a net increase of around 1,000 homes since 2009²⁴. 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 averages²⁵.

²³ Strategic Housing Market Assessment (SHMA), December 2015

²⁴ Based on DCLG Live Tables in Strategic Housing Market Assessment (SHMA), December 2015

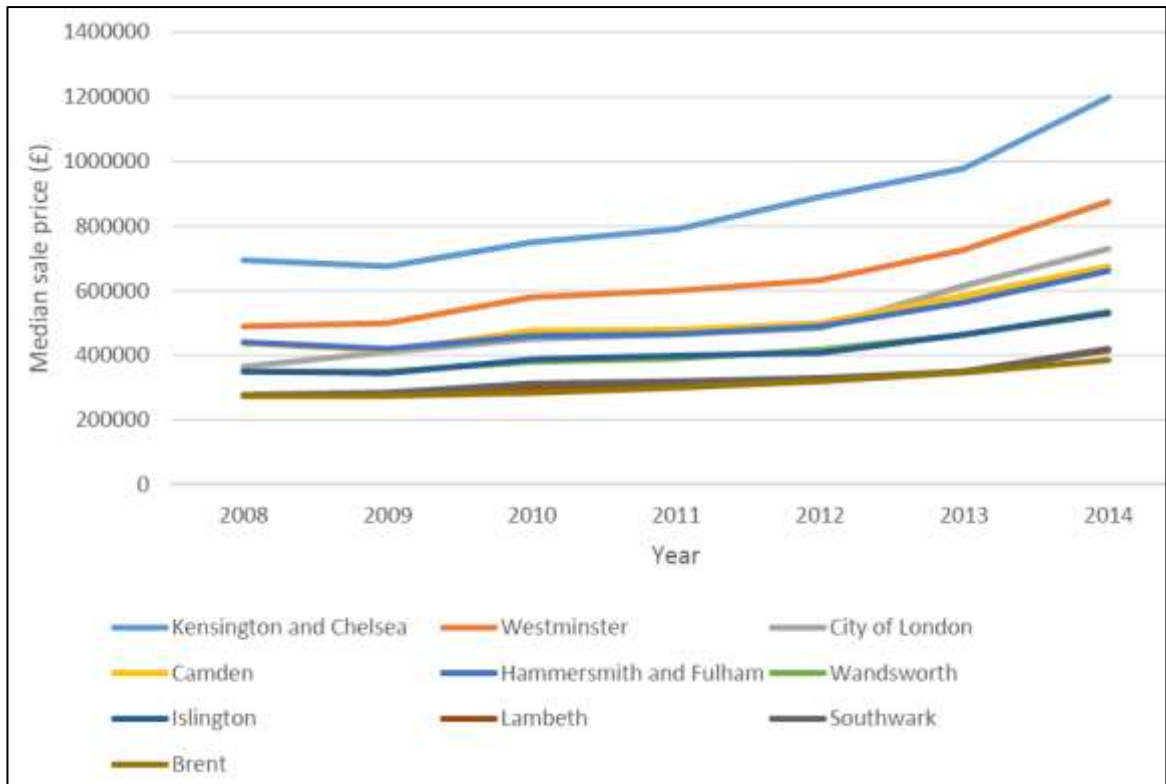
²⁵ Strategic Housing Market Assessment (SHMA), 2015



Typology. Source: Census 2011 in Strategic Housing Market Assessment (SHMA), December 2015

- 2.2.34 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 study²⁶.
- 2.2.35 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 £1,198,500²⁷. 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 borough²⁸.
- 2.2.36 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”²⁹. In addition the 2011 census indicated that some 9,000 residents in England and Wales owned a second homes in the borough³⁰, and 18% of the borough's residents have a second home elsewhere³¹. Compared to regional and national average.

²⁶ Strategic Housing Land Availability Assessment, 2013
²⁷ Strategic Housing Market Assessment (SHMA), December 2015
²⁸ Ambitious for Tomorrow, 2014
²⁹ The World in London, Dynamics of a Global City, Savills (2014)
³⁰ ONS (2011)
³¹ ibid



Median house prices 2008-14

Source: Strategic Housing Market Assessment (SHMA), December 2015

Built environment

- 2.2.37 The borough has a legacy of Georgian and Victorian terraces laid out in a network of streets, often including garden squares. There are over 4,000 listed buildings and over 73 per cent of the borough is within a conservation area, including some of metropolitan importance such as the Thames, Royal Hospital and South Kensington Museums conservation areas.
- 2.2.38 The Edwardian period saw a shift away from town houses to the mansion block, allowing buildings to be slightly taller and thus, as we see today, higher density. The same principles of street-based architecture with the town house endured with the mansion block. The two principal building types are combined in a rich mix where neither one nor the other predominates over very large areas.
- 2.2.39 Another important characteristic that is also part of this legacy is the interspersal of small scale studios, shops, pubs and other mixed uses within the residential areas. This adds vitality and variety to the street scene – mixed uses are not confined only to town centres or employment zones in the borough.
- 2.2.40 Away from the borough’s traditional central belt, there are many examples of twentieth century estate developments. This includes the much loved icon Erno Goldfinger’s Trellick Tower.

Conservation Areas



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Key	Conservation Area
1	The Billings
2	The College of St Mark & St John
3	Nevein Square
4	Lexham
5	Earl's Court Square
6	Earl's Court Village
7	Courtfield
8	Cornwall
9	Chelsea Park/Carlyle
10	Brompton Cemetery
11	The Bellows
12	Sloane/Stanley
13	Chayne
14	Thames
15	Royal Hospital
16	Sloane Square
17	Norland
18	Assemble Park Gardens
19	Ladbroke
20	Kensington
21	Pembroke
22	Kensington Palace
23	Kensington Square
24	Kensington Court
25	Edwards Square/Scorsdale & Abington
26	De Vere
27	Queen's Gate
28	Brompton
29	Hans Town
30	Kensal Green Cemetery
31	Chelsea
32	Defend Gardens
33	Thurton/Smith's Charity
34	Philbeach
35	Colville
36	Assemble
37	Holland Park
38	Lots Village
39	Chelsea Estates

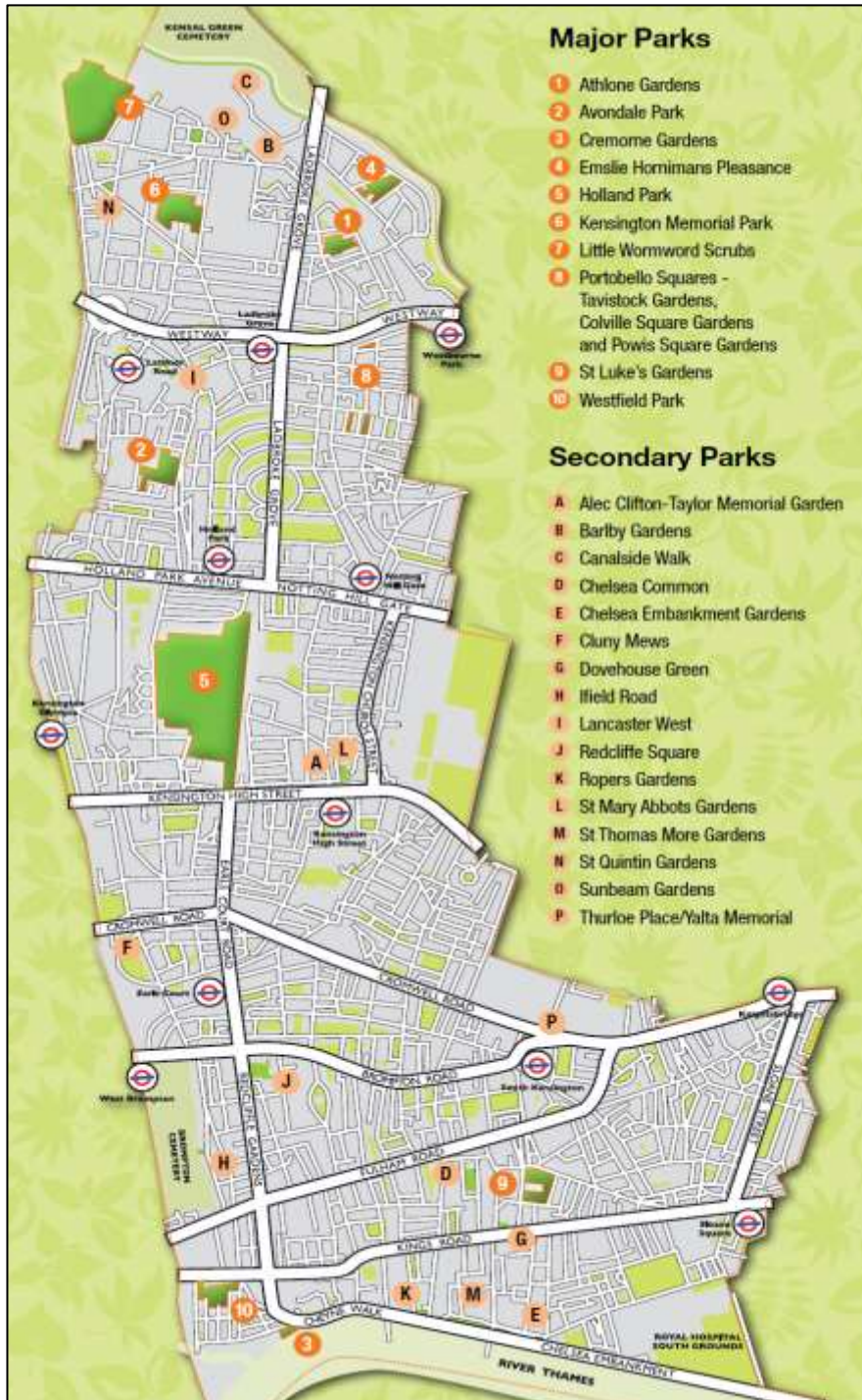
- Legend**
- Tube Stations
 - Conservation Area
 - Borough Boundary

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Conservation Areas in the Borough

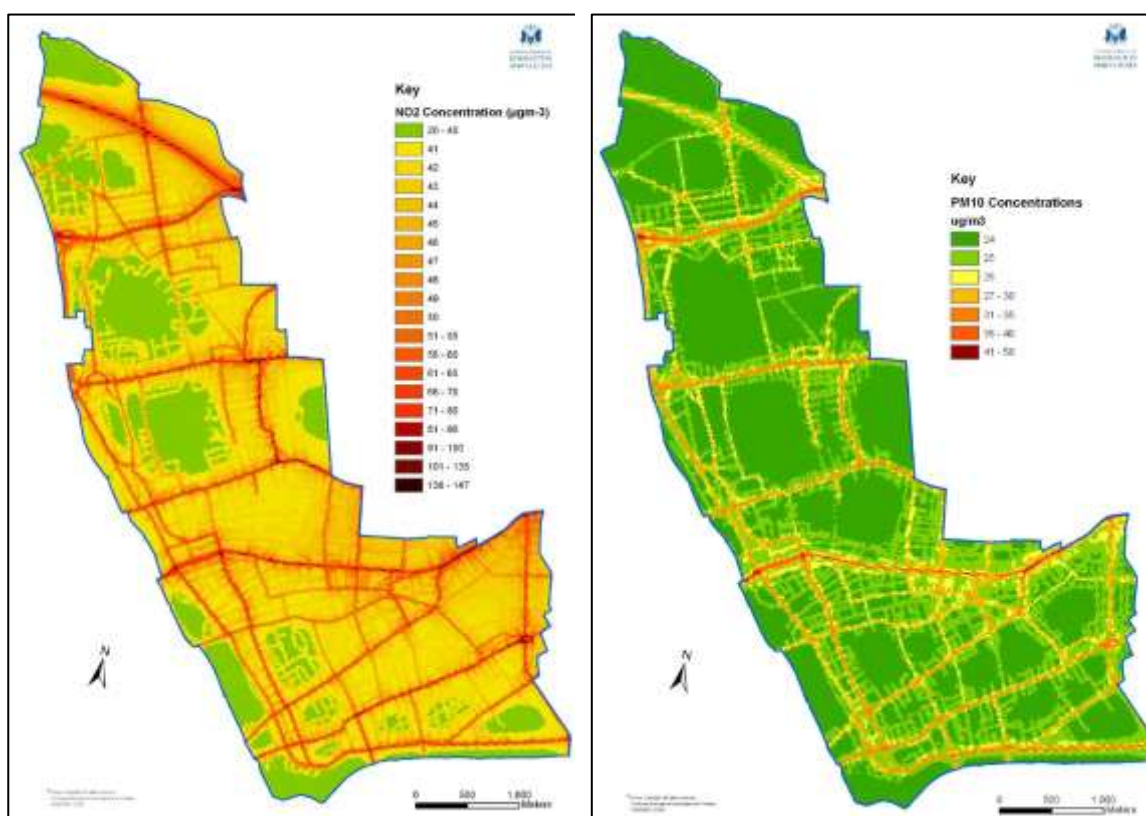
2.2.41 The Georgian legacy in the borough has left us with a tremendous number of garden squares. These are communal spaces enjoyed by the surrounding properties, but their construction has also resulted in a lack of public open and playable space in some parts the borough. This however, is counter-balanced 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 parks³².



Parks in the Borough. Source: Parks Strategy 2016-25. July 2016.

³² Parks Strategy 2016-25, July 2016

Natural environment



Modelled Annual Mean NO₂ Concentrations, 2010. Source: London Atmospheric Emissions Inventory Datasets and Meteorology

Modelled Annual Mean PM₁₀ Concentrations, 2010

- 2.2.42 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 borough³³. London Atmospheric Emission Inventory estimates for 2012 showed that 906 tonnes of NO_x and 76 tonnes of PM₁₀ are emitted annually from sources within the borough.
- 2.2.43 Potential flooding from the River Thames would affect areas along the embankment, but most of the borough is not under threat³⁴. 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.
- 2.2.44 In terms of carbon dioxide emissions, 60% of the borough's CO₂ came from commercial buildings, 29% from residents' homes and 11% from road transport³⁵. Total CO₂ emissions

³³ Ambitious for Tomorrow, 2014

³⁴ Strategic Flood Risk Assessment, March 2014

³⁵ 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 capita³⁶.

- 2.2.45 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

- 2.2.46 Nearly all of the borough's residual 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

- 2.3.1 It should 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.
- 2.3.2 A principal issue that the borough faces is the value of land and property, stimulated by the insatiable appetite for residential accommodation. The quality of life of those living within the borough is enriched by the mix of land uses.
- 2.3.3 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.
- 2.3.4 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.
- 2.3.5 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 housing³⁷ is a particular challenge.
- 2.3.6 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.
- 2.3.7 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

³⁶ Local and Regional CO₂ Estimates for 2005-13, DECC, 2015

³⁷ Intermediate housing includes tenures such as shared ownership, where the occupier buys part of the property and rents the remainder, and intermediate rent

which achieves diversity at a local level, with different types of housing integrated with one another.

- 2.3.8 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.
- 2.3.9 Compared with other parts of London, the borough might be considered to be well served by public transport. However, within the borough there are large differences. Much of the centre and south of the borough has high levels of public transport accessibility (PTAL). This is due to the original pattern of the underground and bus networks and the density of development and network of local centres reflects this. However, large parts of North Kensington and parts of South West Chelsea have relatively poor public transport accessibility.
- 2.3.10 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.
- 2.3.11 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.
- 2.3.12 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.
- 2.3.13 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.
- 2.3.14 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

- 2.3.15 It can be seen that the key characteristics and broad spatial patterns present four components that must drive the direction of the Local Plan:
- A fully integrated approach to development in consultation with the community must be taken if all communities are to be able fulfil their potential.
 - The Local Plan can play a positive contribution in addressing the ambitions of the community. This includes meeting their housing needs, providing the community facilities needed, and the premises required for the businesses which can employ local people.

- 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 all types and tenures of housing. A demand that needs to be addressed.

2.3.16 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:

- Providing for new residential development in a way which diversifies tenure patterns and house sizes, reflecting the needs of existing and future residents.
- 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.
- Reducing the environmental impacts of everyday activities in the borough to better fit within environmental limits.

Chapter 3 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

Our vision for Kensington and Chelsea to 2028 is to reduce inequality within the Borough, and to allow each community to fully realise its potential. This will further develop the strong and varied sense of place of the borough and will assist in a community-led recovery to the Grenfell disaster. We will, in partnership with other organisations, and importantly with our residents:

Stimulate improvements across the borough and particularly in areas of change through the provision of better transport, better housing and better facilities, aiding better health.

By 2028 the Royal Borough will have 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, and a better distribution of GP surgeries, 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 Wornington 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 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.

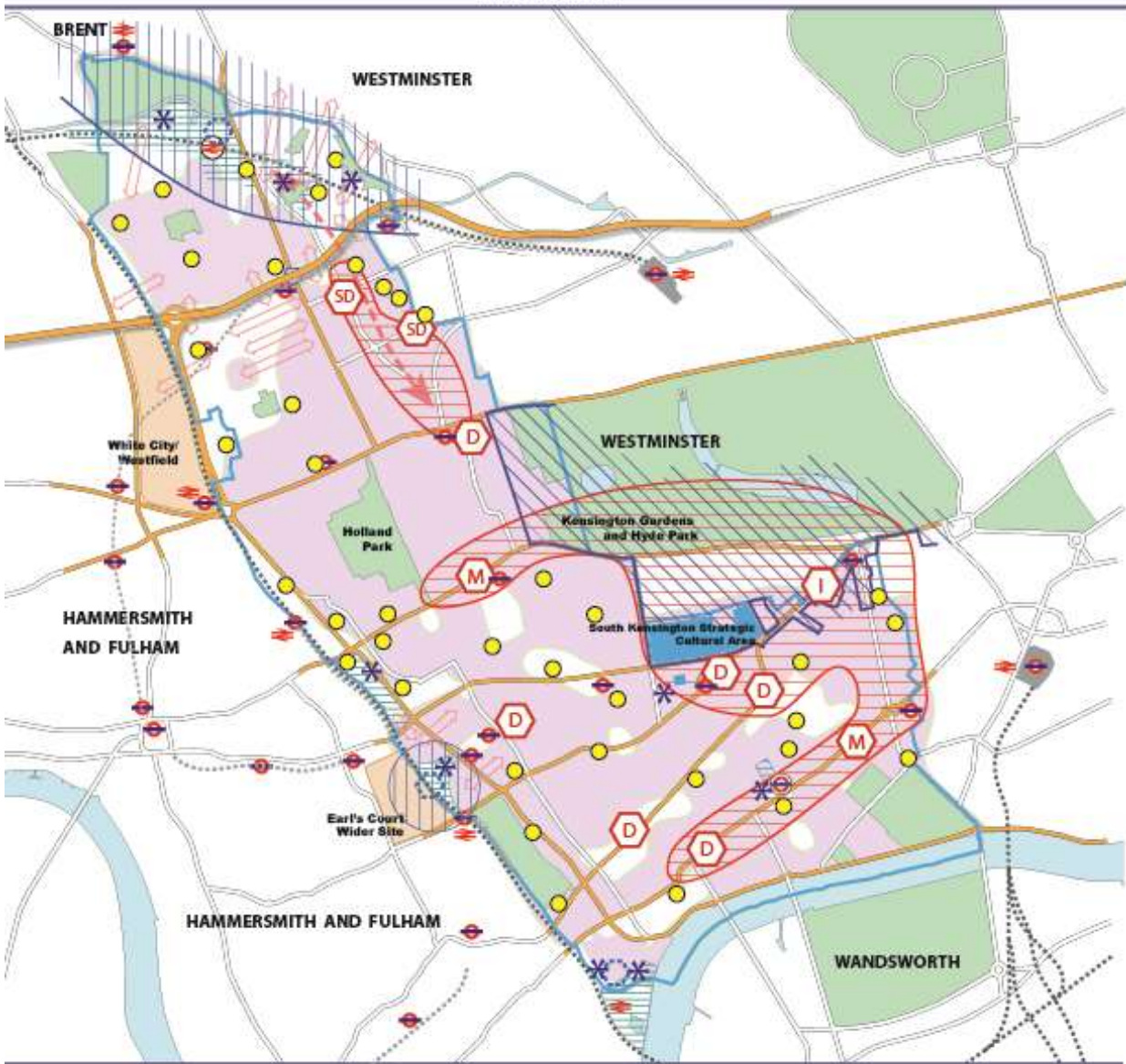
A significant quantum of new homes will have further diversified housing tenure, meeting the acute housing needs of many of those who live within the borough. These new homes will provide high standards of environmental performance to further the aim of sustainable development, including through the 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.

KEY DIAGRAM

- | | | | | | |
|---|--|---|---|--|--|
|  | Areas of Change |  | Neighbourhood Centre |  | New stations |
|  | Areas with particular National or International Reputation |  | Possible Larger Centre |  | Metropolitan Open Land/Cemeteries |
|  | Conservation Areas (largely residential) |  | International, Major, District and Special District Centres |  | Kensal Notting Hill Gate Connection |
|  | Central Activity Zone |  | Better connections and legibility needed |  | Thames and Grand Union Canal showing bridges |
| | |  | |  | Strategic site allocations |



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’.

3.2.3 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.

Issues and Strategic Objectives

The issue...	...Expanded and translated into...	...a Strategic Objective...	...addressing these topics
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.	Loss of social, community and local uses to residential, and the difficulty of land for new ‘local’ uses being made available.	To keep life local.	social and community uses, local shopping facilities, ‘walkable neighbourhoods’.
	Loss of the range of uses that bring vitality to the Borough - shops, arts and cultural uses, offices and so forth, also as above from the pressure from residential land values.	To foster vitality.	town centres, retail, arts and culture, creative industry and business.
Improving travel choices to reduce car dependency, including getting better access onto the existing rail infrastructure.	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.	To offer better travel choices.	public transport, walking and cycling, parking.

The issue...	...Expanded and translated into...	...a Strategic Objective...	...addressing these topics
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.	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.	To maintain and extend our engaging public realm.	sense of place, attractive streets, parks and outdoor spaces.
	The need to protect the built heritage passed down to us and to ensure new developments are equally valued by our successors.	To renew our legacy.	quality design, conservation and enhancement.
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.
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.

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.

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.

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.

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 new developments 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

- 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' homes³⁸.

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.

³⁸ Affordable Housing is defined in Chapter 32 Glossary

Chapter 4 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 borough³⁹, 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)⁴⁰. 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 28.1) 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 27) so that, in the event that monitoring identifies possible risks to delivery, the Council has a strategy to address the risk.

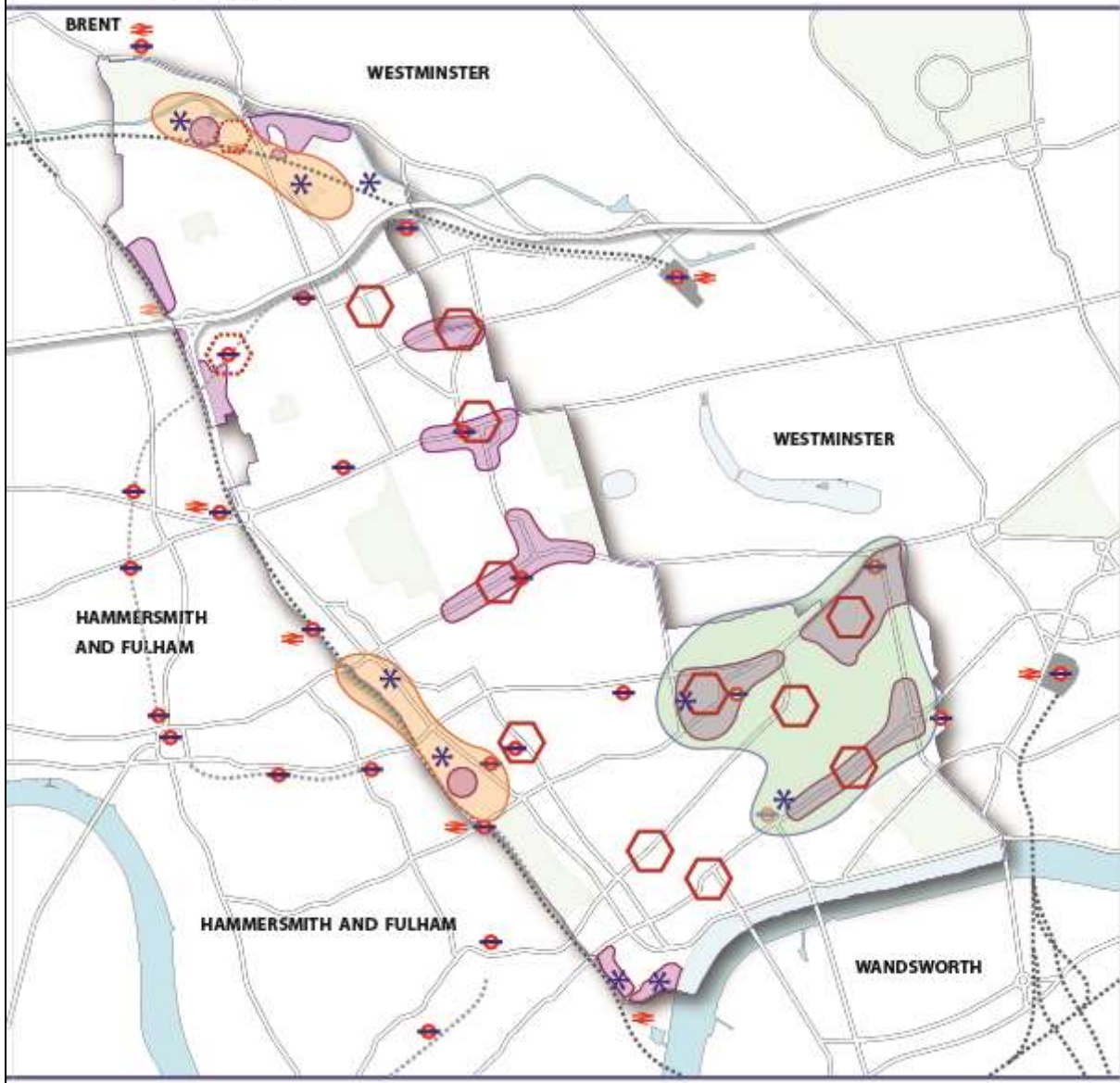
³⁹ GLA (2013), London Strategic Housing Land Availability Assessment (SHLAA), GLA

⁴⁰ RBKC and Cobweb Consulting (2015) Strategic Housing Market Assessment (SHMA)

QUANTUM OF DEVELOPMENT

Broad Locations

-  Broad locations of main existing and proposed employment uses
-  Broad locations of significant new housing
-  Location of town centres with scope for possible expansion
-  Town Centres (excluding neighbourhood centres)
-  Possible larger centre
-  Strategic site allocations



- 4.2.6 In terms of business uses, there is a forecast demand of 45,000sq m of additional office floorspace between 2016 and the end of the plan period in 2028⁴¹. When including the B1(a) floorspace which has been lost since 2016 this translates to a net demand of 47,100 sq m. The development pipeline would suggest that this demand is likely to be accommodated over the plan period, with much of this B class floorspace likely to come forward through the intensification of business uses on existing sites. The borough's Employment Zones are likely to have an important role in this regard.
- 4.2.7 The Council has published an update to its Retail and Leisure Needs Assessment (RLNA). This predicts retail need to 2028, the end of the plan period. It concludes that, at just 700 sq m, there will not be a significant need for additional comparison floorspace to 2023. This figure may rise to 21,000 sq m (net) by 2028, but remains significantly less than the 145,000 sq m of comparison need to 2028, identified in 2009. The need for additional convenience floorspace has held up a little better, with a predicted need of 9,000 sq m (net) by 2023. The RLNA also considers the ability to accommodate this need within existing centres by 2028. It concludes that the re-occupation of currently vacant units, (reducing the overall vacancy rate to 5%) could accommodate some 11,300 sq m (gross) of commercial space, or a little over a third of all retail floorspace needed.
- 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 25.

⁴¹ London Office Policy Review, (2017), GLA.

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 a minimum of 35% of residential floorspace on qualifying sites will be affordable;
2. seek to provide 47,100sq.m of additional 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:

- a. allocated site allocations with a minimum net capacity of 6,630 residential units;
- b. 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;
- c. set out current infrastructure requirements, to be updated as part of the regular infrastructure delivery plan review process.

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. With the exception of site allocations, the visions, principles and priorities in the place chapters are non-strategic policies.
- 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

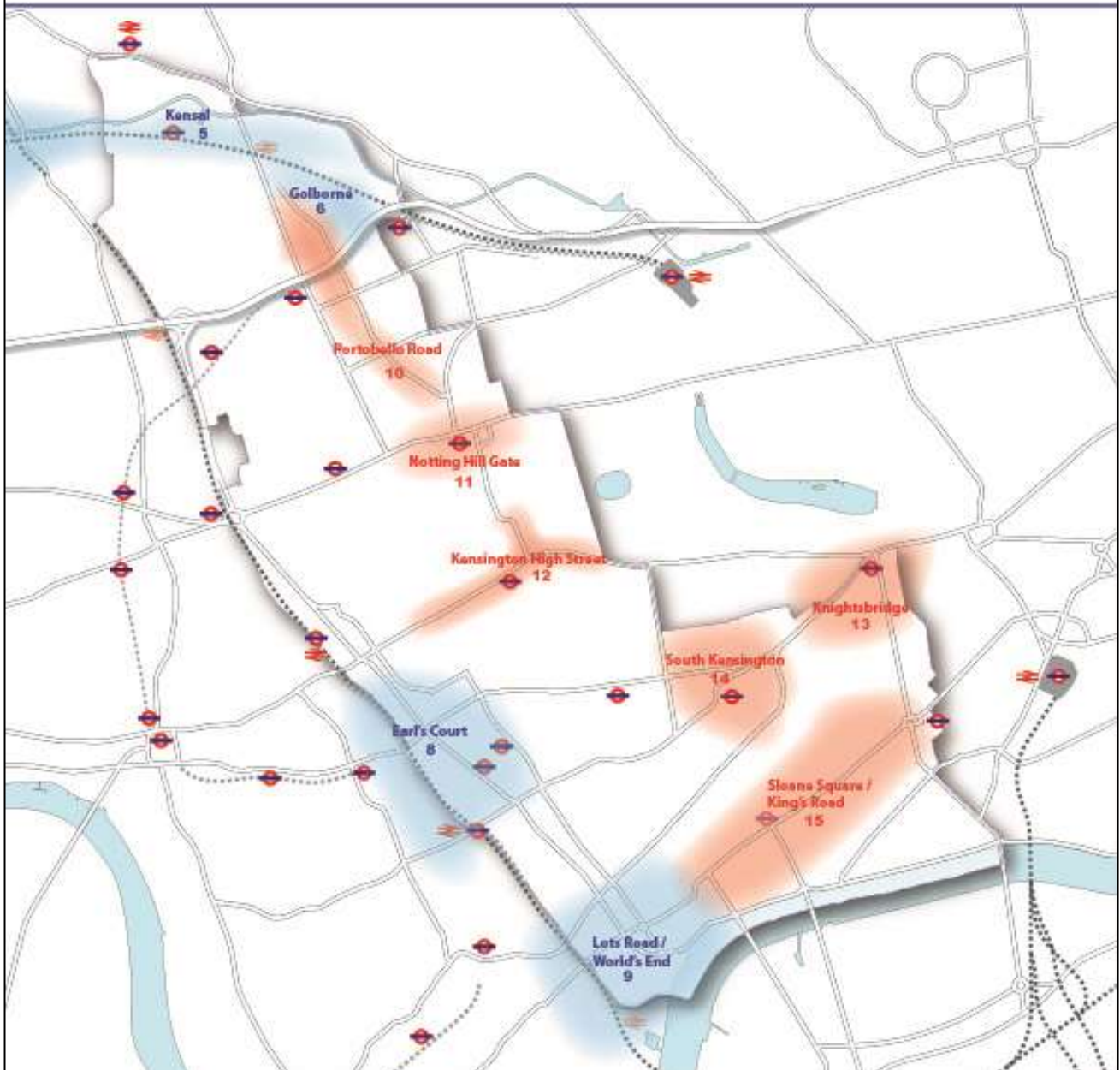
a neighbourhood plan it should be used as well as the Local Plan so that the full suite of relevant policies and actions are considered. The borough currently has two neighbourhood forums that have produced neighbourhood plans: Norland and St Quintin and Woodlands.

- 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.

PLACES

Showing chapter numbers and places in the context of the Borough

- Areas of change
- Places with a particular national or international reputation



4.4 Areas of Change

- 4.4.1 Following the tragic fire at Grenfell Tower on 14 June 2017, the Council decided to end the three new estate regeneration projects which were being worked on in the borough at Silchester, Barlby-Treverton and Warwick Road estates. It was also pledged by the Leader that any estate regeneration projects on the affected estates would be co-designed in conjunction with the residents living within the relevant estate and put to a binding vote with projects only going ahead with the majority of residents in support. Following these commitments, the Council commits to an early review of the Local Plan, at least in part, to consider issues related to North Kensington, the Latimer 'Place', estate regeneration and housing supply, to be adopted within three years of this Local Plan's adoption. In the meantime, all policies in the development plan (the London Plan, the Local Plan and any relevant neighbourhood plans) will continue to apply.
- 4.4.2 The key diagram in Chapter 3 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 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.
- 4.4.3 The Council's vision for new development is that it must learn from the past. New 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 new developments will reflect traditional street patterns and urban form to provide 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. The London Plan policy on housing density will be used to optimise site density. 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. New developments 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 these 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 Trelick Tower are being developed.

4.5 Enhancing places in the borough with a national or international reputation

- 4.5.1 The Borough's national and international destinations are located in and around the main town centres: Knightsbridge, King's Road, and Kensington High Street. They include the V&A, Natural History Museum and Science Museums at Exhibition Road in the South

Kensington Strategic Cultural Area 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 borough⁴². 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.

4.6 Site Allocations

- 4.6.1 Within the place chapters (Chapters 5-15) the Council identifies nine 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.

Theme	Place/Centre	Site Allocations
Areas of Change	Kensal	<ul style="list-style-type: none"> • Kensal Canalside Opportunity Area
	Golborne	<ul style="list-style-type: none"> • Wornington Green (permission granted) • Land adjacent to Trellick Tower
	Latimer	<ul style="list-style-type: none"> • No site allocations
	Earl’s Court	<ul style="list-style-type: none"> • Earl’s Court Exhibition Centre (permission granted) • Warwick Road Sites

⁴² Visitor Economy Update and Impact Study of Crossrail 2

Theme	Place/Centre	Site Allocations
	Lots Road / World's End	<ul style="list-style-type: none"> • Lots Road Power Station (permission granted) • Site at Lots Road
Strengthening existing national and international destinations	Kensington High Street	<ul style="list-style-type: none"> • No site allocations
	Portobello Road	<ul style="list-style-type: none"> • No site allocations
	Notting Hill Gate	<ul style="list-style-type: none"> • No site allocations
	Knightsbridge	<ul style="list-style-type: none"> • No site allocations
	South Kensington	<ul style="list-style-type: none"> • 39-49 Harrington Road
	Sloane Square / King's Road	<ul style="list-style-type: none"> • Chelsea Farmers' Market, Sydney Street

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.

4.4 Quality

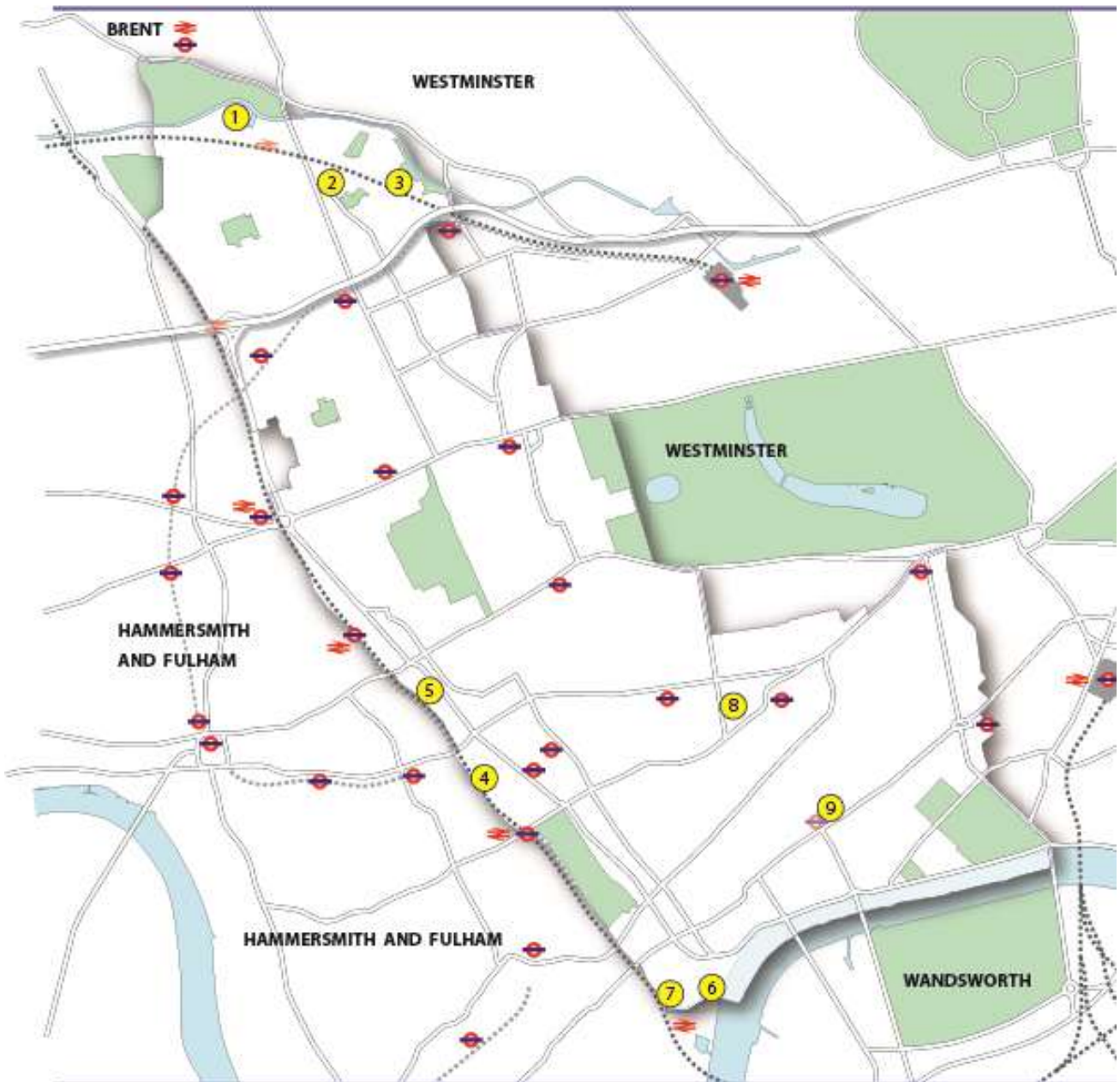
4.4.1 The third part of the vision identifies how quality is fundamental to the success of the borough. As well as its location, it is the exceptionally high quality of the townscape, and the finely grained mixed uses of the borough, that underpins the borough's attractiveness as a place to live.

Policy CP3 Quality

The Council will safeguard the existing high quality townscape and finely grained mix of uses to uphold the residential quality of life.

STRATEGIC SITES

- | | |
|-----------------------------------|--|
| ① Kensal | ⑥ Lots Road Power Station (permission granted) |
| ② Wornington Green | ⑦ Site at Lots Road |
| ③ Land adjacent to Trellick Tower | ⑧ Harrington Road |
| ④ Earl's Court | ⑨ Chelsea Farmers' Market |
| ⑤ Warwick Road sites | |



Chapter 5 Kensal

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 as part of the Council's investment in the area.

Kensal Employment Zone will provide flexible workspace, and supporting uses that bring vitality, building on the area's existing strengths in the creative sector.

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. 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. The Council will review the capacity and masterplan for the Kensal Canalside site via an early review of the Local Plan if an Elizabeth Line station is not agreed. The Barlby-Treverton Estate is located within the Kensal area. The Council commits that any future solutions or improvements to the Barlby-Treverton Estate will be co-designed with residents living on that estate.

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. Ladbrooke 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 would improve accessibility, enhance employment prospects for local people and stimulate regeneration and growth in this part of the borough.

Key issues and potential opportunities



- 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 post war 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 and Kensal Day Nursery, built in the 1930s as an exemplar 'urban village' for the employees of the gasworks, are among 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.
- 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, Kensal House and Kensal Day Nursery.
- 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.
- 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, *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>

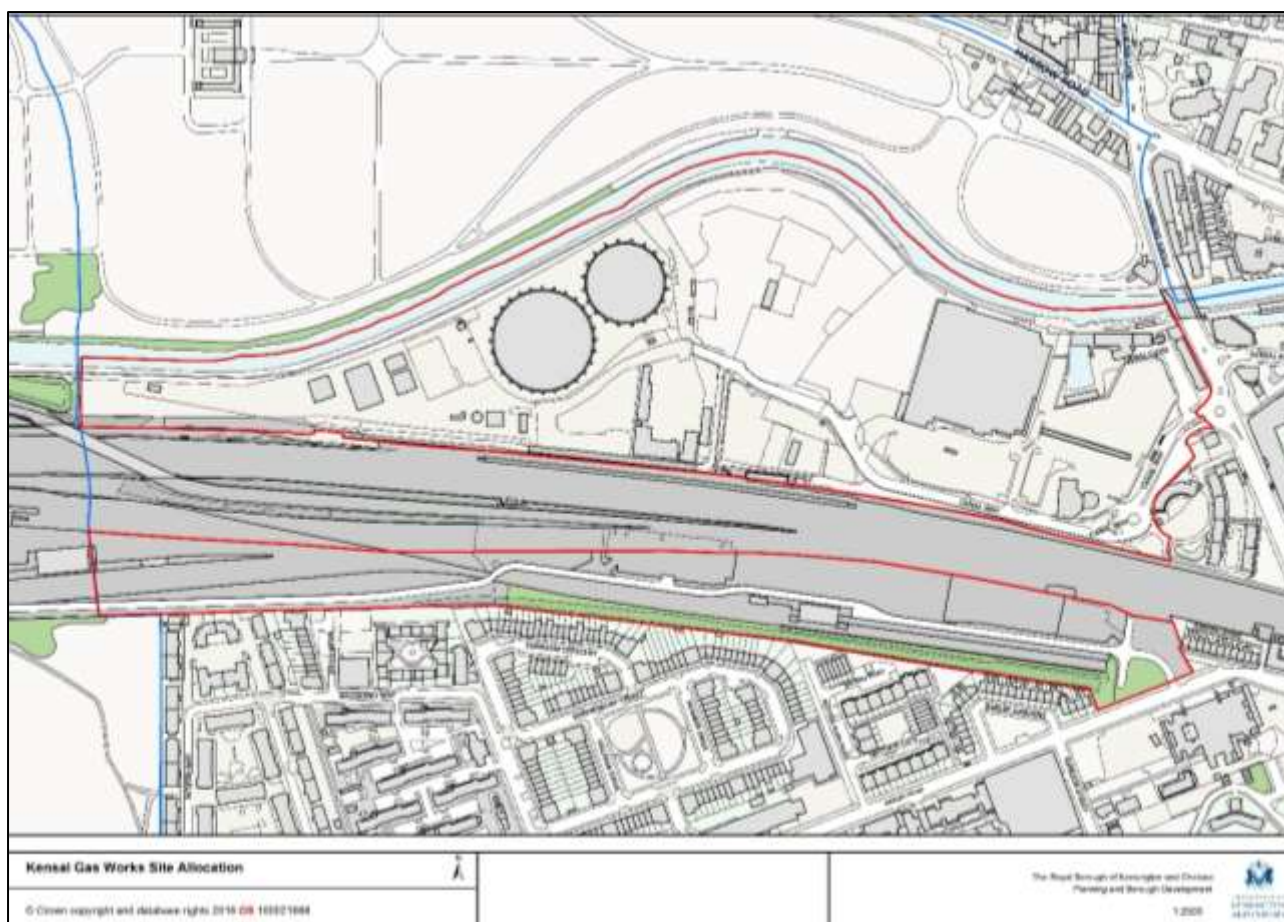
5.6.3 Please note further documents may be produced after publication of this plan so it is important to also check the Council's website.

Site Allocation CA1: Kensal Canalside Opportunity Area

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 Ladbrooke Grove is close to capacity. This severely constrains the traffic generating development that can be accommodated on the site without 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 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 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 Ladbrooke Grove. If a new station on the Elizabeth Line is not agreed, the capacity and masterplan for Kensal Canalside Opportunity Area will need to be reviewed. Any change to the housing capacity and infrastructure provision of the site would need to be brought forward through the early review of the Local Plan.

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 (C3) 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, biodiversity 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;
- v. on-site waste management facilities, which could include recycling facilities and anaerobic digestion;
- w. other contributions as set out in relevant SPDs.

5.7.4 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.

5.7.5 If a new station on the Elizabeth Line is not agreed, the capacity and masterplan for Kensal Canalside Opportunity Area will need to be reviewed. Any change to the housing capacity and infrastructure provision of the site would need to be brought forward through the early review of the Local Plan.

Site Information	
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	
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	<p>Site development</p> <ul style="list-style-type: none"> • 2017 Publish Supplementary Planning Document • 2022 -2031 construction <p>Station</p> <ul style="list-style-type: none"> • 2017 Network Rail GRIP 2 stage addressing detailed track planning for the station • 2022-23 construction of bridge and station
Funding arrangements	Private investment
Planning guidance	Kensal Canalside Opportunity Area SPD (2017)
Site Constraints	<ul style="list-style-type: none"> • 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 and Day Nursery are 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. • Kensington and Chelsea Cemeteries Tier II Archaeological Priority Area
Risks	<ul style="list-style-type: none"> • 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.

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.

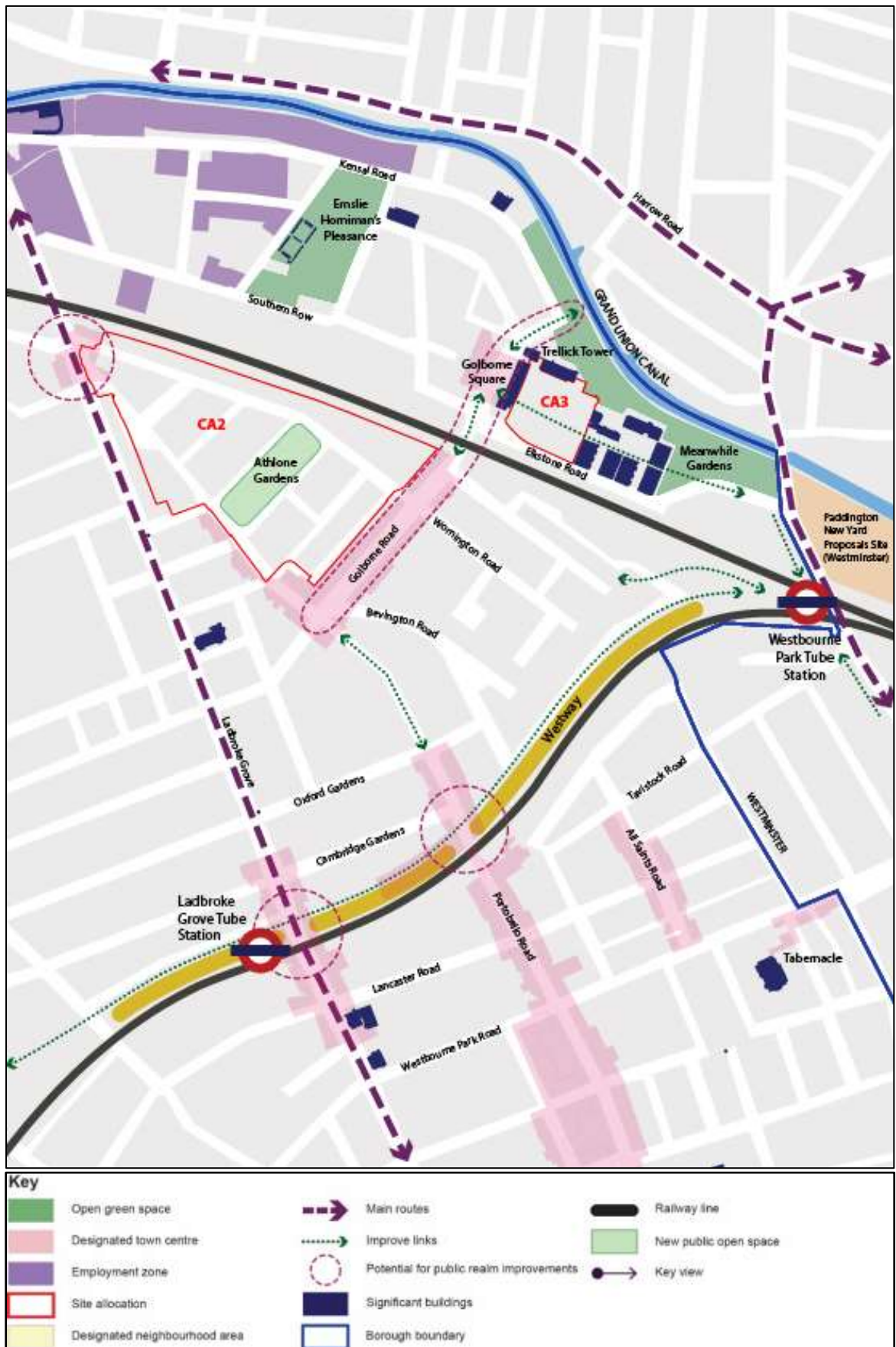
6.1 Introduction

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 2 commenced development in mid-2017. Phase 3 dates are currently to be confirmed. 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.

Key issues and potential opportunities



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
- Reduce health inequalities and improve health outcomes in Golborne.

6.4 Priorities (Objectives and actions to deliver the aims)

- Complete the redevelopment of Wornington Green.
- Re-provide 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.
- Reinststate 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

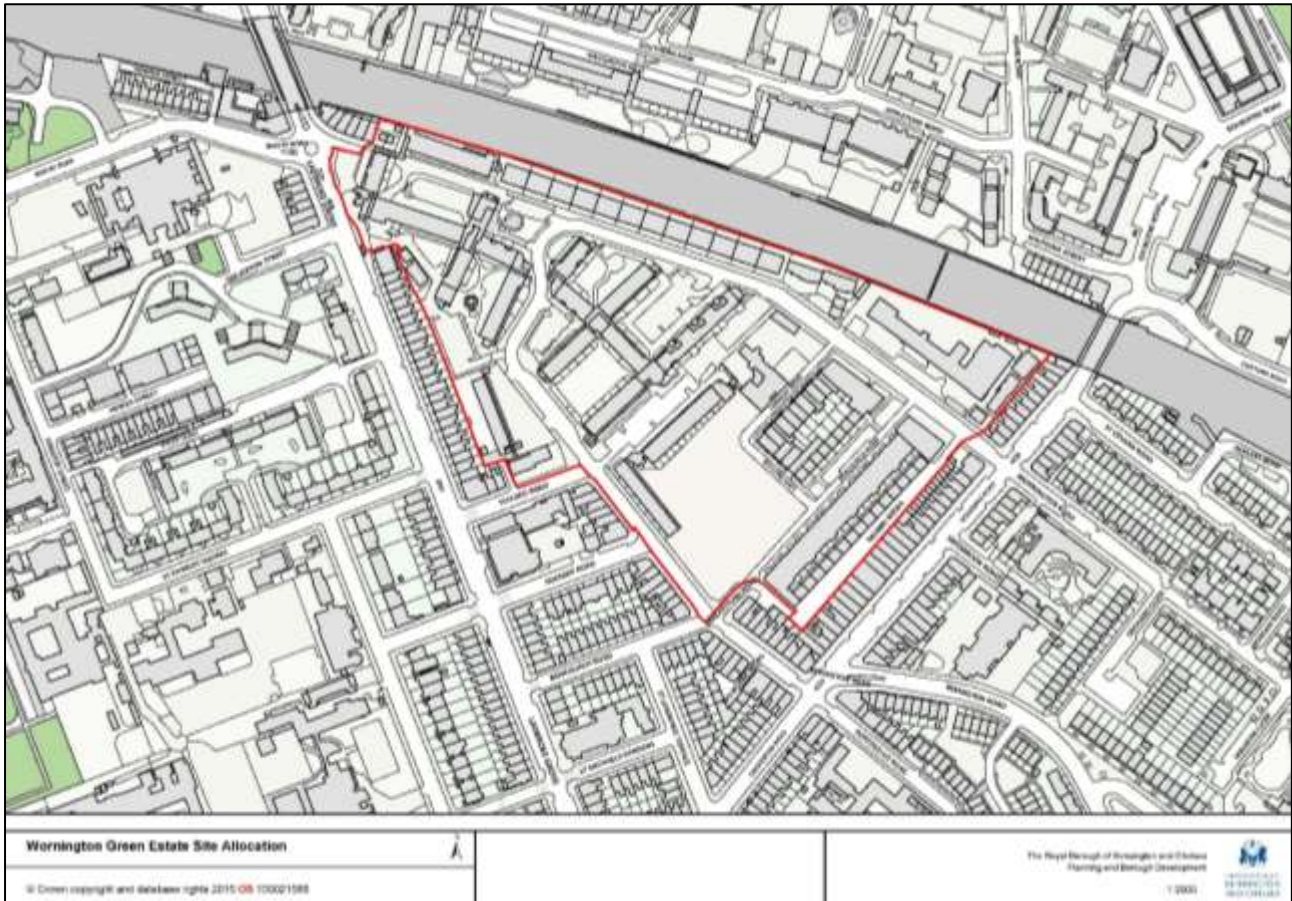
6.6.1 The following documents are relevant to development in Golborne:

- 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.

Site Allocation CA2: Wornington Green



6.7 Site context

6.7.1 Wornington Green is a post war 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 CA2 Wornington Green

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

Land use

- a. a minimum of 281 residential (C3) units;
- b. the replacement of an improved Athlone Gardens, measuring 9,186sq.m (GEA), including the area of the existing ball court;
- c. 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;
- d. 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);
- e. 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;
- f. replacement of the storage used by market traders in Munro Mews;

Principles

- g. 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;
- h. a phasing scheme to minimise disruption to residents and adjoining neighbours during the construction period;
- i. 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;
- j. 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

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

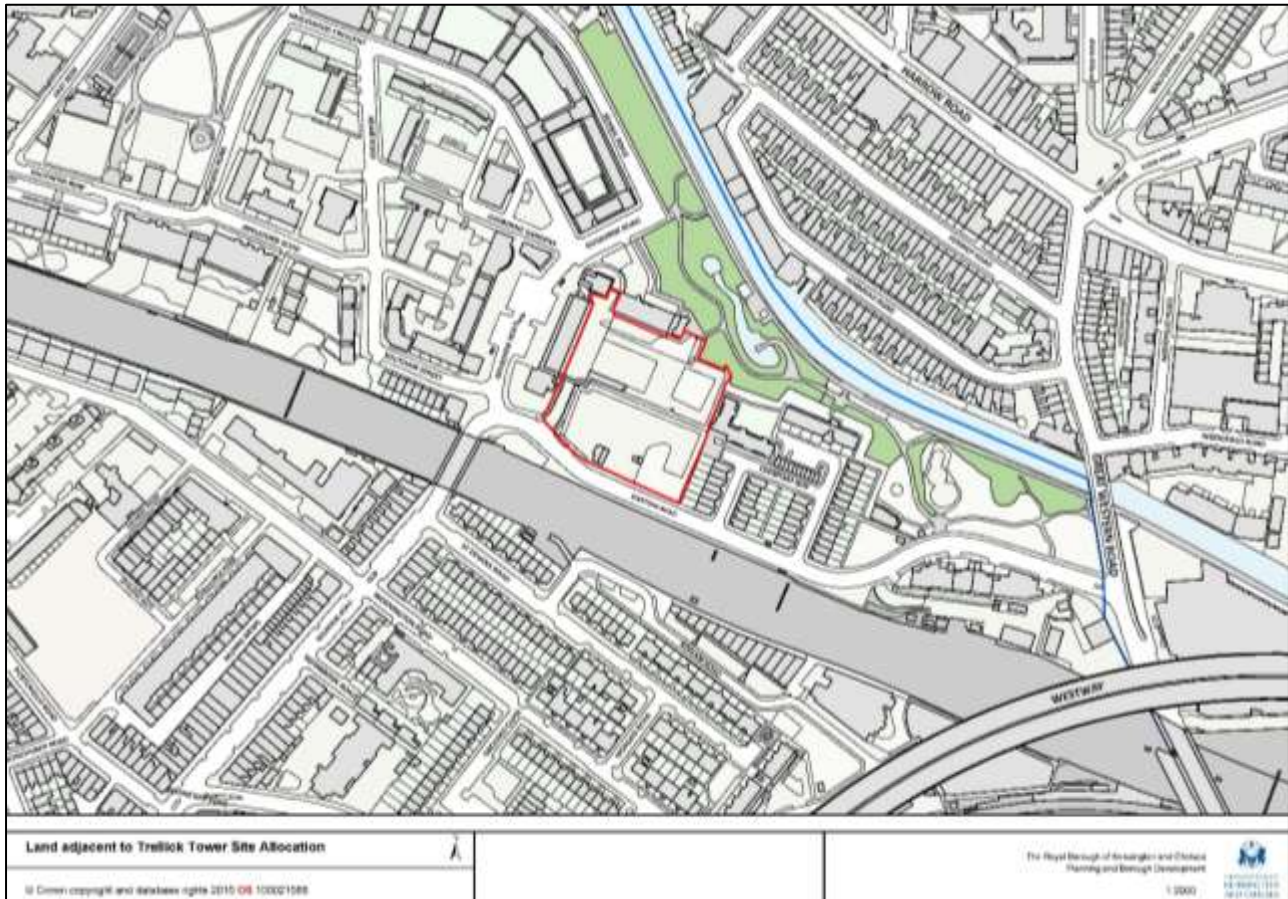
Site Information	
Site Address	Wornington Green Estate, Wornington Road
Ward	Golborne
Site Area	5.3 hectares
Site Owners	Catalyst Housing Limited, Royal Borough of Kensington and Chelsea
Current Uses	Residential use with associated open space and community uses
Existing Permissions	Outline planning permission, 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).
Delivery	
Delivery agencies	Catalyst Housing Limited
Delivery milestones	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.
Funding arrangements	Catalyst Housing Limited, Homes and Communities Agency
Site constraints	A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.
Planning guidance	Wornington Green Planning Brief SPD (adopted 2009)

Site Allocation CA3: Land adjacent to Trellick Tower

6.8 Site Context

- 6.8.1 The site encompasses the former Edenham Care Home and land adjoining Trellick Tower. Surrounding the site is the neighbouring Cheltenham estate, a mixed use block that fronts on to the northern end of Golborne Road, and the Golborne Road (North) neighbourhood shopping centre. The Edenham Care Home, previously on the site, was demolished in 2008, and it is currently being used as a temporary coach park.
- 6.8.2 Residential-led development is regarded as the most suitable use for the site. At around 80 residential units per hectare, the site allocation takes account of London Plan 'designs on London' policies, and Table 4B1. This estimation may well be found to be conservative. However, with the iconic Trellick Tower adjacent, it is important that the final capacity of the site is established through a careful design process, which could constrain development. While additional residential units may well be able to be accommodated, it would not be prudent to allocate the site for additional units without detailed designs to confirm the acceptability and an understanding and appreciation of the local social, historical and physical context, and impact on the adjoining site of importance for local nature conservation. The grade II* listed status of Trellick Tower could prove a constraint on development in the area.
- 6.8.3 The location of a destination use, such as a leisure facility, could improve the vitality of

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



Site Allocation

Policy CA3 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 (C3) 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 including health provision 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.

Site Information	
Site Address	Land to the rear of 7-19 Golborne Road and land to the rear of 1-13 Edenham Way
Ward	Golborne
Site Area	0.77 hectares
Site Owners	Royal Borough of Kensington and Chelsea (RBKC)
Current Uses	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.
Planning History	No previous permissions
Delivery	
Delivery agencies	RBKC and potentially a private developer and/or registered social landlord (RSL)
Delivery milestones	Delivered by the end of 2021
Funding arrangements	Public investment
Planning guidance	Trellick-Edenham Planning Brief SPD (adopted 2015)
Site Constraints	<ul style="list-style-type: none"> • 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

7.1 Introduction

- 7.1.1 Latimer is located to the north west of the borough. The area is made up of large post war housing estates including Silchester and Lancaster West. The Westway flyover and West Cross Route, built in the 1960s, pass through the area. Latimer is also home to businesses uses located primarily in the Latimer Road Employment Zone. Following the tragic fire at Grenfell Tower on 14 June 2017, the Council decided to end the three new estate regeneration projects which were being worked on in the borough at Silchester, Barlby-Treverton and Warwick Road estates. It was also pledged by the Leader that any estate regeneration projects on the affected estates would be co-designed in conjunction with the residents living within the relevant estate and put to a binding vote with projects only going ahead with the majority of residents in support. As a result the whole place vision for the Latimer area has also been withdrawn from the Plan, to enable it to be reviewed in the light of any new proposals for the Silchester estate. The Council commits to an early review of the Local Plan, at least in part, to consider issues related to North Kensington, the Latimer 'Place', estate renewal and housing supply, to be adopted within three years of this Local Plan's adoption. In the meantime, all policies in the development plan (the London Plan, the Local Plan and any relevant neighbourhood plans) will continue to apply to any applications which might be submitted for development in the Latimer area.

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.

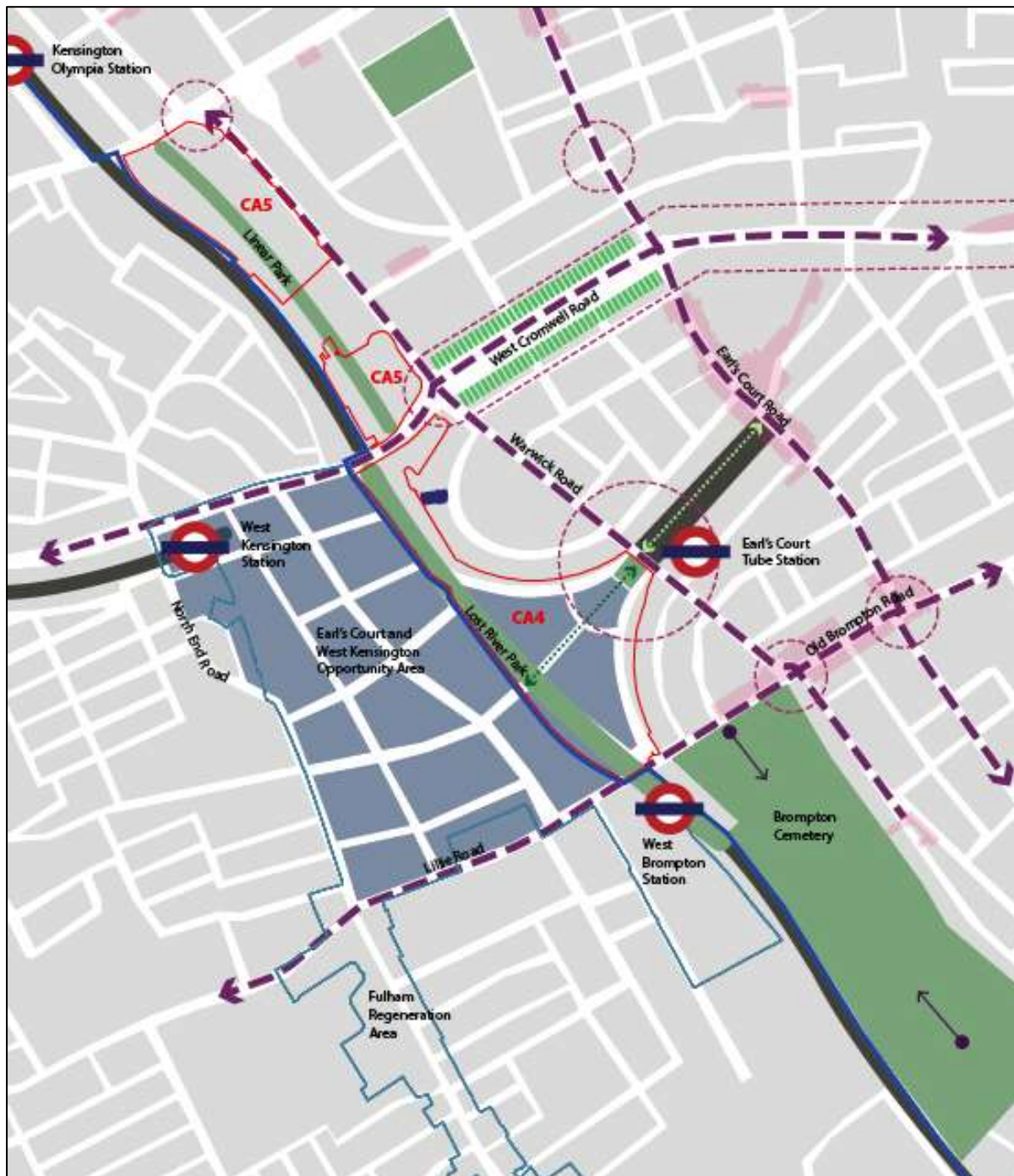
8.1 Introduction
















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.

Key Issues and Opportunities



Key					
	Open green space		Main routes		Railway line
	Designated town centre		Improve links		Earls Court and West Kensington Opportunity Area
	Employment zone		Potential for public realm improvements		Opportunity for landscape improvements
	Site allocation		Significant buildings		Key view
	Designated neighbourhood area		Borough boundary		Fulham Regeneration Area

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:

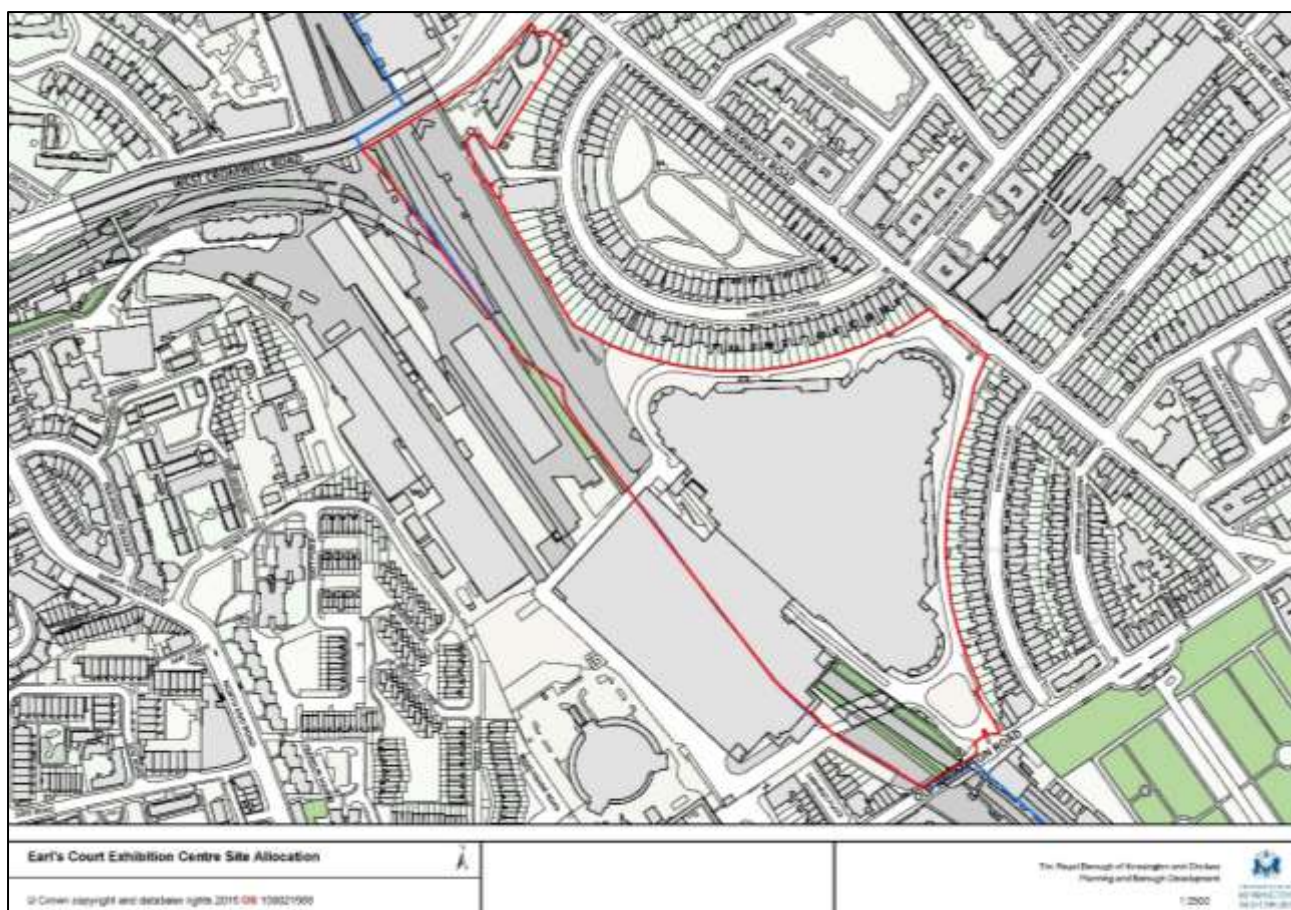
- RBKC and LBHF, *Earl's Court and West Kensington Opportunity Area Joint Opportunity Area SPD*, 2012
- RBKC, *Warwick Road Planning Brief SPD*, 2008
- Green Infrastructure and Open Environments: The All London Green Grid, pp.125-6
- RBKC, *Earl's Court Square Conservation Area Appraisal*, 2016
- RBKC, *Earl's Court Village Conservation Area Appraisal*, 2016
- RBKC, *Nevern Square and Philbeach Conservation Area Proposal Statement*, to be updated in 2017
- 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 CA4: 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 CA4 Earl's Court Exhibition Centre

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

Land use

- a. a minimum of 900 (C3) homes within the Royal Borough;
- b. a minimum of 10,000sq.m of office floor space;
- c. retail and other uses within the A class of the Use Classes Order 1987 (as amended) to serve the day-to-day needs of the new development;
- d. a significant cultural facility to retain Earl's Court's long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility;
- e. other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel and leisure uses;
- f. social and community uses;
- g. on-site waste management facilities to handle waste arising from the new uses of the site (including recycling facilities and/or anaerobic digestion), which may be provided within LBHF but must benefit development in the Royal Borough;
- h. 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

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

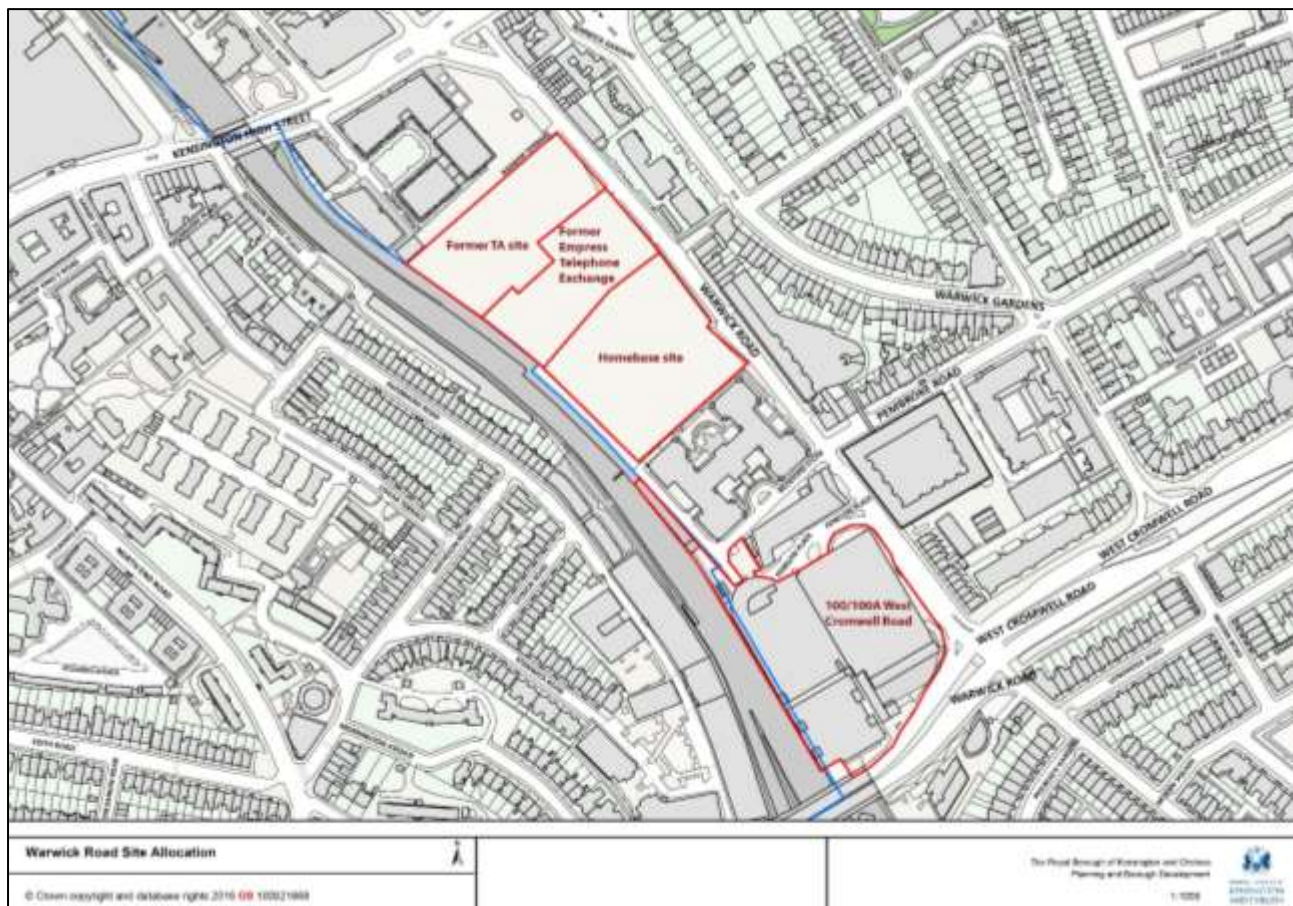
Infrastructure and Planning Contributions

- m. social and community facilities;
- n. additional new public open space, including considering opportunities to create biodiversity;
- o. 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;
- p. 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;
- q. 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;
- r. 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;
- s. affordable housing as part of residential requirement;
- t. education facilities;
- u. a cultural facility;
- v. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

Site Information	
Site Address	Earl's Court Exhibition Centre, Warwick Road Land in Cluny Mews Land located between the railway line and the rear of Philbeach Gardens
Ward	Earl's Court
Site Area	7.43 hectares
Site Owners	Earl's Court Limited and Transport for London (the Exhibition Centre site), Clear Channel and Empress Limited (Cluny Mews).
Current Uses	Vacant
Planning History	Permission PP/11/01937 granted in 2013 for demolition and alteration of existing buildings and structures and the comprehensive redevelopment of the site including new open space, vehicular and pedestrian accesses and routes and a mixed use development comprising buildings to accommodate residential use (Class C3), office use (Class B1), retail use (Classes A1-A5), hotel and serviced apartments uses (Class C1), education, health, community, culture and leisure use (Class D) below ground ancillary space (including parking/plant /servicing), vehicle parking and associated highways alterations, structures for decking over existing rail lines and tunnels, waste and utilities, enabling works including related temporary works including construction of an access road and structures and other works incidental to the development.
Delivery	
Delivery agencies	Capital and Counties Plc.

Delivery milestones	2012: grant planning permission 2013: start implementation on site 2023: completion
Funding arrangements	Mainly private investment
Planning guidance	Earl's Court and West Kensington Opportunity Area Joint Supplementary Planning Document (adopted 2012)
Site Constraints	Part of the site falls within Flood Zones 2 and 3. An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.
Site Constraints	<ul style="list-style-type: none"> • Brompton Cemetery is designated Grade I on English Heritage's Register of Parks and Gardens is adjacent to the site • Philbeach Gardens Conservation Area surrounds the site to the east.

Site Allocation CA5: Warwick Road Sites



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 CA5

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 (C3) units across all four sites:
 - i. 255 residential (C3) units on the Former Territorial Army site;
 - ii. 163 residential units (C3) on the Former Empress Telephone Exchange;
 - iii. a minimum of 375 residential (C3/C2) units of which a minimum are 283 C3 residential units on the former Homebase site;
 - iv. a minimum of 450 (C3) 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.

Site Information	
Site Address	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Former Territorial Army site has planning consent for 281 residential unit (PP/08/00218) • Former Empress Telephone Exchange has consent for 158 residential units (PP/08/01214) • Former Homebase has consent for 330 units (PP/10/02817) • 100 West Cromwell Road has no extant permission as an individual site. It formed part of a wider site for which outline planning permission was granted in 1996 for the redevelopment of the greater 'Fenelon Place' site to provide a three phase development. Phases one and three have been implemented and comprise the existing Tesco store with housing above and the Kensington Westside residential development respectively. Phase two was for an office building (14.864 square metres) and has not been implemented. The phase two site is now known as the 100 West Cromwell Road site.(TP/93/0434)
Delivery	
Delivery agencies	Unknown (private developers)
Delivery milestones	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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.

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.

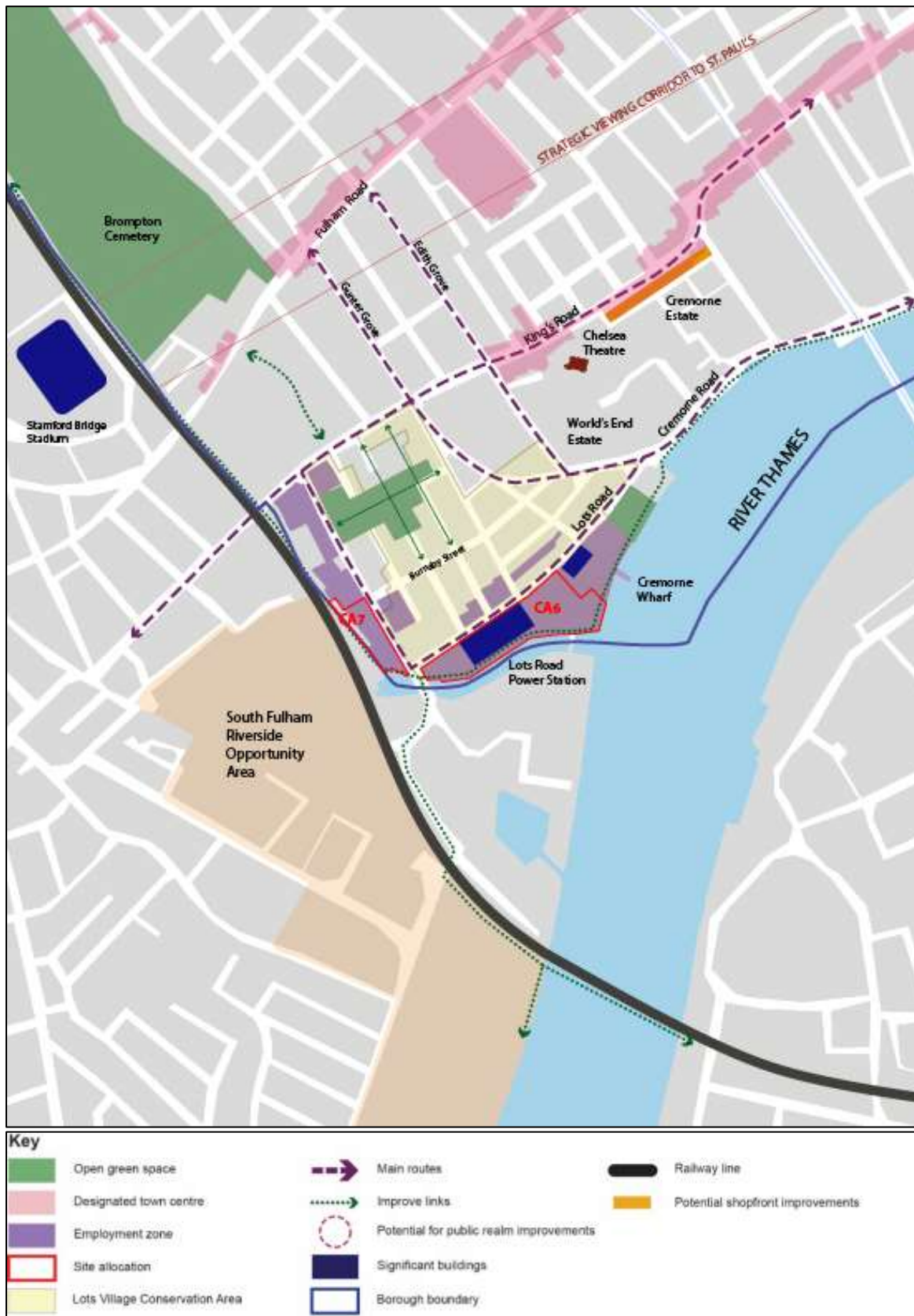
9.1 Introduction

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 420 new dwellings, children's play space, 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.

Key issues and opportunities



- 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. The site is safeguarded for waste management, water transport and cargo handling purposes in Policy CE3.

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.
- Safeguard Cremorne Wharf for waste management, water transport and cargo handling purposes.

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

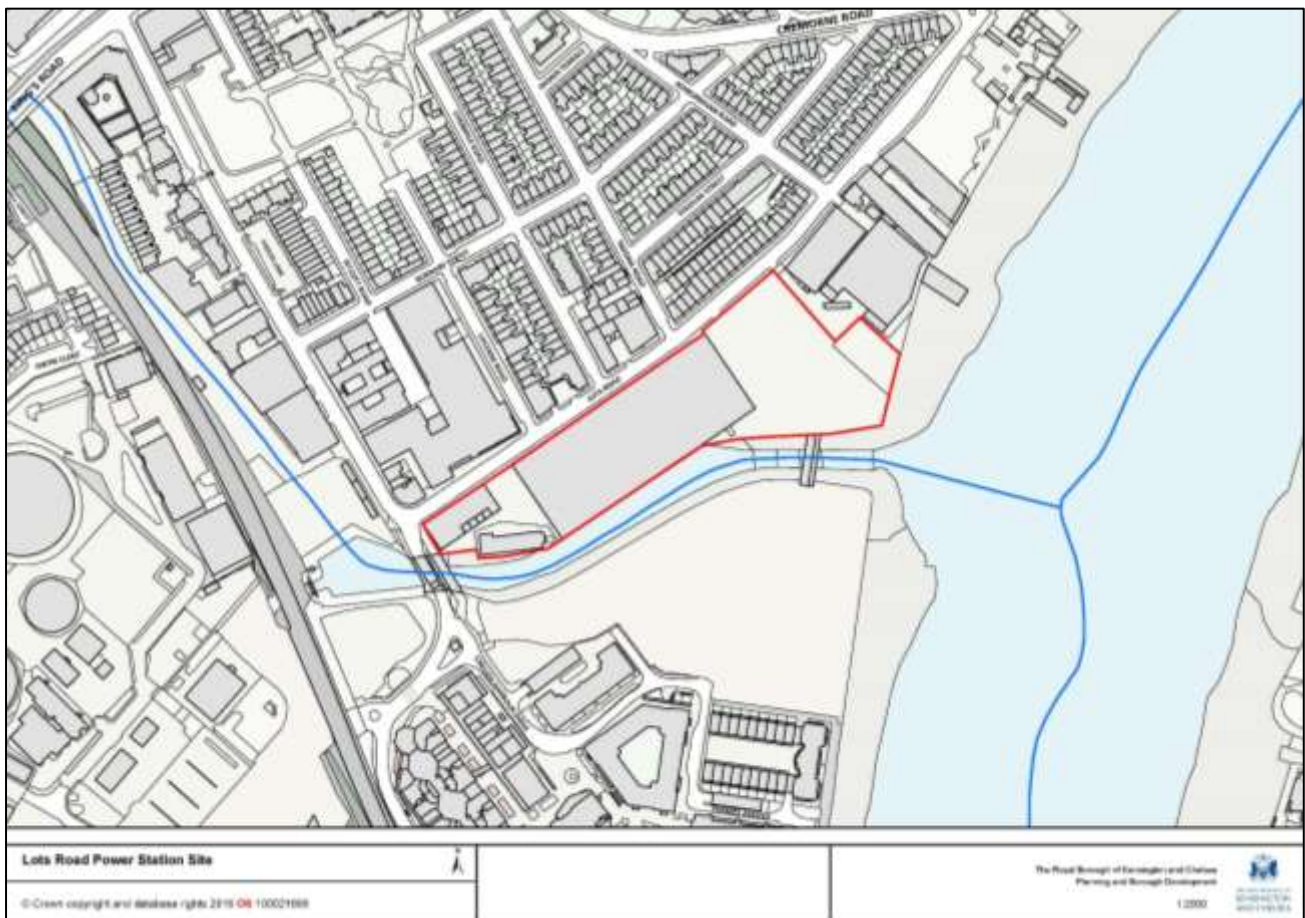
9.6.1 The Council and other bodies have produced the following documents that are relevant to the Lots Road area:

- 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
- Historic England, *Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal*, 2016
- London Borough of Hammersmith and Fulham, *South Fulham Riverside Supplementary Planning Document*, 2013
- 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.

Planning Permission CA6 Lots Road Power Station



9.7 Site Context

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

Planning Permission

Policy CA6

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 (C3) dwellings, including 166 (C3) affordable units
- f. Open space

Infrastructure and Planning Contributions:

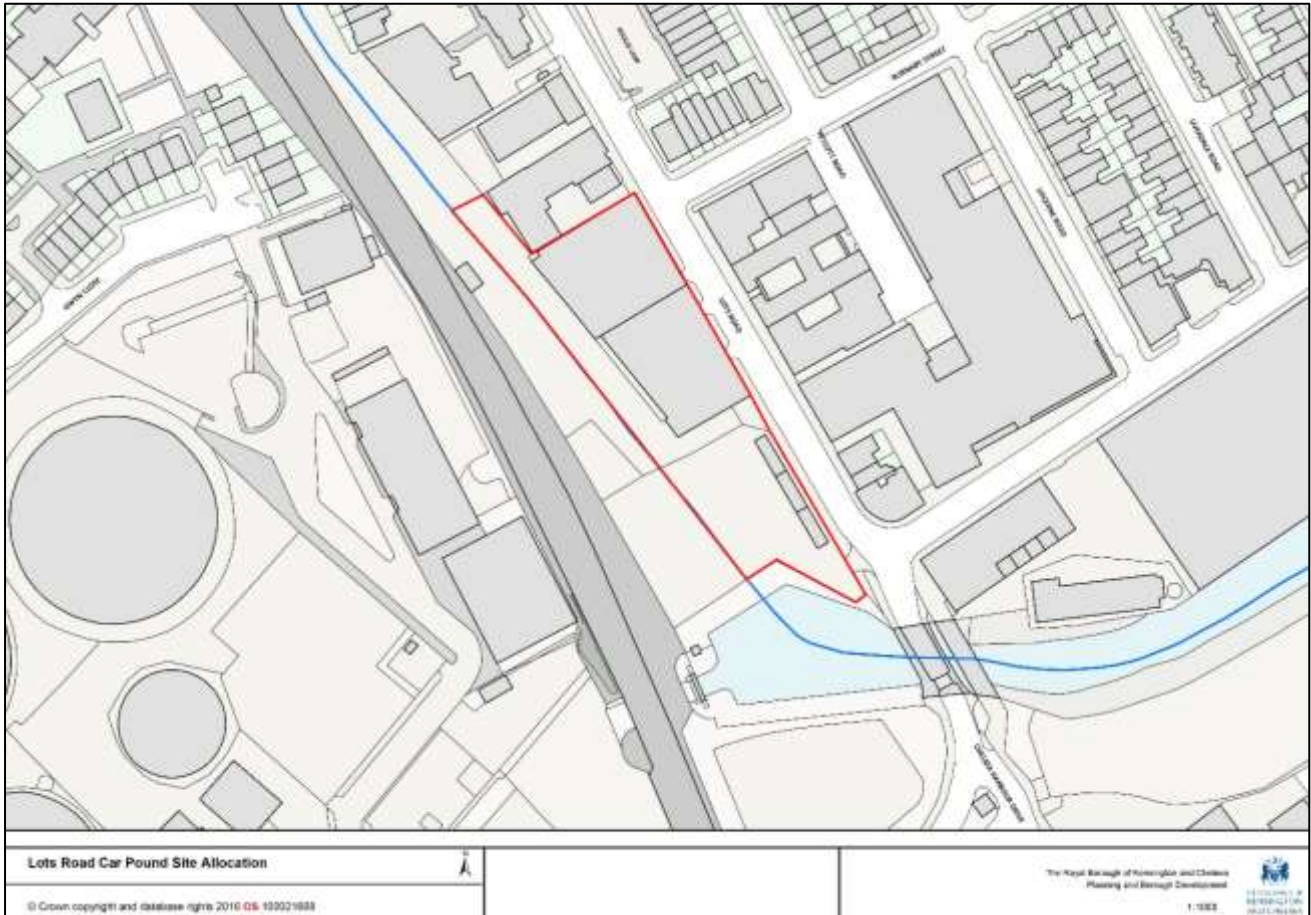
The permission includes:

- 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

Site Information	
Site Address	Lots Road Power Station, Lots Road
Ward	Chelsea Riverside
Site Area	1.77 ha
Site Owners	Hutchison Whampoa Ltd
Current Uses	Vacant former power station
Planning History	Planning permission was granted in 2006 and has been implemented. (PP/02/01324), PP/13/04082 minor material amendments to the extant permission, PP/16/06360 minor material amendments.
Delivery	
Delivery agencies	Private developer
Delivery milestones	Delivery Q1 2020
Funding arrangements	Private investment
Site Constraints	<ul style="list-style-type: none"> • 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. • 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 in line with the Thames Estuary 2100 Plan /Thames River Basin Management Plan.

Site Allocation CA7: Site at Lots Road



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 and is immediately adjacent to the Lots Village Conservation Area.
- 9.8.2 The site is owned by the Council and the Council's ownership extends beyond the borough boundary into the London Borough of Hammersmith and Fulham. The larger part and existing buildings are within the Royal Borough of Kensington and Chelsea.
- 9.8.3 The vehicle pound occupies the southern portion of the site, with access from Lots Road. The existing buildings on the site are two-storey warehouse buildings facing Lots Road, used principally as auction rooms.
- 9.8.4 This stretch of Lots Road is a boundary between predominantly business and retail on the west side and a residential area on the east side. The area supports a mix of uses including retail, office and residential accommodation. The south end of Lots Road sees the beginning of Chelsea Harbour; to the west of the site is the access road to the depot and railway lines. On the opposite side of Lots Road from the site are a variety of building

uses, including residential, office, retail and education.

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

Site Allocation

Policy CA7

Site at Lots Road

A mixed use development to include residential and employment floorspace

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

Land use

- a. a minimum of 55 affordable extra care units (C2);
- b. a minimum of 4000sq m (GIA) of commercial floorspace (A1, B1 and B8) of which at least 2000 sq m will be business floorspace (B1 or B8);

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;
- g. seek an east west cycling and pedestrian link across the West London Line connecting to the Imperial Gasworks National Grid site.

Infrastructure and Planning Contributions

- h. 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.

Site Information	
Site Address	Crown Wharf 63, 65/69 & 71/73 Lots Road, SW10 0RN
Ward	Chelsea Riverside
Site Area	Royal Borough of Kensington and Chelsea land: 0.50 Ha (4856sqm); including Hammersmith & Fulham: 0.74 Ha (7404sqm)
Site Owners	Royal Borough of Kensington and Chelsea
Current Uses	Vehicle pound, studio workspace, commercial auction rooms, self storage
Planning History	71-73 Lots Road An application was submitted in 2008 for the demolition of the existing buildings and erection of a new building for re-housing the auction rooms and provision of B1 business/office space. It was withdrawn in December 2008 A previous application (PP/06/00940) for a similar scheme for the demolition of existing buildings and erection of new 7 storey building comprising auction rooms and business accommodation was refused and a subsequent written representations appeal was dismissed on 16 May 2007 (PINS Ref: APP/K5600/A/07/2035974).

Delivery	
Delivery agencies	Royal Borough of Kensington and Chelsea/Private investment
Delivery milestones	2019-2020
Funding arrangements	Royal Borough of Kensington and Chelsea
Site Constraints	<ul style="list-style-type: none"> • 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 in line with the Thames Estuary 2100 Plan/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 • Chelsea Riverside Tier II Archaeological Priority Area
Risks	The site straddles the boundary with the London Borough of Hammersmith and Fulham (LBHF). Delay due to both Councils failing to agree comprehensive development of the site.

Chapter 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.

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.

Key issues and opportunities



- 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 Special District 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 Neighbourhood 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
- Historic England, *Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal*, 2016
- RBKC, *Shopfront Design Guidelines*, 2011
- Futurecity and BOP Consulting, *Cultural Placemaking in the Royal Borough of Kensington and Chelsea*, 2012

- RBKC, *Air Quality and Climate Change Action Plan 2016*

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

Chapter 11 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 redevelop outdated 50s buildings.

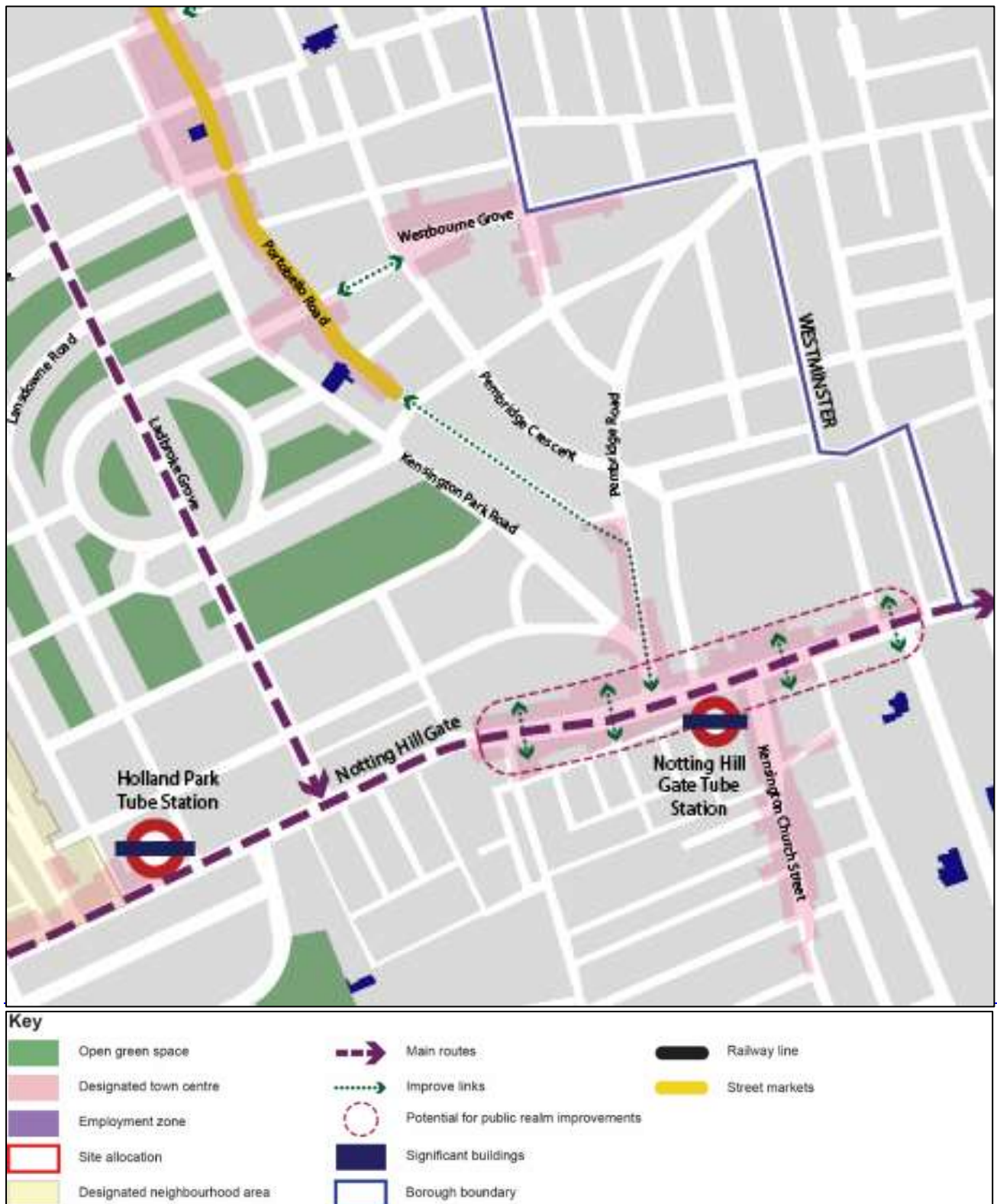
11.1 Introduction

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.

Key issues and opportunities



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 or redevelopment in a different plan form are both identified as appropriate options.
- Refurbishment or redevelopment options should provide active frontages at ground floor level.
- 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

CV12 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, businesses 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.

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.

Key issues and potential opportunities



- 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 major proposals to redevelop High Street Kensington Station Arcade or adjacent buildings investigate opportunities to secure improved station facilities and, where appropriate, feasible and justified, 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 in accordance with relevant legislation and guidance.
- 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.

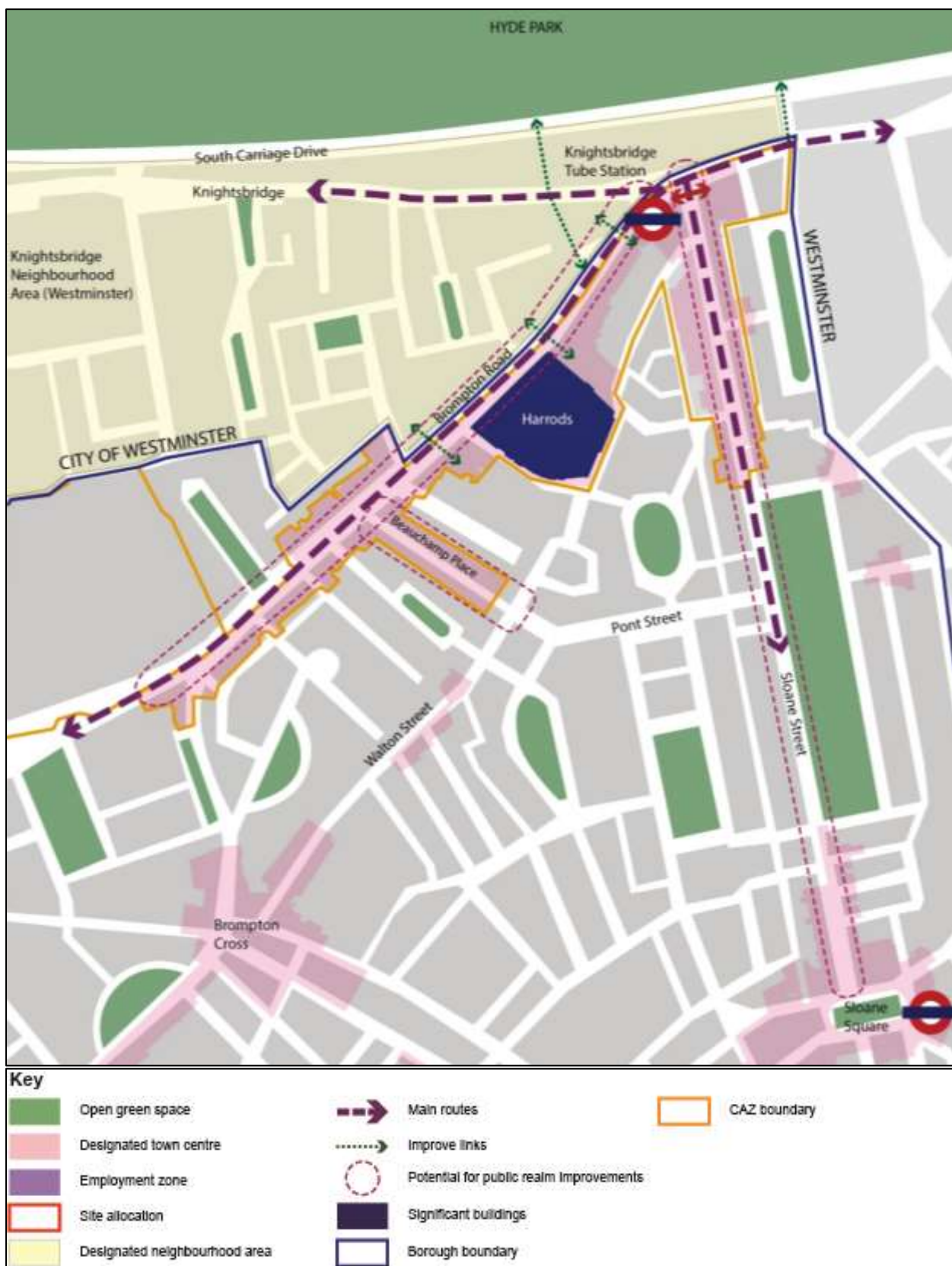
13.1 Introduction

13.1.1 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 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.
- The area experiences very heavy traffic flows and high levels of air pollution as it is one of London's main arterial Red Routes.

Key issues and opportunities



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
- Knightsbridge Neighbourhood Forum, *Draft Knightsbridge Neighbourhood Plan* (within City of Westminster)
- The Royal Borough of Kensington and Chelsea, *Air Quality and Climate Change Action Plan 2016*
- Royal Borough of Kensington and Chelsea (RBKC), *Shopfront Design Guidelines Supplementary Planning Document 2011*

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.

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.
- South Kensington District Centre south of Cromwell Road has many small shops and Bute Street Farmers’ Market that give it a village character much valued by local residents. However, over the last ten years the area to the north of the station has become increasingly dominated by food and beverage outlets predominantly catering for visitors. 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.

Key issues and opportunities



- 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.
- Maintain the function of Brompton Cross as a high quality specialist boutique retail centre with international appeal.

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, Brompton Cross and Kensington High Street.
- 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 in Exhibition Road through high-quality, innovative and inspiring events, installations and activities in the public realm 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.
- Seek ways to minimise building and road traffic air pollution emissions from new development.
- Strengthen the sense of place at Brompton Cross and encourage the return of long-term vacant retail units to retail use.

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 to the District and Circle Line by 2022 and the Piccadilly Line by 2026. 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 South Kensington Station Site and 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 and local residents 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.

Site Allocation CA8: Harrington Road



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 CA8

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 (C3) 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.

Site Information	
Site Address	117A Queen's Gate, 39-49 Harrington Road and 2 Reece Mews, LONDON SW7
Ward	Courtfield
Site Area	0.21 Ha
Site Owners	The Government of the Islamic Republic of Iran
Current Uses	Temporary use a car park (75 spaces)
Planning History	<p>Use as a car park</p> <p>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.</p> <p>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.</p> <p>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</p>

	<p>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.</p> <p>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 '<i>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</i>'. This was registered on 26 May 2010. the application was withdrawn by the Council on 27 December 2012.</p>
Delivery	
Delivery agencies	Private developers/site owners
Delivery milestones	Not known
Funding arrangements	Private investment
Site Constraints	<ul style="list-style-type: none"> • The western part on 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 would have commenced on a new Crossrail 2 station that would 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.

15.1 Introduction

15.1.1 Located in the south of the borough, the King's Road is one of the London's most vibrant shopping centres. It has evolved since its renown in the sixties, but is still an iconic and valued destination.

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 research and treatment of heart and lung disease and cancer.

Key Issues and opportunities



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.

Site Allocation CA9: Chelsea Farmers' Market



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 CA9 Chelsea Farmers' Market

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

Land use

- a. a minimum of 50 (C3) 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.

Site Information	
Site Address	Chelsea Farmers Market, 125 Sydney St, Chelsea, London SW3 6NR
Ward	Stanley
Site Area	0.6 hectares
Site Owners	Royal Brompton & Harefield NHS Foundation Trust
Current Uses	Classes A1 (Retail) and A3 (Food and Drink).
Planning History	<ul style="list-style-type: none"> • Planning permission was originally granted for the use of the site as a Farmers' Market and Garden Centre in 1986 for a limited period. This has been renewed on 5 separate occasions. • In March 2005 planning permission (PP/05/00023) was granted for the replacement of two single storey retail units in similar style, construction and materials to existing units. • Two retrospective planning applications were submitted in April 2016 for the continued use of the Chelsea Farmers' Market (PP/16/02375) and Chelsea Gardner (PP/16/02377) for a further period of 5 years up until 2021. Permission was granted for application PP/16/02375 on 27/07/2016 and PP/16/02377 on 25/08/2016.
Delivery	
Delivery agencies	Unknown – private developers
Delivery milestones	Delivery is dependent on Crossrail 2
Funding arrangements	Private investment
Site Constraints	<ul style="list-style-type: none"> • The Grade I listed St Luke's church is adjacent to the site • Dovehouse Green is an ancient burial ground adjacent to the site • Part of the site is within the Royal Hospital Conservation Area, and it is surrounded by the Chelsea, Chelsea Park/Carlyle and Cheyne Conservation Areas • The Strategic View of St Paul's Cathedral (King Henry VIII's Mound to St Paul's Cathedral) runs through the site

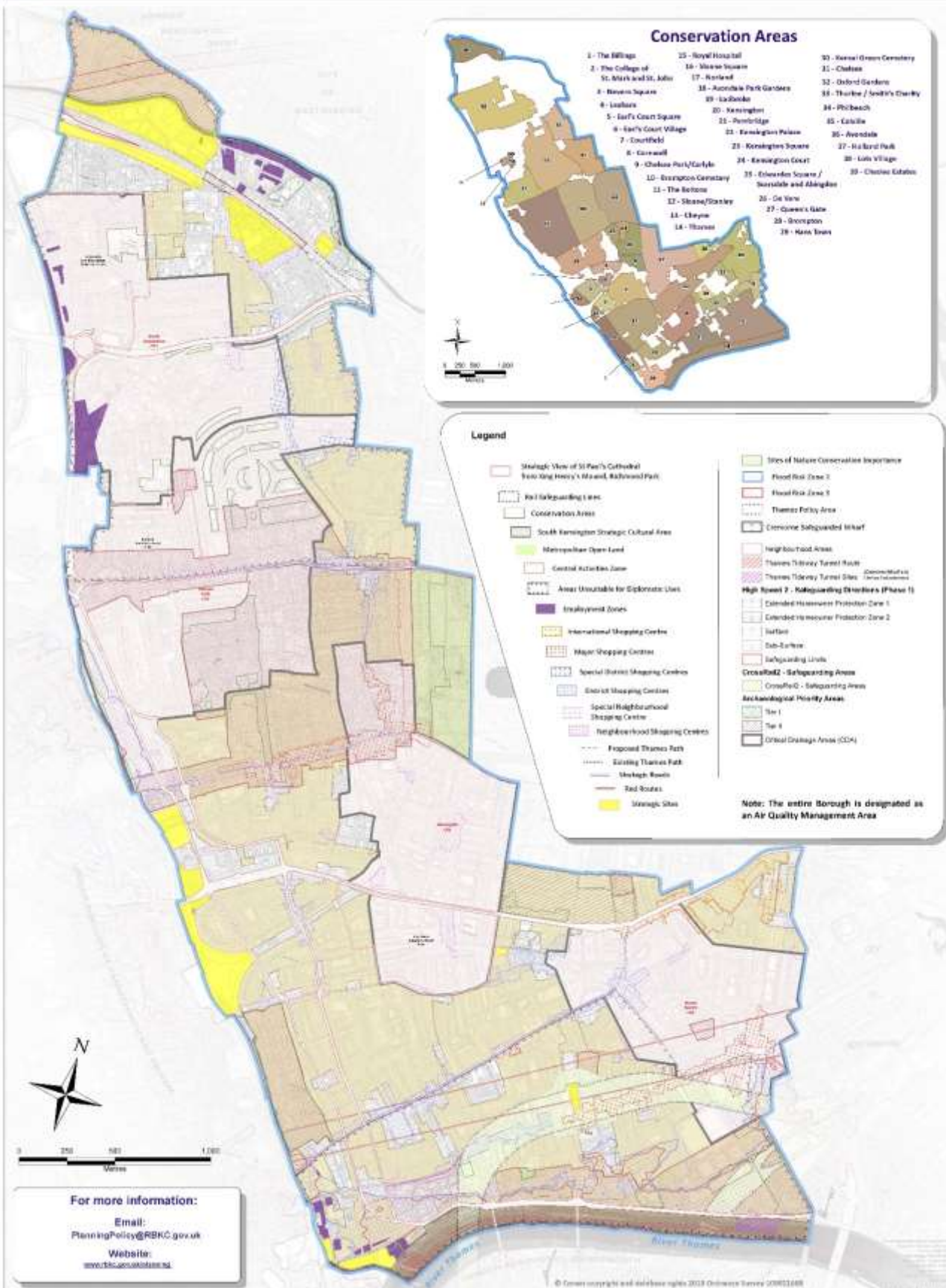
	<ul style="list-style-type: none"> • A Flood Risk Assessment is not required to support any future planning application. However, the site should assess the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. • The site is covered by a Crossrail 2 safeguarding direction requiring the Council to consult Transport for London on any planning applications.
Risks	<ul style="list-style-type: none"> • The site has been identified as a construction site for Crossrail 2

Chapter 16 Proposals Map

16.1 Proposals Map

- 16.1.1 The proposals map gives spatial expression to the policies in the Local Plan. A separate fold out map is also available.

Local Plan Proposals Map (September 2019)



Section 2 Delivery Strategy

Chapter 17 Policies and Actions

17.1 Introduction

17.1.1 This section of the plan sets out the policies and actions to deliver the seven Strategic Objectives which are set out in Chapter 3.

17.1.2 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. Any policies in a neighbourhood plan, where one exists, should be in ‘general conformity’ with the strategic element of each policy set out in the Local Plan and once made the policies in the neighbourhood plan will take precedence over the non-strategic policies of this Local Plan. 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.

17.2 Infrastructure and Planning Contributions (Community Infrastructure Levy and s106)

17.2.1 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.”⁴³

17.2.2 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 25, 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)⁴⁴ with partners and infrastructure providers, which will be regularly monitored and reviewed.

⁴³ NPPG Local Plans paragraph 018

⁴⁴ RBKC Local Infrastructure Delivery Plan 2016

- 17.2.3 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.
- 17.2.4 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 will be consulted on how to spend a neighbourhood portion⁴⁵ of the levy revenues arising from the development that takes place in their area to ensure that the use of the neighbourhood portion matches the priorities expressed by the local community. The neighbourhood portion amounts to 15% of the CIL receipts arising from development that takes place in that area or 25% in areas with a made neighbourhood plan. This amount will not be subject to an annual limit as set out in NPPG on CIL.
- 17.2.5 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)⁴⁶ and the NPPF. The Planning Obligations SPD sets out the type of planning obligations that will be negotiated through S106 agreements.
- 17.2.6 Subject to the S106 tests, planning contribution measures may include:
1. Environmental improvements - to buildings, the street (including townscape enhancements), improvements for inclusive design, utility provision, nature conservation and biodiversity measures, flooding and drainage and mitigating the effects of a development proposal
 2. Economic initiatives - securing jobs for local residents, apprenticeships, work placements, community based initiatives, employment training schemes, the provision of small business units and 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)⁴⁷ or in other circumstances,

⁴⁵ 15% of CIL revenues where there is no neighbourhood plan and 25% where a neighbourhood plan has been made

⁴⁶ Regulation 122 of the CIL Regulations 2010 (as amended). Replicated in the NPPF paragraph 204 and NPPG Planning Obligations paragraph 001

⁴⁷ The boundaries of the CAZ are shown on the Proposals Map

- 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

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.

17.3 Planning Enforcement

- 17.3.1 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.



Chapter 18 Keeping Life Local

Social and Community Uses, Local Shopping Facilities and ‘Walkable Neighbourhoods’

18.1 Introduction

- 18.1.1 In spite of the 2008-2009 recession, residential land values will continue to out compete those ‘local’ borough functions which are essential for a successful residential neighbourhood, the local shops and community facilities. Therefore strategically, we need to protect and promote functions that otherwise might be lost to residential use and ensure that necessary infrastructure is provided to support the scale, location and timing of development planned for an area.
- 18.1.2 But the functions that enrich the quality of life of residents are not only ‘local’ functions, they can be borough-wide and indeed international facilities. This is an aspect central to upholding the residential quality of life of the borough
- 18.1.3 Keeping Life Local is an integral part of the Local Plan’s central vision CV1. It lies at the heart of the Royal Borough’s residential quality of life.

CO1

Strategic Objective for Keeping Life Local

Our strategic objective to keep life local is for strong effective neighbourhood centres and for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be inclusive for all so that residential communities can flourish.

18.2 What this means for the borough

- 18.2.1 A key role of the planning system is to protect the uses that have lower land values, but high value to the community. There are a number of parts to this.
- 18.2.2 First, protecting existing and facilitating new social and community uses, such as meeting halls, GP and dentist surgeries, pharmacies and primary schools, which have a local catchment. Other facilities, such as libraries, sports centres, secondary schools and hospitals serve wider, even borough-wide, catchments. Finding new sites in the right place for these uses is a major challenge.
- 18.2.3 Secondly, recognising that some facilities within the borough have a national or international catchment, such as some of our hospitals, and that they also offer significant benefits to borough residents and are thus highly valued by the community. These are also therefore regarded as social and community facilities.
- 18.2.4 Thirdly, strengthening neighbourhood centres as the focus of a local community, and establishing new ones in areas of deficiency, as part of the concept of walkable neighbourhoods, will meet the main day-to-day needs of local communities, promote healthier more active lifestyles and help to foster community cohesion and a greater sense of belonging.
- 18.2.5 Not all shops, doctors’ surgeries and schools are within centres. The concept of walkable neighbourhoods therefore extends to all those local facilities wherever located. Currently,

the vast majority of the borough is within a five minute walk of local shops, and a ten minute walk of primary schools and doctors' surgeries.







18.3 Planning Policies

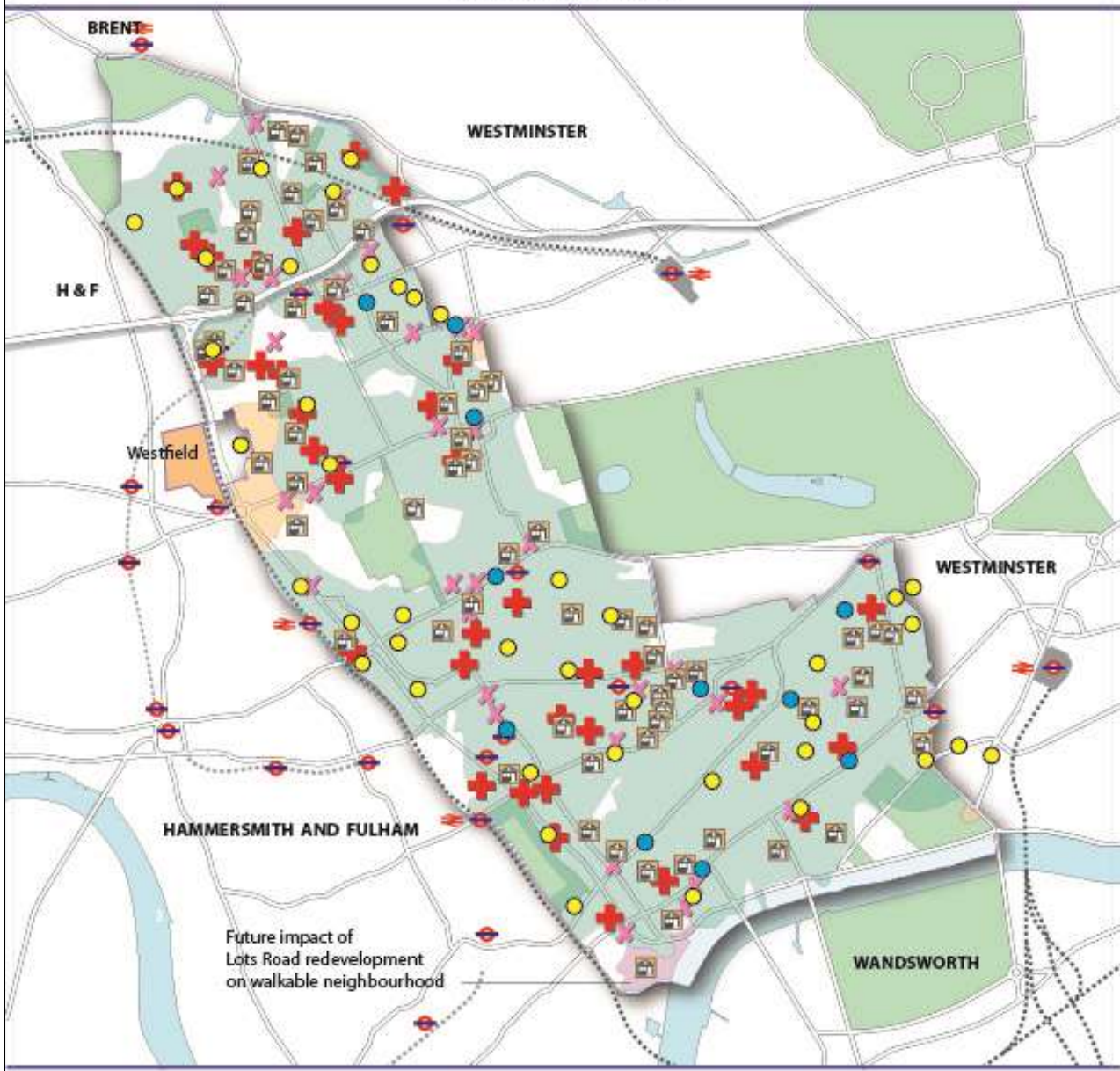
Social and Community Uses

- 18.3.1 Social and community facilities are identified within the London Plan as enabling the community to function. Their role in stimulating a sense of community and providing valuable social infrastructure is recognised through the protection and enhancement of these facilities is essential to the borough's status as one of London's most desirable places to live.
- 18.3.2 However, with high residential property values, social and community uses and other local services are being threatened in Kensington and Chelsea as they have a lower land value than other uses, in particular housing. High land values can effectively prevent new social and community facilities from being established. Maintaining the present land bank of sites in these uses for future generations is thus essential. Where policy safeguards have been ineffective, social and community facilities have been lost to higher land value uses. For example, the closure of the care home at Vicarage Gate House in 2003, which was subsequently converted in residential units following an upheld appeal in 2008.

KEEPING LIFE LOCAL

Social and Community Uses, Local Shopping Facilities and Walkable Neighbourhoods

-  General Practices/Surgeries
-  Dental Surgeries
-  Schools
-  Within 400m or 5mins walk of a Neighbourhood or Higher Order Town Centre
-  Higher Order Centres
-  Areas within 400m or 5mins walk of neighbourhood centres outside of the Royal Borough



18.3.3 In spite of this, the Council acknowledges that the needs of communities change. Therefore, the protection of all existing social and community facilities would not allow for necessary changes. Policies have therefore been devised to allow for changes while maintaining the borough's overall stock of social and community uses. The Council also recognises, taking a pragmatic approach, that it may be necessary to support enabling

development on a given site where the proposal will result in an overall improvement to the social and community facilities in the borough.

- 18.3.4 For the purposes of the Local Plan, social and community uses are defined as including: care homes/care facilities and elderly people's homes⁴⁸; community/meeting halls and rooms; doctors, dentists, hospitals and other health facilities; hostels; laundrettes; libraries; Metropolitan Police and other emergency service facilities; petrol filling stations; places of worship; bespoke premises for the voluntary sector; schools and other educational establishments; sport facilities; and youth facilities.
- 18.3.5 The Council also acknowledges that there are also social and community uses which are considered valuable, such as post offices and pharmacies, where change to another use in the same use class, such as a shop, does not require planning consent. The Council cannot therefore control these uses through its planning powers and therefore cannot be controlled under policy CK1 at present. These facilities have tended to be available within 'walkable neighbourhoods'. The Council will, therefore, in partnership with others, strive to achieve this through other means⁴⁹.
- 18.3.6 Should any of these uses change to a different use class (for example to *sui generis*), they would be considered under policy CK1.
- 18.3.7 One of the most important facilities needed in the borough is a new academy. At present, 50 per cent of school-age children attending state schools are educated outside of the borough. A new school, the Chelsea Academy, is under construction in the far south west of the borough, and will help to address the problem, but another new academy is needed in North Kensington. Metropolitan Police, ambulance and fire services have very specific operational circumstances, unlike those of any other social and community uses. As a result, their needs will be assessed on a case by case basis.

Policy CK1

Social and Community Uses

The Council will ensure that social and community uses are protected or enhanced throughout the borough and will support the provision of new facilities.

To deliver this, the Council will:

- a. provide a new academy for the communities of North Kensington;
- b. permit new, and the expansion of existing, social and community uses which predominantly serve, or which provide significant benefits to, borough residents, except where the proposal results in a shared or communal residential/social and community entrance;
- c. apply the following sequential approach:
 - i. protect land and/or buildings where the current use is or the last use was a social or community use, for re-use for the same, similar or related use;

⁴⁸ As defined by Class C2 of the Town and Country Planning (Use Classes Order) 1987 (as amended)

⁴⁹ See Corporate and Partner Action Number 2 at the end of this chapter.

- ii. permit the change of use of land and/ or buildings where the current or last use was a social or community use from one social and community use to another social and community use which predominantly serves, or which provides significant benefits to borough residents and where it is demonstrated that there is a greater benefit to the borough resulting from this change of use;
- iii. permit enabling development on land and of buildings where the current use is or the last use was a social and community use in order to: significantly improve that use; provide another social and community use on site; significantly improve or provide new social and community uses elsewhere within the borough and where it can be demonstrated that there is a greater benefit to the borough resulting from this enabling development.

Local shopping facilities and other facilities which Keep Life Local

- 18.3.8 The evidence on local shopping deficiency shows that a policy is required to retain and enable better access to shopping facilities on foot or by bicycle in order to significantly improve the quality of urban life.
- 18.3.9 The Council will use walkable neighbourhood indicators to assess accessibility to local shopping facilities. National indicators⁵⁰ recommend an 800 metre (875 yard) walk. However, the use of national indicators is not appropriate due to the relatively large number of shopping centres within the borough. As such, a 400 metre (440 yard) area is considered to be more appropriate in terms of assessing local shopping deficiency
- 18.3.10 Currently 74.8 per cent of the borough is located within a five minute (400m) walk of a neighbourhood or higher order shopping centre, of this, 1.5 per cent are served by local centres in neighbouring boroughs. Excluding public spaces, the main areas with an established deficiency are Latimer, Kensal (east of Ladbrooke Grove) and parts of Earl's Court. In these areas, many residents will have to walk for more than ten minutes (or 800m) to local shopping facilities. Lots Road is currently seen as being deficient. However, once implemented, the planning permission for the Lots Road Power Station site will address the deficiency. While it is noted that there is little residential accommodation currently in the area shown as deficient in Kensal, the Kensal Gasworks Strategic Site is allocated for significant housing growth in this Local Plan, meaning that local shopping facilities will be required. The deficiency in Earl's Court is expected to be resolved through the redevelopment of the Earl's Court Exhibition Centre strategic site.
- 18.3.11 By developing these sites and by creating new neighbourhood centres in Latimer and Kensal, it is calculated that 76 per cent of the borough would be within a five minute walk of local shopping facilities.
- 18.3.12 Individual shops and parades are also important as they offer convenience retail to those living in areas which are not located near defined shopping centres.
- 18.3.13 As well as social and community facilities, the borough must also cater for local employment needs, this both improves the sense of belonging and can contribute to a more sustainable community. The issue of local employment is covered in more detail in Fostering Vitality.
- 18.3.14 The continued loss of the borough's stock of public houses over the past 30 years has eroded an easily accessible social focus for the community. From 181 premises in 1980 to 110 in 2012, well over one third have been lost and with escalating residential property prices, this trend is set to continue. The borough has experienced a number of traditional

⁵⁰ Manual for Streets, Department for Transport (2007)

public houses changing into other drinking establishments which do not provide the same community function to residents. However, these changes do not represent a change under the Town and Country Planning (Use Classes) Order 1987 and cannot be controlled by the Council.

- 18.3.15 Public houses not only make a valuable contribution to the community and cultural life of the borough, but at neighbourhood level they offer a source of identity and distinctiveness, provide opportunities for social interaction and provide places to meet which support community cohesion – in short the essential ingredients of a sense of community and place. They are part of that fine grain mix of uses, which provide not only historical continuity, but contribute economically and to the vitality of our residential communities and the character of an area. They are an essential ingredient for promoting healthy communities and maintaining diverse, strong, secure and accessible neighbourhoods.
- 18.3.16 However, it is not only public houses that display these distinctive characteristics. Other uses such as shops, financial and professional services uses and restaurants/cafes are also valued, for both the service that they provide and their wider social role. This essential mix of uses in the borough's predominantly residential areas, not only makes these areas highly desirable places in which to live, helping to provide services locally for the community and beyond, but adds to the character and distinctiveness of the borough as a whole. The approach of maintaining and protecting a broader range of uses also brings greater benefit to the wider community, rather than favouring a particular group within it.
- 18.3.17 In applying this policy individual shops will be protected, but the swap of other uses within the A use class⁵¹ (classes A2 – A4) will be treated on their own merits depending on their role within the locality they serve and their impact on neighbours. The Council recognise no hierarchy of uses in this regard.

Policy CK2

Local Shopping and other Facilities which Keep Life Local

The Council will ensure opportunities exist for convenience shopping and other facilities which make life local throughout the borough.

To deliver this the Council will:

- a. protect individual shops (Class A1) outside of designated town centres;
- b. resist the loss of public houses and other drinking establishments (Class A4) throughout the borough;
- c. resist the loss of restaurants and cafes (Class A3) and financial and professional services (Class A2) outside of higher order town centres.

NOTE: Further policy mechanisms for delivering local shopping facilities are included in Policies CF1, CF2 and CF3 in *Fostering Vitality*, Chapter 19

⁵¹ Town and Country Planning (Use Classes Order) 1987 (as amended)

Walkable Neighbourhoods and Neighbourhood Facilities

- 18.3.18 For the purposes of this plan, neighbourhood facilities are defined as being those which provide a day-to-day function, namely primary schools and GP surgeries.
- 18.3.19 The evidence on walkable neighbourhoods in the borough show that existing facilities need protecting, in some cases expanding and new ones establishing. Therefore a policy is required to establish a local walking time for the borough within which residents can reach neighbourhood facilities.
- 18.3.20 The concept of 'walkable neighbourhoods' has been used to establish a local walking time appropriate for the borough. Walkable neighbourhoods are an excellent method of not only ensuring local facilities and day-to-day needs are available to residents but also encouraging walking and cycling as opposed to driving. In the case of Kensington and Chelsea's neighbourhood facilities, this level has been set at 800 metres (875 yards).
- 18.3.21 Having local neighbourhood facilities within a short walking distance is an essential characteristic of local life in Kensington and Chelsea. Currently 84.7 per cent of the borough is within an 800m walk of a GP surgery and 93.1 per cent of a primary school. Walkable neighbourhoods also include local shopping facilities, but these are covered by the policy above (policy CK2), because they have a different spatial distribution across the borough.
- 18.3.22 A ten minute walk (800m) to local facilities is widely regarded as being an appropriate distance to travel. This is calculated by using the principle that the average person walks at a speed of 5km per hour⁵². It is also used by NHS Kensington and Chelsea as an appropriate distance for residents to travel to General Practitioners⁵³.

Policy CK3

Walkable Neighbourhoods and Neighbourhood Facilities

The Council will maintain the current percentage of access to neighbourhood facilities and work towards increasing the number of facilities where appropriate opportunities arise.

NOTE: Policy mechanisms for delivering this are included in policy CK1 and policy C1.

18.4 Corporate and Partner Actions Corporate and Partnership Strategies

Kensington and Chelsea Health and Wellbeing Strategy 2012 to 2015

This strategy is based on the emerging public health issues arising from the Kensington and Chelsea Joint Strategic Needs Assessment (JSNA). It sets out where the Kensington and Chelsea Health and Wellbeing Board and the NHS West London Commissioning Group will target their efforts and resources, and establishes a set of priorities that the Board will focus upon.

NHS West London Clinical Commissioning Group: Strategic Integrated Plan 2012/13 to 2014/15

⁵² Manual for Streets, Department for Transport (2007)

⁵³ Kensington and Chelsea PCT 10 Year Primary Care Strategy (2008)

This Plan sets out a vision of how health facilities will be provided across the West London area. This consists largely of Kensington and Chelsea but also parts of the north of Westminster. The strategy relates to primary care provision, through the Clinical Commissioning Group. The primary elements include through GP services, community health centres and community hospitals.

NHS West London Clinical Commissioning Group: Better Care, Closer to Home. Out of Hospital Strategy 2012 to 2015

This strategy sets out how the Commissioning Group intends to provide out of hospital medical care. This includes a devolution of many aspects of primary care traditionally provided within hospitals.

The Metropolitan Police Authority/Metropolitan Police Service Estate Strategy 2010-2014

Published in 2010 this document highlights the high level strategy by which the Metropolitan Police intend to manage their estate across the capital.

Metropolitan Police Authority Planning for Future Police Estate Development

This report published in May 2005, sets out a London-wide planning policy to provide guidance to local authorities on the need to make provision through the planning system for police estate development.

Corporate or Partnership Actions for Keeping Life Local

The Town Centre Initiatives Manager will work in partnership with retailers, landlords, residents and other stakeholders to support and strengthen the viability of local shopping centres.

1. The Council's Economic Development Team will lobby to maintain and improve access to Post Offices in the borough and work with the Directorate of Planning and Borough Development to seek alternative means of maintaining the current stock.
2. Planning and Borough Development will provide for the requirements of the Metropolitan Police Service in the delivery of its estate strategy through the determination of planning applications.
3. The Directorate of Planning and Borough Development in partnership with the GLA will continue to progress an SPD masterplan for Kensal Gasworks which delivers a mix of uses including social and community and local facilities.
4. The Directorate of Planning and Borough Development will work with the Director of Public Health and NHS Property Services to ensure that the needs of the West London Clinical Commissioning Group are implemented where appropriate, and ensuring that residents have good access to GP, dentist, pharmacy and hospital services.
5. The Directorate of Planning and Borough Development will work with the private medical sector to ensure that the needs of the future and current population are catered for through the determination of planning applications.
6. The Directorate of Planning and Borough Development will work in partnership with Tri-borough Children Services and other education providers (including the private sector) to deliver an exemplary standard of learning across the borough.
7. The Transport and Highways Department will work in partnership with Transport for London to encourage streetscape and traffic management improvements which remove

physical barriers to social and community uses and local shopping centres, making them inclusive for all, and improve cycling and walking environments in the borough.

8. The Directorate of Planning and Borough Development will help to secure affordable retail units as well as new and/or improved social and community facilities in new developments through the use of the Council's SPD on Planning Obligations throughout the life of this document.
9. Planning and Borough Development will work with the Director of Public Health, the West London Clinical Commissioning Board, NHS Property Services and the West London Metropolitan Police Authority and other essential infrastructure providers to ensure that facilities are located where possible to fill the gaps identified using walkable neighbourhood indicators which will form part of the Annual Monitoring Report.
10. The Directorate of Planning and Borough Development will work with Environment, Leisure and Residents Services Department and the Sports Development Team to ensure opportunities for new sports facilities, particularly in areas of deficiency, will be fully examined.
11. The Directorate of Planning and Borough Development will work with Kensington and Chelsea Social Council to ensure there is effective consultation with hard to reach groups on the ongoing production of the Infrastructure Delivery Plan.
12. The Directorate of Planning and Borough Development will work with the Kensington and Chelsea Social Council to establish a register of social and community uses to assess where potential new facilities could be located.
13. The Directorate of Planning and Borough Development will work with stakeholders to set up and maintain a register of Assets of Community Value.

Chapter 19 Fostering Vitality

Town centres, retail, arts and culture and business

19.1 Introduction

- 19.1.1 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.
- 19.1.2 Fostering vitality is an integral part of the Local Plan's central vision CV1. 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.

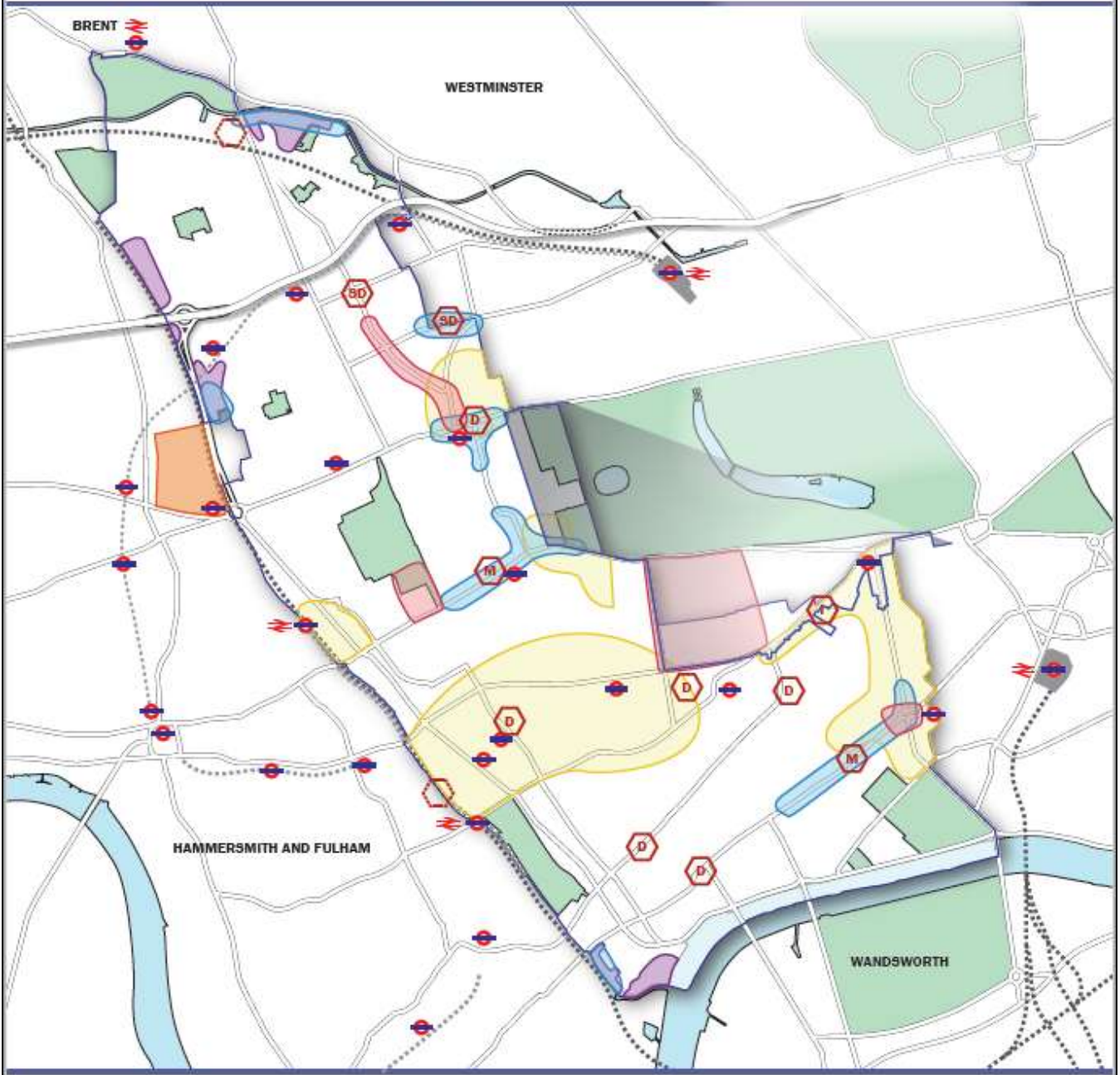
19.2 What this means for the borough

- 19.2.1 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.
- 19.2.2 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.
- 19.2.3 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.
- 19.2.4 The strength of South Kensington as an area which offers an exceptional cultural experience will be supported further by the designation of the museums as a Strategic Cultural Area, and the inclusion of the museums complex within the Mayor's Central Activity Zone (CAZ).

FOSTERING VITALITY

Town Centres, Retail, Arts and Culture and Business

- | | | |
|--|---|--|
|  Employment zones |  Westfield/Shepherd's Bush |  International |
|  Concentration of Cultural Uses |  Central Activities Zone (CAZ) |  Major |
|  Concentration of Hotels |  Town centres |  District |
|  Concentration of Offices |  Possible larger centre |  Special District |



19.2.5 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.

19.3 Planning Policies

Location of Town Centre Uses

- 19.3.1 The Council has published an update to its original Retail and Leisure Needs Assessment⁵⁴. 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.
- 19.3.2 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 RLNA also considers the ability to accommodate this need within existing centres by 2028. It concludes that the re-occupation of currently vacant units, (reducing the overall vacancy rate to 5%) could accommodate some 11,300 sq m (gross) of commercial space, or a little over a third of all retail floorspace needed.
- 19.3.3 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.
- 19.3.4 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.

⁵⁴ RBKC, Retail and Leisure Needs Study, Nathaniel Lichfield and Partners, May 2016

- 19.3.5 The Keeping Life Local Strategic Objective (Chapter 18) 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.
- 19.3.6 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.
- 19.3.7 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.
- 19.3.8 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 400 sq 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 out of centre 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 18 (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.

Character of Town Centres

- 19.3.9 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.
- 19.3.10 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.
- 19.3.11 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.

- 19.3.12 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.
- 19.3.13 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).
- 19.3.14 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 18 (Keeping Life Local).
- 19.3.15 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, 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.
- 19.3.16 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 30.
- 19.3.17 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)⁵⁵.
- 19.3.18 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.
- 19.3.19 The Council endorses the view of the Retail Commission⁵⁶ 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 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 retailers⁵⁷, although many of these are top name international brands which have a limited representation in Britain.
- 19.3.20 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 cent⁵⁸ of the total retail floorspace of the centre being occupied by multiple retailers. The Council cannot however, be complacent, and

⁵⁵ The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

⁵⁶ A Balance of Trade: Everyone can help, Report of the Commission on Retail Conservation to RBKC, May 2007

⁵⁷ GLA, London-wide Town Centres Health Check, 2013 Analysis Report (Annexes), March 2014

⁵⁸ *ibid*

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.

- 19.3.21 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.
- 19.3.22 The Council endorses the view of the Retail Commission⁵⁹ 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.
- 19.3.23 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.

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 1 Spatial Strategy (Chapters 5-15); 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.

Diversity within Town Centres

- 19.3.24 The Glossary to the National Planning Policy Framework (NPPF) 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 NPPF also notes that housing may be an appropriate town centre use when on upper

⁵⁹ A Balance of Trade: Everyone can help, Report of the Commission on Retail Conservation to RBKC, May 2007 and Response to Report from Retail Commission: A Balance of Trade, September 2007

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 18).

- 19.3.25 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.
- 19.3.26 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 those visiting the centre. 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.
- 19.3.27 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 30. These will be reviewed as necessary.
- 19.3.28 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 a centre. 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.
- 19.3.29 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.
- 19.3.30 In 2015 the GPDO⁶⁰ was amended and removed the need for planning permission for changes of uses from shops to estate agents and other Class A2 uses. The Council will monitor the effects of the GPDO on the vitality and viability of the town centres and where appropriate will consider using Article 4 directions to ensure that the health of town centres is maintained.

⁶⁰ The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

- 19.3.31 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 a 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 a 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;
- 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).

Street Markets

- 19.3.32 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.

Business uses

- 19.3.33 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

- 19.3.34 There are some 4,000 office occupiers within the Borough⁶¹, occupying nearly 720,000 sq m of business floorspace⁶². 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.
- 19.3.35 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.
- 19.3.36 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).⁶³

⁶¹ Office Market Review and Viability in RBKC, 2014, Frost Meadowcroft

⁶² Frost Meadowcroft Report: Office Market Review (2014)

⁶³ TBR: Impact of Proposed Change to Permitted Development 2013

- 19.3.37 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.
- 19.3.38 There is a forecast demand of 45,000 sq m of additional office floorspace between 2016 and the end of the plan period in 2028⁶⁴. When including the B1(a) floorspace which has been lost since 2016 this translates to a net demand of 47,100 sq m.
- 19.3.39 The Council recognises that the development pipeline would suggest that this demand is likely to be accommodated over the plan period, with some further B class floorspace likely to be forthcoming through the intensification of business uses on existing sites. However, given the differential in value between office and residential land such windfalls are likely to be relatively modest. Any loss of the existing business stock will hinder the Council's ability to meet this need.
- 19.3.40 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.
- 19.3.41 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 NPPF. The Council, therefore, seeks to direct new large office⁶⁵ premises to town centre locations, to edge of centre sites⁶⁶, 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.

⁶⁴ London Office Policy Review, (2017), GLA.

⁶⁵ A large office is one with a floor area of more than 1,000 sq m (GEA)

⁶⁶ For office development the NPPF defines an edge of centre location as one within 500 metres of a public transport interchange.

- 19.3.42 An 'accessible location', is one with a Public Transport Accessibility Level (PTAL) score of 4 or greater.
- 19.3.43 While medium-size offices⁶⁷ 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.
- 19.3.44 The availability of small and very small business premises⁶⁸ 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

- 19.3.45 The borough's light industrial and warehousing sectors are much smaller in scale, estimated by the GLA⁶⁹ to be some 4.5 ha. Much of this is made up by studios and hybrid workshop/office uses, rather than traditional factories, workshops or warehouses.⁷⁰ The general industrial sector is smaller, located largely in the north of the borough.
- 19.3.46 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.
- 19.3.47 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.
- 19.3.48 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 from 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.

⁶⁷ A medium sized office is one with a floor area of between 300 and 1,000 sq m (GEA)

⁶⁸ 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)

⁶⁹ London Industrial Land Supply and Economy Study, GLA 2015

⁷⁰ RBKC Commercial Property Study, Peter Brett Associates, 2013

- 19.3.49 Where an applicant can demonstrate that there are no strong economic reasons to retain a warehouse use, the loss to a non-business use may be appropriate. However, the Council will have regard to the length of time that the warehouse has been in operation and must be satisfied that the warehouse use is established. Where this is not the case, the Council will have regard to the contribution that the previous use had in meeting the ambitions of the Local Plan.

Employment Zones

- 19.3.50 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.
- 19.3.51 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 supports flexibility within the B class uses in these areas and across the borough.
- 19.3.52 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 create vibrant and exciting places. Places which thrive through the linkages associated with the synergies of a creative sector. Whilst these supporting uses have value, it is essential that a balance is retained and these uses are only encouraged where they support the business function of these areas. For clarity it should be noted that the Employment Zones have not been identified as locations for new town centres. Any new town centre use with a floor area greater than 400 sq m will also be subject to the sequential test and an impact assessment.
- 19.3.53 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.
- 19.3.54 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 than 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, through the retention of the business function of ground floor frontages and through ensuring that any mixed use development within an Employment

Zone is business led. If the Council is not satisfied that the business function can be retained, the introduction of residential floorspace will be resisted.

19.3.55 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.

19.3.56 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 of the zone;
- j. support A class and other town centres uses where they help support the business 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).

Creative and Cultural Businesses

- 19.3.57 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.⁷¹ These industries are well represented across the borough, but particularly within the Employment Zones and the town centres⁷².
- 19.3.58 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.
- 19.3.59 As a local planning authority it is difficult for the Council to use the planning system to promote one form of business over another. However, it does recognise that the provision of a mix of unit sizes, flexible work-spaces, co-working spaces and lower cost units can all help the creative and cultural sector set up, expand and thrive within the borough.
- 19.3.60 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.

Arts and Culture uses

- 19.3.61 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,

⁷¹ 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)

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

nine cinemas and eight smaller theatres, as well as being home to more than six hundred arts organisations and artists⁷³.

- 19.3.62 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.
- 19.3.63 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 2015⁷⁴.
- 19.3.64 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.
- 19.3.65 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.
- 19.3.66 The Council recognises that in a climate of reduced core funding, the borough's cultural institutions need to expand their own sources of revenue. Ancillary retail and cafes associated with these institutions can therefore play a significant role.

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;

⁷³ RBKC, Arts Strategy 2004 – 2008,

⁷⁴ Association of Leading Visitor Attractions (2015)

- c. permit enabling development on land and/or buildings where the current or last use is/was an arts and cultural use, in order to provide alternative arts and cultural uses on site or improve arts and cultural uses elsewhere within the borough, where it is successfully demonstrated that there is greater benefit to the borough resulting from this proposal.

Hotels

- 19.3.67 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 borough⁷⁵. About half of this is spent in the borough's shops. A quarter relates to stays in hotels. With an estimated 19,300 "visitor" rooms⁷⁶ 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.⁷⁷
- 19.3.68 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.⁷⁸
- 19.3.69 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.
- 19.3.70 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.

⁷⁵ RBKC, Study of the Visitor Economy, 2009.

⁷⁶ 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"

⁷⁷ 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)

⁷⁸ Understanding the demand and supply of visitor accommodation in London to 2036, GLA, August 2013

Policy CF8 Hotels

The Council will ensure that the visitor economy is supported through appropriate hotel provision.

To deliver this the Council will:

- a. protect hotels and hotel bedrooms across the borough;
- 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, within the Earl's Court Exhibition Centre site allocation; close to major tourist attractions; in areas which enjoy excellent links to Central London; or within other areas where the new hotel would support the function of the area;
- c. encourage the upgrading and expansion 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 unacceptable harm to amenity or to the residential character of an area.

Other forms of visitor accommodation

- 19.3.71 Visitors also use other types of temporary sleeping accommodation such as holiday lettings, lettings by companies for worker accommodation and time-share schemes. Under the Greater London Council (General Powers) Act 1973 as amended, the use of residential accommodation for temporary sleeping accommodation occupied by the same person for less than 90 consecutive nights, or for time-share schemes where the number of people each have the right to occupy a property for a set period each year, is a material change of use from permanent residential accommodation, requiring planning permission

Policy CF9

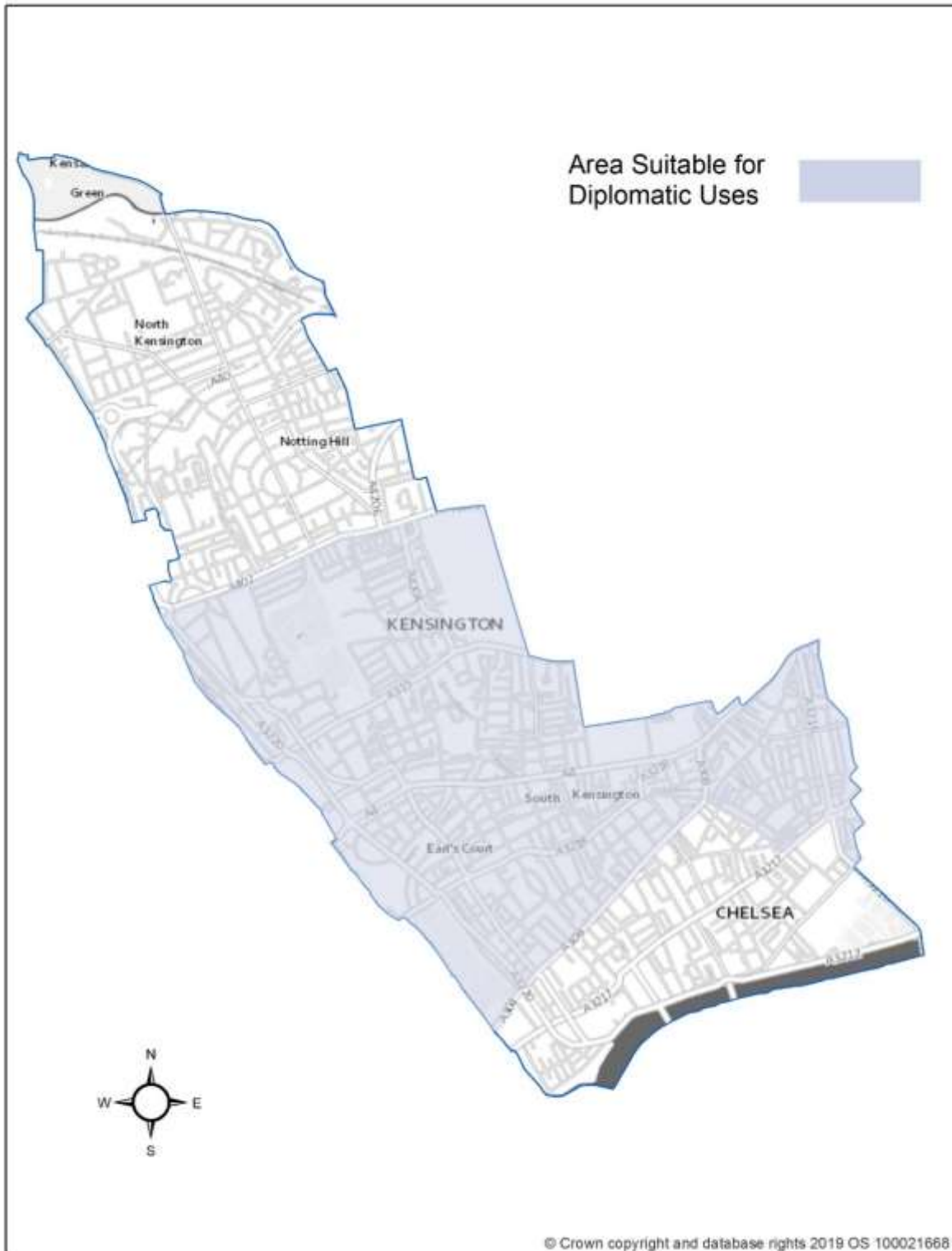
Temporary Sleeping Accommodation The Council will resist the provision of holiday lets and other temporary sleeping accommodation where it involves the loss of permanent residential accommodation.

Diplomatic and Allied Uses

- 19.3.72 There are a considerable number of properties in diplomatic use in the borough. The Council appreciates that foreign governments usually wish to locate their diplomatic missions in the central parts of the City of Westminster and the Royal borough. However, the Council wishes to minimise the impact of diplomatic missions on other activities in the borough. It has therefore defined the area of the borough in which diplomatic and allied uses should be located. This is shown on the Diplomatic and Allied Uses Map. The area suitable is south of Holland Park Avenue/Notting Hill Gate, and north or west of the Fulham Road, Sloane Avenue, King's Road and Lower Sloane Street. Certain areas have been excluded because the properties are generally of a smaller scale and in residential use, the amount of parking space is generally inadequate and the road network cannot accommodate the additional traffic generated by diplomatic uses.

**Policy CF10
Diplomatic and Allied Uses**

The Council will ensure that the impact of diplomatic missions and other activities in the borough are minimised. To do this the Council will require diplomatic uses to be located in the area indicated on the Diplomatic and Allied Uses Map.



Area Suitable for Diplomatic Uses

South Kensington Strategic Cultural Area

- 19.3.73 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 Area⁷⁹. A vision for the area forms part of the South Kensington Place (Chapter 14) section of the Local Plan.
- 19.3.74 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 21) and Renewing the Legacy (Chapter 22). The Council also recognises the changing commercial reality of the institutions that give the area its raison d'être. These two demands do not have to conflict.
- 19.3.75 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.

31.4 Corporate and Partner Actions

- 19.4.1 Delivering the strategic objective of Fostering Vitality will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared that will play a part in delivering this objective. It then sets out specific actions that will be undertaken to further the objective.

Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

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

- 19.4.2 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.

⁷⁹ 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.

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 is 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 20 Better Travel Choices

20.1 Introduction

- 20.1.1 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.
- 20.1.2 Better Travel Choices is an integral part of the Council's vision. It is central to upholding the residential quality of life of the borough.

CO3 Strategic Objective for Better Travel Choices

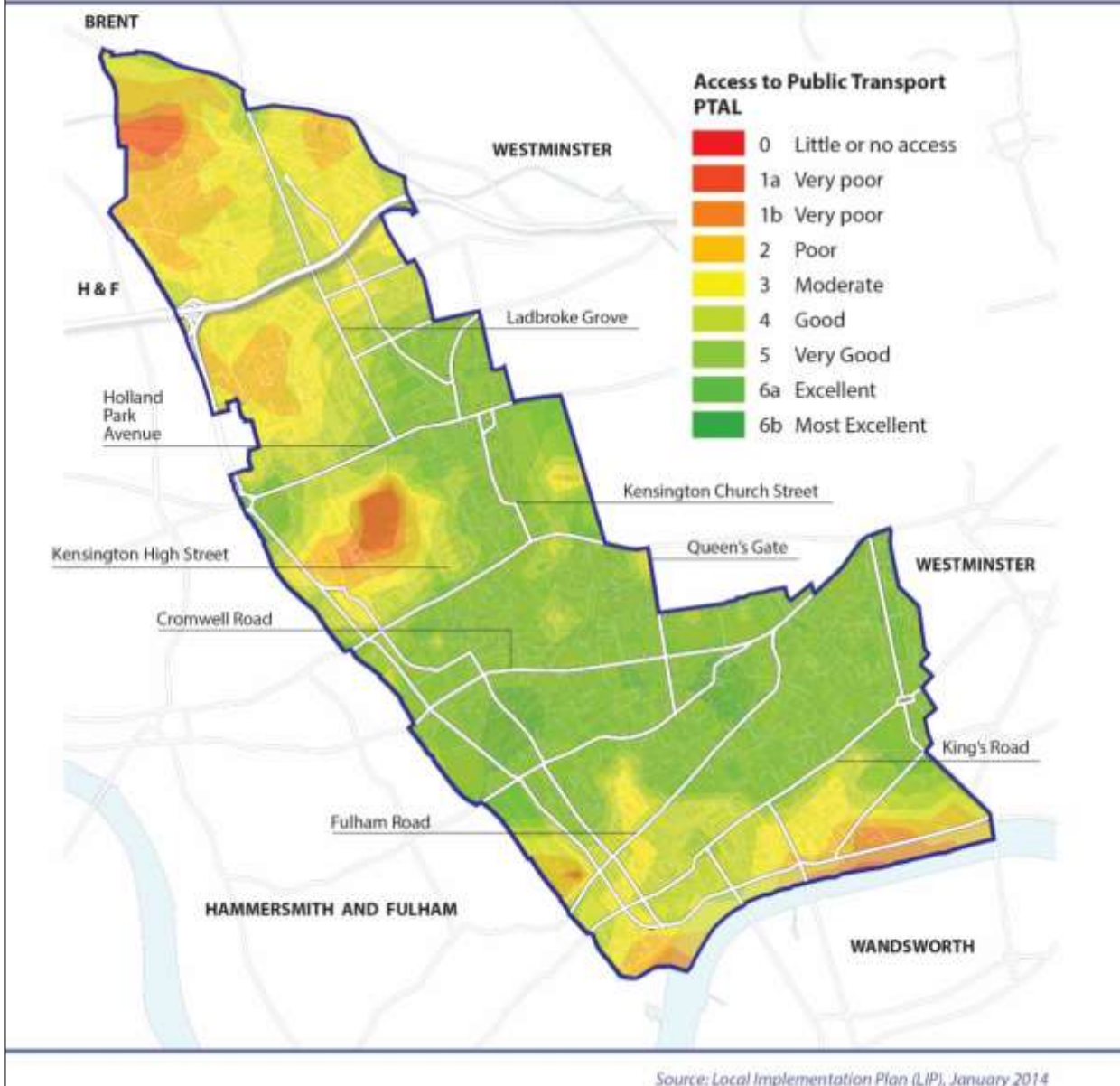
Our strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.

20.2 What this means for the borough

- 20.2.1 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.
- 20.2.2 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.
- 20.2.3 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.
- 20.2.4 An integral part of reducing the negative impacts of car use in the borough is to ensure that car parking levels are minimised in new development. Over the lifetime of the plan maximum parking standards will be reduced and new residential development will increasingly include no car parking at all except for essential need. The current adopted car and cycle parking standards will be set out in a supplementary planning document.

BETTER TRAVEL CHOICES

PTAL (Public Transport Accessibility Level)



20.3 Planning Policies

Improving alternatives to car use

- 20.3.1 If the Council's strategic objective is to be achieved, new development must be appropriately located and must include from day one all the facilities needed to encourage walking, cycling and public transport use, while not encouraging the use of private cars. In other words development must 'build in' the travel patterns that the strategic objective seeks. This will involve the use of Travel Plans that include innovative facilities and measures to make walking, cycling and the use of public transport an attractive first choice.
- 20.3.2 Development that generates a high number of new trips must be located in areas that have good public transport accessibility and where public transport has the capacity to accommodate the new demand. The level of car parking provided must also be minimised and new public car parks resisted. Off street coach parking facilities help to support travel by coach and minimise the problems caused by inappropriate on-street coach parking. These facilities must be maintained. Failure to achieve the aims above will increase traffic congestion, resulting in unacceptable impacts on residential amenity, increased air pollution and greenhouse gas emissions and a more hostile street environment, which reduces the attractiveness of walking and cycling. Public Transport Accessibility Level (PTAL) 4 is recognised as a 'good' level of accessibility by Transport for London (TfL) and is the threshold at which higher densities of development are considered appropriate in the London Plan. Areas with a PTAL of 4 or higher are appropriate locations for high trip generating development
- 20.3.3 Occupancy levels of on-street residents and in many areas pay and display car parking is high in all areas across of the borough despite only around half of households having access to a car, so consequently demand for on-street parking from development must be managed and reductions in on-street parking resisted. There is little scope, except in major redevelopment schemes, for new on-street parking to be created and where this is proposed off-street parking must be minimised to ensure there is no significant increase in parking demand or traffic congestion.
- 20.3.4 The whole borough is subject to one Controlled Parking Zone and therefore demand for parking from new development will not necessarily be focused in the area surrounding it. Permit-free agreements will be required for all new additional residential development. The Royal Borough operates a Purple Badge scheme for people with disabilities living or working in the borough. Purple Badge holders are exempt from the permit-free requirements.
- 20.3.5 Car parking standards for development are set out in other documents, and are expressed as maxima. These will be revised downwards during the lifetime of this strategy. Low or zero levels of car parking are encouraged in order to minimise the negative impacts of increased car use and traffic congestion. In some locations and for some scales of development car parking will need to be significantly below the maximum adopted standards in order to ensure the impacts of any additional car trips are acceptable.
- 20.3.6 The borough's road network is heavily constrained with limited possibility of capacity increases. Any significant increases in road traffic would have serious impacts on residential amenity. Some of the major road links into Central London from the west pass through the borough, and these vital links will need to be maintained.

- 20.3.7 Transport has a huge impact on air quality in the borough, with many areas experiencing levels of pollution above government objective levels. Consequently the entire borough is designated an Air Quality Management Area.
- 20.3.8 Public transport accessibility is generally good in much of the borough but there are areas in the north west, along parts of the western boundary, and in the south west of the borough, that are less accessible, particularly in terms of access to the Underground network.
- 20.3.9 North-south links across the borough are weak, and improvements to these would improve access for residents and encourage more use of public transport. The public transport network needs to be inclusive for all. In particular, most of the Underground and rail stations in the borough do not have step-free access and remain inaccessible to passengers with reduced mobility, and to people with children especially those with prams and pushchairs.
- 20.3.10 During public transport journeys, passengers often change between services or from one type of transport to another. There are some places in the borough where these movements are substantial. To encourage the use of public transport it is important that interchange is made as easy as possible as well as good facilities being provided to minimise the inconvenience of interchange at such locations. This can be done, for example, by:
- good pedestrian access
 - clarity of layout and signing within stations and between modes
 - minimising walking distances between modes
 - modifying traffic management arrangements around stations to provide convenient bus stops and taxi ranks
 - the provision of cycle parking facilities
 - protection from weather
- 20.3.11 There are significant barriers to increasing walking and cycling in some parts of the borough and significant improvements to the borough's streetscape are still needed. In particular the roads on the Transport for London road network present a hostile environment to pedestrians and cyclists, despite containing important and well used routes. That said the streetscape of much of the borough is first class, which can make walking and cycling a pleasant experience. There are many footpaths and rights of way in the borough that contribute towards creating an attractive and pleasant pedestrian environment. New development must not compromise these routes or rights of way, either for pedestrians or other street users, and opportunities to improve them should be taken wherever possible. There are a number of strategic sites along the western boundary of the borough with significant development potential. Opportunities to provide cycle and pedestrian links should be taken at these sites and linked with existing routes to improve north-south accessibility.
- 20.3.12 The borough is bounded to the south by the Thames, which is joined by Chelsea Creek. To the north the Grand Union Canal crosses the borough through Kensal. Greater use could be made of the borough's waterways, both on the water and adjacent to it.

- 20.3.13 Meeting government road safety targets is an ongoing challenge. Although progress has been made, there are still around 800 casualties recorded on roads in the borough every year.
- 20.3.14 The Earl's Court one-way system has seriously negative impacts on the ease and attractiveness of pedestrian and cyclist movement, residential amenity, access to public transport services and the townscape of the areas through which it runs

Policy CT1 Improving alternatives to car use

The Council will ensure that there are better alternatives to car use by making it easier and more attractive to walk, cycle and use public transport and by managing traffic congestion and the supply of car parking.

To deliver this the Council will:

- a. require high trip generating development to be located in areas of the borough where public transport accessibility has a PTAL score of 4 or above and where there is sufficient public transport capacity, or that will achieve PTAL 4 and provide sufficient capacity as a result of committed improvements to public transport;
- b. require it to be demonstrated that development will not result in any material increase in traffic congestion or on-street parking pressure;
- c. require that all new additional residential development be permit-free;
- d. require car parking provided in new residential development to be at or below the adopted car parking standards;
- e. require that parking in non-residential development is for essential need only;
- f. require cycle parking, showering and changing facilities in new development;
- g. require improvements to the walking and cycling environment, including securing pedestrian and cycle links through new developments;
- h. require new development to incorporate measures to improve road safety, and in particular the safety of pedestrians, cyclists and motorcyclists, and resist development that compromises road safety;
- i. require Transport Assessments and Travel Plans for larger scale development;
- j. ensure that new developments provide or contribute toward improvements to public transport services, access to them and interchange between them, giving priority to north-south bus links and areas that currently have lower levels of accessibility;
- k. work with partners to ensure that step-free access is delivered at all Underground and rail stations by 2028, require new developments to contribute toward step-free access and ensure it is delivered at Underground and rail stations in the borough where there is a redevelopment opportunity;
- l. resist new public car parks and the loss of off-street coach parking;
- m. require that where a development creates new on-street parking it is managed so that parking demand is controlled and the need for off-street parking is minimised;

n. require that new development adjacent to the River Thames or Grand Union Canal takes full advantage of, and improves the opportunities for, public transport and freight on the water, access to the water for recreation and walking and cycling alongside it;

o. work with TfL to improve the streets within the Earl's Court one-way system by:

i. investigating the return of the streets to two-way operation, and by implementing the recommended improvements, should TfL and the Council deem them feasible;

ii. by securing improvements to the pedestrian environment;

iii. requiring developments to contribute to objectives i and ii.

p. ensure that development does not reduce access to, or the attractiveness of, existing footways and footpaths used by the public, or land over which the public have a right of way.

New and enhanced rail infrastructure

20.3.15 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.

20.3.16 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 would provide access to the Underground network for parts of Chelsea, where access is currently poor. If implemented, a new Crossrail station at King's Road would 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 Elizabeth Line station at Kensal Canalside Opportunity Area 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 a Elizabeth Line Station, subject to approval by Network Rail and DfT;

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;

20.4 Corporate and Partner Actions

Introduction

- 20.4.1 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

- 20.4.2 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 borough's roads and pavements. These principles are incorporated with the Council's Streetscape Guidance (2012).

RBKC Second Local Implementation Plan 2014-2017

- 20.4.3 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

- 20.4.4 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

- 20.4.5 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 21 An Engaging Public Realm

A sense of place, attractive streets, parks and outdoor spaces

21.1 Introduction

- 21.1.1 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 Borough, being central to our success as an attractive place to live, work and visit. Enhancing the public realm will be a key part of maintaining the success of the borough as a whole.
- 21.1.2 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.
- 21.1.3 An Engaging Public Realm is an integral part of the Local Plan's central vision. It is regarded as critical by residents to their quality of life, and also underpins the national and international reputation of Kensington and Chelsea.

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.

21.2 What this means for the borough

- 21.2.1 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.
- 21.2.2 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.
- 21.2.3 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.
- 21.2.4 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 area⁸⁰.

- 21.2.5 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 and Kensal.

21.3 Planning Policies

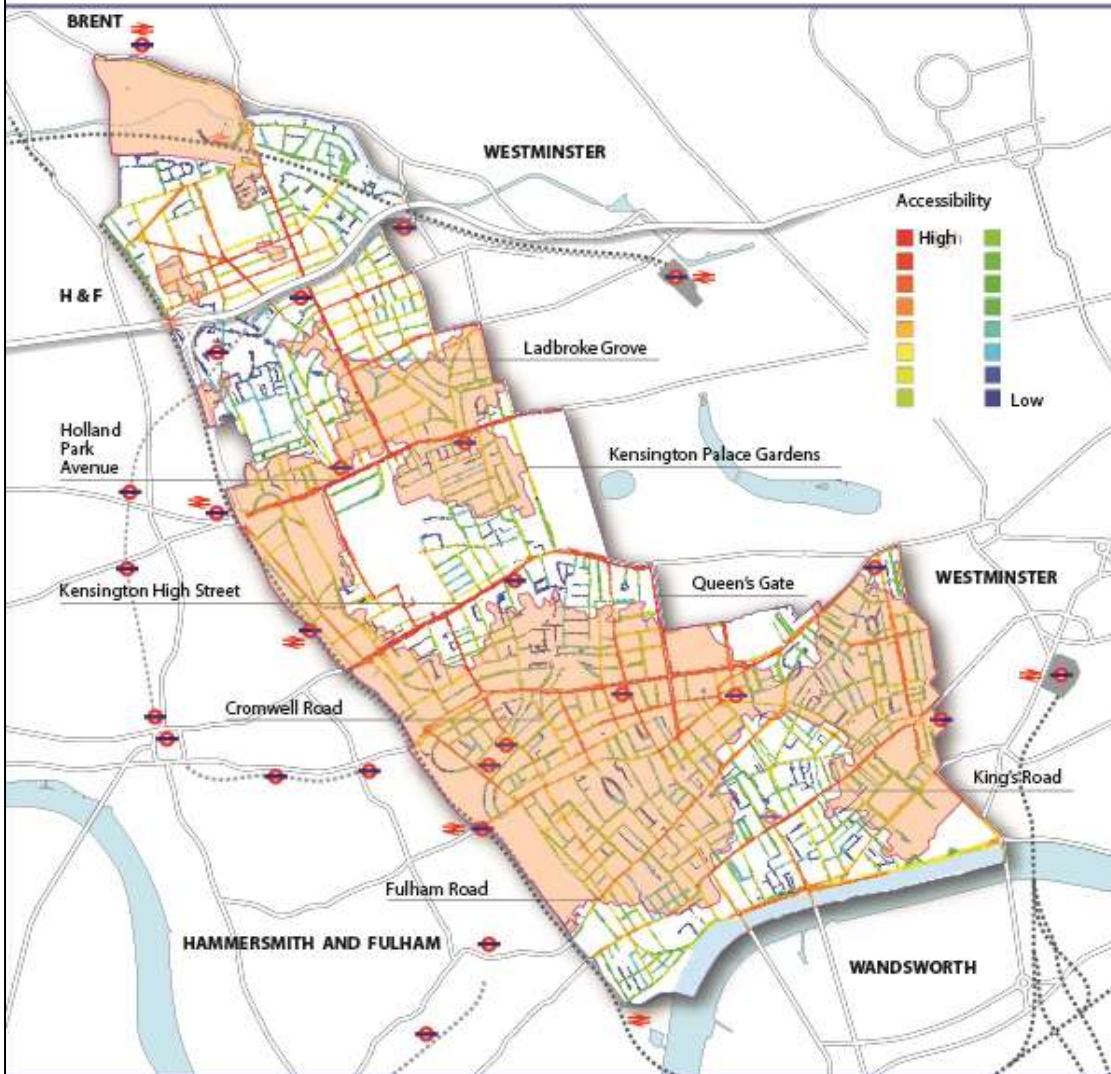
Street Network

- 21.3.1 The Victorian and Edwardian terraced houses provided grid street patterns, with good connectivity. The postwar estates do not follow the historical street patterns, and this has often given rise to functional problems. Improved co-ordination of the borough's street form enhances the experience for pedestrians, cyclist and vehicles. It provides for safer routes to school, contributes to road safety, reduces the need to travel, improves the accessibility to London's transport system and to local services and this aids social inclusion.
- 21.3.2 Street network is about the role streets play in connecting places and the ease with which people can move from one place to another in the borough.
- 21.3.3 The public realm, particularly the street network, plays a vital role in providing good transport and mobility. These networks and spaces provide excellent levels of 'permeability', reflected in spatial analysis of pedestrian movements for large parts of the borough, but not all. There are also parts of the borough that are isolated by the canal, railway lines, the Westway and other major roads, which create barriers to movement. Parks and cemeteries can also form barriers in some cases, not only physical barriers but also safety barriers, particularly at night. Some housing estates, especially those post-war, also create barriers, and street networks that are confusing. Parts of the borough where the street network is less well connected are shown as blue areas on the preceding map. These areas need to be reconnected by breaking down or otherwise overcoming barriers.
- 21.3.4 Road hierarchy is an important component of any street network. This is in terms of managing through movement of vehicles or providing access to sites, buildings and their immediate surroundings and in terms of pedestrian and cycle permeability in particular. It also helps to make sense of how to navigate in the built environment.
- 21.3.5 To ensure the public function of the road network is fulfilled, roads are 'adopted' by the local authority. This ensures that they are built to proper standards, and maintained for the expected levels of different types of traffic and pedestrians. It also ensures a level of uniformity and so aids, to an extent, social cohesion.
- 21.3.6 Designing out opportunities for crime and making design more inclusive, particularly when it comes to the public realm and streets is a positive step to creating a safer community. The recent growth in demand for private 'gated communities' is a misguided attempt to address issues of safety (see also policy CL2 (a)vii).

⁸⁰ Provisional scores for the National Indicators via the Place Survey 2009

AN ENGAGING PUBLIC REALM

This map shows all of the Borough's roads and how well they are connected to each other. The extent to which roads are well connected into a network is the single most important factor in determining pedestrians' preferred routes, and 'legibility' of an area - how easily you find your way around. The streets that are most well connected are red. By contrast, those areas that are relatively isolated and harder to navigate are dark blue. It also shows an overlay of public open space accessibility.



 Areas outside a 400m walking distance of publicly accessible open space

Policy CR1 Street Network

The Council will require a well connected, inclusive and legible network of streets to be maintained and enhanced.

To deliver this the Council will:

- a. require, in areas of regeneration and large scale redevelopment, the new street network to be inspired by the borough's historic street patterns to ensure optimal connectivity and accessibility;
- b. require new street networks to be established with a clear function, hierarchy and choice of routes, designed to optimise connectivity, accessibility and legibility, and to reflect the historic and finely grained block structure of the borough;
- c. require new links and the removal of barriers that disconnect access for pedestrians, cyclists and people with limited mobility;
- d. require new streets to be built to adoptable standards;
- e. resist the gating of existing streets and the development of new gated communities;
- f. require new streets to be designed to be attractive, safe, minimise opportunities for crime, and be inclusive to all.

Three-dimensional Street Form

- 21.3.7 Streets⁸¹ provide a multi-functional role; they provide access to buildings, movement through areas and also create a 'sense of place'. Three-dimensional street form is the relationship between streets and buildings and dictates how successful the street is in performing its multi-functional role.
- 21.3.8 The relationship between streets, buildings and parking often determines our feelings about a place. A street form that is open and is naturally overlooked by occupied buildings provides a positive environment, whereas a secluded street enclosed by windowless walls can create safety issues. It is important that the borough's street form creates an environment that is inclusive, safe, functional and attractive.
- 21.3.9 The borough has a wide variety of street forms, ranging from cobbled mews with two rows of terraced cottages facing each other in close proximity, to the uniformity of the Victorian terraced housing on long, linear streets. The variation of relationships between the buildings and streets within the borough interact differently, but are complementary.
- 21.3.10 Creating a clear distinction between private and public space, such as forecourts and front gardens, helps to avoid conflicts between who has ownership, control and use of the space. Boundary treatments are an important aspect of determining whether areas are public, private or communal. Boundary treatments can be 'hard', such as walls or fences, or 'soft' such as hedges or gardens. Hard boundary treatments are often used for private spaces whereas softer boundary treatments are more common in public spaces

⁸¹ 'street' means the space between buildings, in some instances this could be a public square or place

Policy CR2 Three-dimensional Street Form

The Council will require that where new streets are proposed, or where development would make significant change to the form of existing streets, the resultant street form and character must draw from the traditional qualities and form of the existing high quality streets.

To deliver this the Council will:

- a. require appropriate street widths to be established with regard to the legibility of the street function and hierarchy;
- b. require the ratio of building height to street width to give a coherent and comfortable scale to the street;
- c. require building lines and building scales to be consistent and related to context;
- d. require a frequency and rhythm of building entrances and windows that support active street frontages and optimises community safety;
- e. require a clear distinction to be maintained between public, private and communal space through the retention and provision of characteristic boundary treatments.

NOTE: Refer to Policy CL1(b) with regard to context.

Street and Outdoor Life

- 21.3.11 The borough is highly built-up and leads residents and visitors alike to put high value on all open spaces. The Council is therefore keen to maximise the benefit of the public realm by encouraging the shared use of public spaces.
- 21.3.12 Not only does the public realm have aesthetic value, but the outdoor spaces that make up our public realm also promote individual health and social well-being. This is achieved by the provision of opportunities for physical activity and of meeting places for social interaction. The public realm also provides a source of local economy with our streets, squares, open spaces, parks and townscapes attracting many visitors, which in turn encourage enterprise helping to keep local people in employment⁸².
- 21.3.13 Restaurants and cafés which have tables and chairs on the highway are increasingly popular in the borough. They can add vitality to town centres but can also reduce the amount of space pedestrians have to move freely and safely.
- 21.3.14 Compared to other London boroughs there is a comparatively small amount of publicly-accessible parks, gardens and open space. This makes any open space that does exist a precious asset. Some of these spaces have come under increasing pressure from temporary uses for special events, often in large structures, to accommodate commercial activities. The form of these means that some open spaces are not accessible to the public for large parts of the year and can be visually intrusive. These spaces need to be better managed in order to maintain their primary use as publicly-accessible and visibly open space.
- 21.3.15 Street traders, pavement cafés and festivals all bring life to the public realm, with Portobello market, Duke of York's Square and the Notting Hill Carnival being good

⁸² The Royal Borough of Kensington and Chelsea: Ten-year Parks Strategy 2006/2015. Better City Life

examples. However, the multifunctional use of space in the public realm needs to be carefully managed to ensure that it is inclusive and all users are catered for in a safe and successful manner. Event management plans and management strategies for temporary and occasional uses can ensure that matters such as public health, pedestrian and traffic safety and waste management are all taken into account.

Policy CR3 Street and Outdoor Life

The Council will require opportunities to be taken within the street environment to create 'places' that support outdoor life, inclusive to all, adding to their attractiveness and vitality. To deliver this the Council will:

Markets:

- a. require proposals for new, and extensions to existing, markets on public highways:
 - i. where a highway is to be closed for the duration of the market, that it is demonstrated there are sufficient alternative vehicular routes and that vehicle access outside market hours is maintained;
 - ii. to maintain amenity;
 - iii. to submit waste management plans as part of a planning application.
- b. require new isolated street trading pitches to contribute to the character and appearance of the street, have no adverse impact on existing shops and residential amenity and to allow for the safe and secure passage of pedestrians;

Pavements:

- c. maintain the free, safe and secure passage of pedestrians;
- d. require proposals for tables and chairs on the highway to maintain the primary function as public footway allowing for the free, safe and secure passage of pedestrians;

Temporary Use of Open Spaces:

- e. require that the occasional use of parks, gardens and open spaces for special events will be well-managed, and that in the duration, frequency and scale of the event has no adverse impact upon:
 - i. local residential amenity;
 - ii. the setting of historic listed buildings;
 - iii. the setting of registered Parks and Gardens;
 - iv. the character and appearance of conservation areas;
 - v. the predominant use as open space, taking the cumulative impact into account;
 - vi. the road network.
- f. require an Events Management Plan and a Management Strategy for repeated use of an open space to be submitted as part of a planning application.

Streetscape

- 21.3.16 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.

- 21.3.17 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 art⁸³.
- 21.3.18 Advertising hoardings and freestanding adverts can have a negative impact on visual amenity and can also have serious implications for public and road safety.
- 21.3.19 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.
- 21.3.20 Public art can promote civic pride and help create of 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.

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:

- 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;

⁸³ RBKC Streetscape Guide 2012

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.

Parks, Gardens, Open Spaces and Waterways

- 21.3.21 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.
- 21.3.22 There are 100 garden squares⁸⁴ within the borough. There are also 15 open spaces on England's Registered Parks and Gardens⁸⁵, including Kensington Gardens, Holland Park, Brompton and Kensal cemeteries and Kensington Roof Gardens, the latter being the only roof garden on the national register.
- 21.3.23 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. The NPPF provides for the designation of Local Green Spaces. The designation of LGSs will be considered in the borough through neighbourhood plans or other development plan documents.
- 21.3.24 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 space⁸⁶. In spite of this, there is a strong green amenity to the area, with numerous garden squares and street trees.
- 21.3.25 The Parks Strategy, Local Biodiversity Action Plan, the Play Strategy and regular updating of Playable Spaces Audits provide both a qualitative and quantitative audit of play and open spaces in the borough. There are limited opportunities to create larger areas of public open space because of the location and potential size of development opportunities and the fact that many sites have constrained boundaries. Small areas of open space might be possible, but these are often better managed if they are communal⁸⁷ 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.

⁸⁴ The London Squares Preservation Act 1931 seeks to protect certain squares, gardens and enclosures in Greater London. It should be consulted for any proposed development in garden squares within the borough.

⁸⁵ Register of Parks and Gardens of Special Historic Interest in England compiled by English Heritage

⁸⁶ PPG17: Planning for Open Space, Sport and Recreation 2002

⁸⁷ such as a private garden square

- 21.3.26 Maintaining open spaces ensures the ecological and biological diversity of the borough and contributes positively not only to wildlife habitats but also to the quality of life for residents and those visiting and working here. Optimising wildlife habitat ensures that the borough and London provides feeding, breeding and nesting areas for a variety of bird and mammal species, which are often marginalised by increasing development pressures.
- 21.3.27 In the north, the borough is bounded by the Grand Union Canal, which is currently viewed as a physical barrier to movement. However, it is a valuable public realm asset and its potential to provide for improved biodiversity as well as amenity space and pedestrian and cycle links should be exploited.
- 21.3.28 The River Thames forms the southern boundary, and like the Grand Union Canal to the north, the potential of the Thames as a leisure, recreation, biodiversity and transport resource remains underutilised. The River Thames is an important transport route, and with its foreshore and banks is a unique open space with a special environmental character. Permanently moored vessels or the extension of riverside sites into the river can have a detrimental effect and reduce the river's potential as a navigable waterway.

Policy CR5 Parks, Gardens, Open Spaces and Waterways

The Council will protect, enhance and make the most of existing parks, gardens and open spaces, and require new high quality outdoor spaces to be provided.

To deliver this the Council will, in relation to:

Parks, Gardens and Open Spaces

- a. resist the loss of existing:
 - i. Metropolitan Open Land;
 - ii. public open space;
 - iii. private communal open space and private open space where the space gives visual amenity to the public;
 - iv. Local Green Spaces where these are designated in a neighbourhood plan or other development plan document.
- b. resist development that has an adverse effect upon the environmental and open character, appearance and function of Conservation Areas, Metropolitan Open Land or sites which are listed within the Register of Parks and Gardens of Special Historic Interest in England, or their setting;
- c. resist development that has an adverse effect on garden squares and communal gardens, including proposals for basements;
- d. require development to make planning contributions towards improving existing or providing new publicly accessible open space which is suitable for a range of outdoor activities and users of all ages;
- e. require all major developments to provide on site external play space, including for under fives, based on expected child occupancy;
- f. require all green open space to optimise biodiversity and wildlife habitat;
- g. protect the open spaces surrounding the Royal Hospital from inappropriate development both in the landscaped areas themselves and in the neighbouring streets.

Waterways

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

Trees and Landscape

- 21.3.29 Trees and landscaping are considered an important aspect of any development as have the potential to improve quality of life within the borough and contribute to its high quality character. The borough has approximately 7,000 street trees and approximately 500 Tree Preservation Orders. Trees on private open space, such as those located within residential gardens can also contribute to the public realm.
- 21.3.30 Although trees provide amenity, wildlife habitat and biodiversity values, there may be occasions where a tree may need to be felled, particularly if it is likely to cause serious damage to property or injury to people. Most commonly the tree will not have to be removed in its entirety – just the limbs causing the potential danger. Good planning when selecting a tree will ensure the long-term function of the site and the trees longevity, and can avoid unnecessary felling.
- 21.3.31 There is a growing awareness that trees and landscaping provide a positive contribution to biodiversity and habitats for wildlife. They also help to address climate change issues and are important for human mental health. Designing landscaping so that it is compatible with its intended purpose and function allow for optimised visual and physical benefit.
- 21.3.32 Street trees and trees in general are an important element of the urban environment and provide contrast to the built environment. Street trees are not only attractive and add to the character of the townscape but also act as noise and wind barriers and filter out pollution. The Council takes great pride in its strong tradition of managing street trees, being the first Council in London to employ arboricultural officers.
- 21.3.33 Development, particularly during construction or demolition can have a negative impact on the health of trees. However, protective measures can be implemented to ensure harmony between trees and development

Policy CR6 Trees and landscape

The Council will require the protection of existing trees and the provision of new trees that compliment existing or create new, high quality green areas which deliver amenity and biodiversity benefits.

To deliver this the Council will:

- a. resist the loss of trees unless:
 - i. the tree is dead, dying or dangerous;
 - ii. the tree is causing significant damage to adjacent structures;
 - iii. the tree has little or no amenity value;
 - iv. felling is for reasons of good arboricultural practise.
- b. resist development which results in the damage or loss of trees of townscape or amenity value;
- c. require where practicable an appropriate replacement for any tree that is felled;
- d. require that trees are adequately protected throughout the course of development;
- e. require new trees to be suitable species for the location and to be compatible with the surrounding landscape and townscape
- f. require landscape design to:
 - i. be fit for purpose and function;
 - ii. be of a high quality and compatible with the surrounding landscape, and townscape character;
 - iii. clearly defined as public or private space;
 - iv. optimise the benefit to wildlife habitat;
- g. serve Tree Preservation Orders or attach planning conditions to protect trees of townscape or amenity value that are threatened by development.

Servicing

- 21.3.34 Servicing requirements add to the already high demands on our roads and can be particularly harmful to the appearance and safe functioning of the street.
- 21.3.35 The servicing of sites, including coach and other vehicle parking, refuse storage and off-street loading bays, are essential for a site to function as intended. Although the borough is primarily residential in nature, there are several strategic traffic routes into and out of London which carry very high levels of traffic. Servicing in the borough can give rise to traffic congestion, an impact on bus operations, conflict with pedestrians, and has the potential to create disturbance, particularly in or adjacent to residential areas. A Servicing Management Plan and/or Coach Management Plan will ensure the safe and effective movement of all service vehicles and minimise any potential negative impacts on residential amenity, road function and pedestrian safety.
- 21.3.36 The provision of servicing is a balancing act. On one hand, the Council needs to ensure the safe and efficient management of servicing vehicles so that the road network is not hindered, while on the other, the Council wishes to ensure that the physical servicing area is not detrimental to the character or appearance of an area, or detrimental to residential amenity. As the nature of the borough is predominantly high density residential, the

impacts of servicing can have a wider reaching impact and is therefore a matter of strategic importance.

Policy CR7 Servicing

The Council will require servicing facilities and coach parking to be well designed, built to accommodate the demands of new development and sensitively integrated into the development and the surrounding townscape. In particular servicing activities and coach pick-up and drop-off should not give rise to traffic congestion, conflict with pedestrians or be detrimental to residential amenity.

To deliver this the Council will:

- a. require sufficient on-site servicing space and coach parking to accommodate the number and type of vehicles likely to be generated and to ensure that this can take place without manoeuvring on the highway;
- b. require a Servicing Management Plan for all sites with on-site servicing space that will control the hours of servicing, including detail on how vehicles will be managed, and controls on the types and sizes of vehicles to ensure they are appropriate to the local area and are environmentally acceptable;
- c. require coach drop-off and pick-up facilities and a Coach Management Plan at new hotel developments and at extensions to existing hotels;
- d. require, where developments cannot provide onsite servicing space or coach parking, that it is demonstrated that the proposal can function satisfactorily without giving rise to adverse effects on traffic congestion, pedestrian safety, residential amenity or impact on bus routes.

A Servicing Management Plan and/or Coach Management Plan will be required in these instances;

- e. require on-site servicing and coach parking spaces and entrances to be sensitive to the character and appearance of the building and wider townscape and streetscape.

21.4 Corporate and Partner Actions

Introduction

- 21.4.1 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

- 21.4.2 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

- 21.4.3 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

- 21.4.4 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

- 21.4.5 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

- 21.4.6 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 22 Renewing the Legacy

Conservation, quality and design

22.1 Introduction

22.1.1 The borough has a large number of historic buildings and townscapes. 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 built environment is 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 to local distinctiveness both within the borough and to London as a whole.

22.1.2 Renewing the Legacy is an integral part of the Local Plan's central vision.

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.

22.2 What this means for the borough

22.2.1 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.

22.2.2 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.

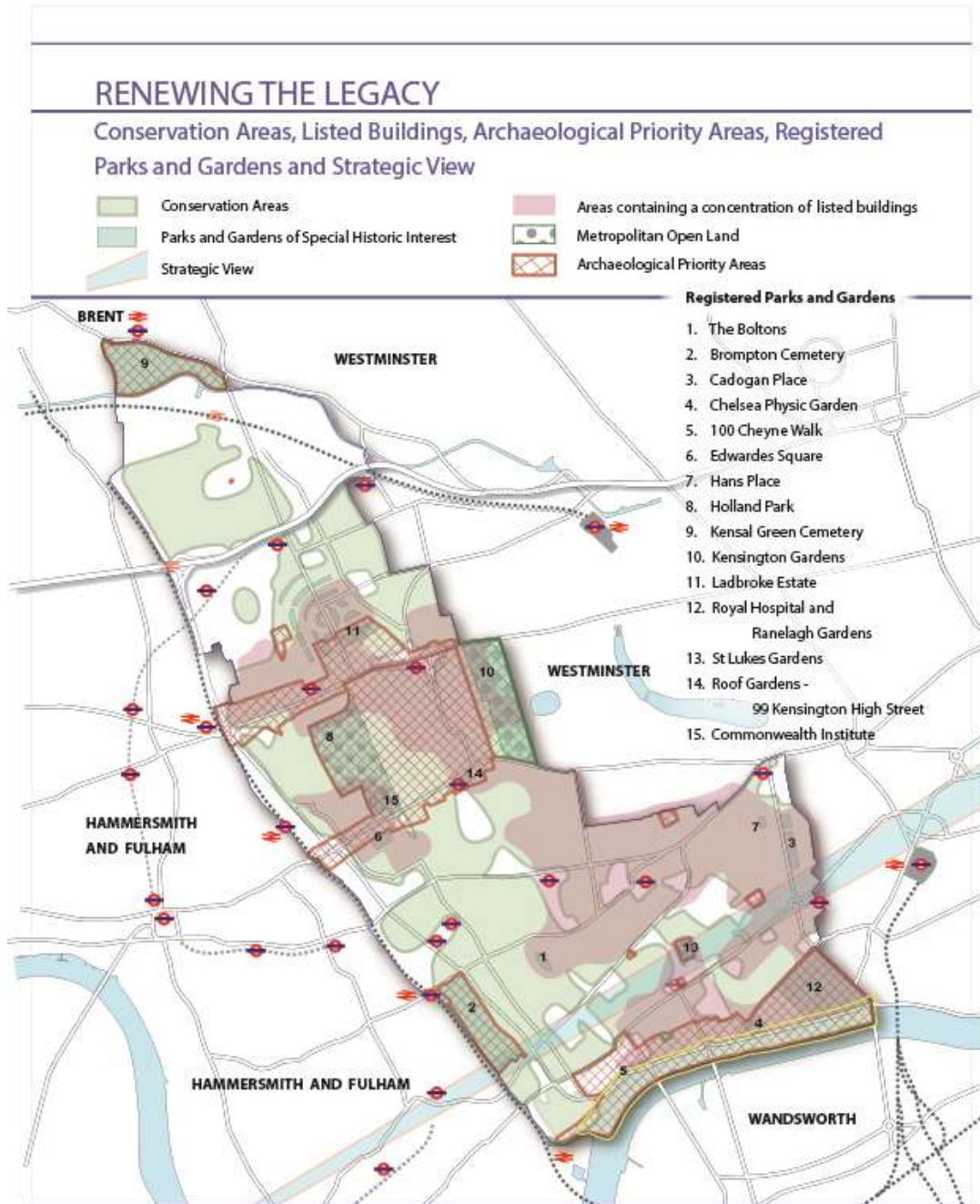
22.2.3 Maintaining and improving the mixed-use and architectural character, quality, inclusivity and setting of the Royal Borough's exceptional built environment is vital. Past approaches, where no worsening was good enough, are no longer acceptable. The prevailing philosophy will be to drive up the quality of design to improve the quality of the borough's built environment. The local context is of primary importance in achieving this.

22.2.4 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.

22.3 Planning Policies

Context and Character

22.3.1 The borough's townscape is unique in its high quality, finely grained, historic built environment and has a strong sense of identity and character. The Council has a reputation of upholding high standards of conservation and design. The character and appearance of the borough is highly valued, locally, nationally and internationally.



22.3.2 Over and above the pure preservation of our historic urban fabric, the Council has embraced the principle of resisting design that fails to take the opportunities available for improving the character and quality of the area and the way it functions. Assessment of planning applications is therefore based on whether they are 'good enough to approve'

rather than 'bad enough to refuse' to ensure the continuation of our existing high quality environment.

- 22.3.3 The borough is a highly desirable place to live, shown by the highest average home prices in England¹. These residential land values have led to strong pressure to change buildings to residential use. The principle of change of use is addressed in Keeping Life Local and Fostering Vitality. But the part that use plays in character must not be overlooked. The distinctive character of many buildings comes from their use, their role in the community, the facilities they provide and the activity they generate as much as their physical appearance. A building's use can therefore contribute to the character of a conservation area and to a sense of place.
- 22.3.4 The borough's townscape is rich in detail. Paying attention to detail, as well as to matters such as form and mass, is therefore important in ensuring new high quality development.
- 22.3.5 Development proposals should heed their local context. Analysing and responding to context is important in good design. The extent of the relevant context depends on the development.
- 22.3.6 The borough has considerable residential densities but surprisingly modest building scales. For example, Victorian terraced housing in the borough is typically of four storeys, providing 700 habitable rooms per hectare (hrh); Edwardian terraced mansion blocks at six storeys provide 970hrh. In North Kensington, the typical postwar estates are five and six storeys, providing 500hrh, much lower than in the Victorian period.
- 22.3.7 The borough is a good example of how high density development can be completely compatible with a high quality environment. The design of a development must take into account the character and scale of the area, the need to foster good design and the Council's and community's aspirations for the site and area. The density of the development should be the outcome of this design process rather than the starting point. The density matrix in the London Plan needs to be considered in this context.
- 22.3.8 Developments close to the River Thames and the Grand Union Canal should have regard to and enhance the special character and distinctiveness of those areas. In conformity with the London Plan parts of the borough adjoining the River Thames have been designated as the Thames Policy Area, to ensure developments in this area reflect the strategic role of the Thames in London.
- 22.3.9 A comprehensive approach should be taken towards site redevelopment to make the best use of the land and improve the appearance of the area. Where appropriate this should include an assessment of the development potential of nearby sites to avoid piecemeal and uncoordinated development.
- 22.3.10 Backland sites - sites surrounded by other development with limited or no street frontage may be difficult to difficult to integrate into the surrounding context.
- 22.3.11 The many mews streets in the borough form an integral part of the 19th Century pattern of development of this area of London. They are an effective form of development for making good use of the space within larger perimeter blocks. Indeed, the mews as a feature of the townscape is one of the factors that distinguish London from other cities. While their origin as stable blocks for large houses means that they are generally of modest design, they do have a distinct character based on their consistency, simplicity and unity.
- 22.3.12 Artists' studios represent a distinctive building type that emerged in the middle of the nineteenth century. They are characterised by a number of features including large

windows and expanses of studio space behind. They exist in many forms from grand studio houses commissioned by famous artists of the day, to more modest and utilitarian speculatively built groups. There are significant numbers in the borough, which make an important contribution to its character and appearance. There is considerable pressure both for the introduction of new uses and the carrying out of alterations. This pressure is threatening the essence and character of these studios and consequently, undermining the artistic traditions of the borough.

Policy CL1 Context and Character

The Council will require all development to respect the existing context, character and appearance, taking opportunities available to improve the quality and character of buildings and the area and the way it functions, including being inclusive for all.

To deliver this the Council will:

- a. require development to contribute positively to the townscape through the architecture and urban form, addressing matters such as scale, height, bulk, mass, proportion, plot width, building lines, street form, rhythm, roofscape, materials and historic fabric as well as vistas, views, gaps, and open space;
- b. require development to respond to the local context;
- c. require the density of development to be optimised, sensitive to context;
- d. require riverside and canalside development to enhance the waterside character and setting, including opening up views and securing access to the waterway;
- e. require development within the Thames Policy Area to protect and improve the strategic importance and iconic role that the Thames plays in London;
- f. require a comprehensive approach to site layout and design including adjacent sites where these are suitable for redevelopment, resisting schemes which prejudice future development potential and/or quality;
- g. require the development of backland sites to ensure vehicular and pedestrian access is properly integrated into the surrounding street network and that the scale and massing respect the hierarchy of the existing urban block so as to enhance the character of the area;
- h. ensure that, in carrying out alterations and extensions, the characteristics of the type of building, such as mews, terrace or mansion block, is preserved and enhanced;
- i. resist the demolition of, and inappropriate alterations and extensions to, artists' studios.

Design Quality

- 22.3.13 The Royal Borough has a distinctive townscape of high quality, often characterised by a wide variety of architectural styles within relatively small areas. To renew the legacy, a sensitive approach to the architectural design of new buildings, and to extensions and modifications to existing buildings will be required. This should be to a high quality, with very high quality expected within conservation areas.
- 22.3.14 Definitions of good design are many and varied. Design is often interpreted to be about appearance. But good design must also take account of functionality. The most

commonly used set of objectives for good design in the built environment are character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and diversity⁸⁸. But the Council believes the three criteria set by Vitruvius: functional, robust and attractive, provide a timeless assessment of good design, and can be applied at any scale, from the design of a chair, to a building, or part of a city⁸⁹.

- 22.3.15 Architecture is about more than just aesthetics. Functional issues such as crime prevention, accessibility and inclusivity must be integrated into the design at the outset in order for development to be fit for purpose. This approach will ensure that final architectural quality is not compromised.
- 22.3.16 Sustainability is also essential in good design and applies to all levels of development. It must be integrated into the whole design process from the beginning. The Local Plan as a whole is concerned with social, environmental and economic sustainability. In terms of architectural design the focus is on the use of resources. Detailed policies in this regard are set out in Chapter 24 'Respecting Environmental Limits'.
- 22.3.17 The distinctive townscapes of the Royal Borough vary from large buildings such as the museums and mansion blocks through to the terraces, squares, crescents to the relative modesty of the mews. These, together with the garden squares, give a unique character to the borough. In some places there are striking juxtapositions of buildings of different scales. A blanket design approach to new buildings and extensions would therefore not be appropriate. In some cases replicating the design of adjacent buildings will be more appropriate, in others a more contemporary approach will work, depending on the variety or uniformity and quality of the surrounding context.

Policy CL2 Design Quality

The Council will require all development to be of the highest architectural and urban design quality, taking opportunities to improve the quality and character of buildings and the area and the way it functions.

To deliver this the Council will:

a. require development to be:

- i. Functional - fit for purpose and legible;
- ii. Robust - well built, remain in good condition and adaptable to changes of use, lifestyle, demography and climate;
- iii. Attractive - pleasing in its composition, materials and craftsmanship;
- iv. Locally distinctive - responding well to its context;
- v. Sustainable - in the use of resources, including energy, in construction and operation;
- vi. Inclusive - accessible to all;
- vii. Secure - designs out crime.

⁸⁸ 'By Design: urban design in the planning system towards better practice, CABE, 1 May 2000

⁸⁹ Vitruvius proposed that the creations of architecture should display three qualities: utilitas, firmitas and venustas. These were rendered into English in 1624 by Sir Henry Wotton as 'commodity, firmness and delight'. It is difficult to better this description, but we have used more conventional language for the 21st century.

b. require an appropriate architectural style on a site by-site basis, in response to:

- i. the context of the site;
- ii. the building's proposed design, form and use;
- iii. whether the townscape is of uniform or varied character.

Heritage Assets - Conservation Areas And Historic Places

- 22.3.18 The historic environment is central to the character of the borough and the Council has a duty⁹⁰ to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.
- 22.3.19 The character and appearance of a conservation area is not only provided by the high quality and appearance of individual buildings within the area and the interrelationship between them but it is also gained from whole and partial street views as well as views into and out of the area. Therefore development that impacts setting, including the effect on views, gaps and vistas and other character and appearance issues identified in conservation area appraisal documents, needs to be assessed to ensure that the character and appearance of the area is conserved.
- 22.3.20 Where the quality of an area has been eroded, whether or not in a conservation area, the Council will take steps to ensure that new development and other schemes such as streetscape works improve the environment.
- 22.3.21 In addition, a building's use can contribute to the character of a conservation area and to a sense of place. The borough contains a scatter of incidental mixed uses within its residential neighbourhoods, which offer variety, surprise and delight. These punctuate the street scene and add to the vitality and character of a conservation area. Their loss diminishes the character of the townscape, the cherished local scene and the vitality and diversity of the area. The Council will take account of the nature of the current or last use when assessing character.
- 22.3.22 The partial or full demolition of a heritage asset, or its alteration, whether it be a listed building or unlisted structure of historic or architectural merit, can cause irreversible damage to the character and appearance of our high quality townscape. The harm caused will therefore be carefully weighed up against any public benefit that might result. However, as heritage assets are irreplaceable, any harm or loss requires clear and convincing justification. Substantial harm to or the loss of a listed building, park or garden would be exceptional while that to the highest designated heritage assets would be wholly exceptional.
- 22.3.23 As the majority of the borough is covered by conservation areas, there are limited opportunities for new development because the presumption is to retain the original built fabric, whether it faces the street or not, where it contributes positively to the character of the conservation area. New buildings should contribute to the character and appearance of the conservation area. There have been a number of instances of inappropriate or premature demolition in conservation areas. There have also been examples of buildings being allowed to deteriorate, followed by demolition. The Council will take all appropriate measures available to it to ensure that there is no incentive for such action.
- 22.3.24 As the character and appearance of a conservation area can be dependent on the detail of developments, outline planning applications are insufficient within a conservation area; full detailed applications are needed.

⁹⁰ s.72 of the Planning (Listed Buildings and Conservation Areas Act) 1990.

Policy CL3 Heritage Assets - Conservation Areas and Historic Spaces

The Council will require development to preserve and to take opportunities to enhance the cherished and familiar local scene.

To deliver this the Council will:

- a. require development to preserve or enhance the character or appearance of the conservation area and protect the special architectural or historic interest of the area and its setting;
- b. resist the change of use of any building where the current use contributes to the character of the surrounding area and to its sense of place;
- c. resist substantial demolition in conservation areas unless it can be demonstrated that:
 - i. in the case of substantial harm or loss to the significance of a heritage asset it is necessary to achieve substantial public benefits that outweigh that harm or loss;
 - ii. in the case of less than substantial harm to the significance of a heritage asset, that the public benefits, including securing the optimum viable use, outweigh that harm;
 - iii. the building or part of the building or structure makes no positive contribution to the character or appearance of the area;
- d. require full planning applications in conservation areas.

Heritage Assets – Listed Buildings, Scheduled Ancient Monuments And Archaeology

- 22.3.25 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.
- 22.3.26 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.
- 22.3.27 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.
- 22.3.28 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.
- 22.3.29 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.

- 22.3.30 Listed buildings are best used for their original purpose. Where that original purpose has become obsolete, sensitive adaptation can be possible.
- 22.3.31 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.
- 22.3.32 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.
- 22.3.33 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 England⁹¹. As a minimum the Greater London Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.

⁹¹ <https://historicengland.org.uk/images-books/publications/greater-london-archaeological-priority-area-guidelines/>

Policy CL4 Heritage Assets - Listed Buildings, Scheduled Ancient Monuments and Archaeology

The Council will require development to protect the heritage significance of listed buildings, scheduled ancient monuments and 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.

Living Conditions

- 22.3.34 The borough's dense historic pattern of development and the close proximity of buildings means that new buildings and extensions need to take careful account of the living and working conditions of neighbours, with particular regard to natural light, light pollution, privacy, noise and disturbance.
- 22.3.35 The historic character and dense nature of the borough means that the living conditions that might be expected elsewhere in modern developments are most unlikely to be achieved here. Particular attention needs to be paid to these matters to attempt to address rising public expectations in relation to living conditions, including access to open space. However, implementing living conditions by fixed standards, normally derived from modern suburban development, could undermine the Council's duty to preserve and

enhance the character and appearance of conservation areas. It is the overall design, taking all factors into account including the area's character, that will be the determinant of whether a proposal provides reasonable living conditions.

- 22.3.36 In assessing whether sunlight and daylight conditions are good, both inside buildings and in gardens and open spaces, the Council will have regard to the most recent Building Research Establishment guidance, both for new development, and for properties affected by new development.
- 22.3.37 Issues of daylight and sunlight are most likely to occur where the amount of adjoining habitable accommodation is limited, or situated within the lower floors of buildings with openings on to lightwells. Mathematical calculation to assess daylighting and sunlighting may be an inappropriate measure in these situations; on-site judgment will often be necessary.
- 22.3.38 When considering privacy, a distance of about 18 metres between opposite habitable rooms reduces inter-visibility to a degree acceptable to most people, but there are many instances in the historic fabric of the borough of distances less than this. Privacy of gardens and courtyards is also important.
- 22.3.39 Terraces on roofs of main buildings or extensions can be visually intrusive and result in serious intrusion into the privacy and quiet enjoyment of neighbouring residential properties. They can, however, provide a valuable small area of open space for residents.
- 22.3.40 An overbearing or over-dominant sense of enclosure can significantly reduce the quality of living conditions both inside and outside. The impact on the sense of enclosure, is dependent on on-site judgment.
- 22.3.41 The level and type of activity generated by the development in its final form, as well as during construction, can affect the conditions of building users, through increased traffic, parking, noise, odours and vibrations in addition to impacts created by the development's physical structure which can have microclimatic effects. The anticipated level of activity as well as the effects on the local microclimate should be taken into consideration.

Policy CL5 Living Conditions

The Council will require all development ensures good living conditions for occupants of new, existing and neighbouring buildings.

To deliver this the Council will:

- a. require applicants to take into account the prevailing characteristics of the area;
- b. ensure that good standards of daylight and sunlight are achieved in new development and in existing properties affected by new development; and where they are already substandard, that there should be no material worsening of the conditions;
- c. require that there is reasonable visual privacy for occupants of new development and for occupants of existing properties affected by new development;
- d. require that there is no harmful increase in the sense of enclosure to existing buildings and spaces, neighbouring gardens, balconies and terraces;

e. require that the reasonable enjoyment of the use of buildings, gardens and other spaces is not harmed due to increases in traffic, servicing, parking, noise, disturbance, odours or vibration or local microclimatic effects.

Small Scale Alterations And Additions

- 22.3.42 There is great pressure for the adaptation of buildings in the borough.
- 22.3.43 Small-scale alterations and additions comprise minor external changes to the appearance of a building or its curtilage, including balustrades, alarms, cameras, awnings, grilles, shutters (and other security equipment), telecommunications equipment, satellite dishes, railings, walls, piers, gates, forecourt parking, balconies, small terraces, flagpoles, signs which that are not advertisements, servicing and mechanical plant, and removing physical barriers to access.
- 22.3.44 Although small alterations and additions may have a negligible impact, if unsympathetically designed and sited, they may individually harm the appearance of a building or its setting. It is the individual and cumulative effect of these small-scale alterations and additions which can negatively impact on the borough's overall high quality townscape. Their control is, therefore, a matter of strategic importance.
- 22.3.45 A high proportion of the borough's dwellings are flats⁵. While dwellinghouses have permitted development rights, buildings such as mansion blocks, often in multiple ownership, do not have such rights. The Council receives a high number of planning applications affecting these types of properties. A consistent approach to alterations and additions across the building can ensure that the visual coherence of the building is maintained.

Policy CL6 Small-scale Alterations and Additions

The Council will require that alterations and additions do not harm the existing character and appearance of the building and its context.

To deliver this the Council will resist small- scale development that:

- a. harms the character or appearance of the existing building, its setting or townscape;
- b. results in a cumulative effect which would be detrimental to the character and appearance of the area;
- c. is not of high quality form, detailed design and materials or is not discreetly located.

Basements

- 22.3.46 This policy applies to all new basement development. For the purposes of this policy, basement development is the construction or extension of one or more storeys of accommodation below the prevailing ground level of a site or property.
- 22.3.47 Basements are a useful way to add extra accommodation to homes and commercial buildings. While roof extensions and rear extensions add visibly to the amount of built development, basements can be built with much less long term visual impact – provided appropriate requirements are followed. This policy sets out these requirements.

- 22.3.48 Basement development in recent years has been the subject of concern from residents. Basements have given rise to issues about noise and disturbance during construction, the management of traffic, plant and equipment, and concerns about the structural stability of nearby buildings. These concerns have been heightened by the growth in the number of planning applications for basements in the Royal Borough with 46 planning applications in 2001, increasing to 182 in 2010, 294 in 2012 and 450 in 2013. The vast majority of these are extensions under existing dwellings and gardens within established residential areas.
- 22.3.49 In the Royal Borough, the construction of new basements has an impact on the quality of life, traffic management and the living conditions of nearby residents and is a material planning consideration. This is because the borough is very densely developed and populated. It has the second highest population density and the highest household density per square km in England and Wales⁹². Tight knit streets of terraced and semi-detached houses can have several basement developments under way at any one time. The excavation process can create noise and disturbance and the removal of spoil can involve a large number of vehicle movements.
- 22.3.50 A basement development next door has an immediacy which can have a serious impact on the quality of life, while the effect of multiple excavations in many streets can be the equivalent of having a permanent inappropriate use in a residential area. There are also concerns over the structural stability of adjacent property, character of rear gardens, sustainable drainage and the impact on carbon emissions. Planning deals with the use of land and it is expedient to deal with these issues proactively and address the long term harm to residents' living conditions rather than rely only on mitigation. For all these reasons the Council considers that careful control is required over the scale, form and extent of basements.
- 22.3.51 The policy therefore restricts the extent of basement excavation to no more than under half the garden or open part of the site and limits the depth of excavation to a single storey in most cases. The extent of basements will be measured as gross external area (GEA).
- 22.3.52 'Garden' or 'open part of the site' is the private open area to the front, rear or side of the property. A 'single storey' is one that cannot be subdivided in the future to create additional floors. It is generally about 3 to 4 metres floor to ceiling height but a small extra allowance for proposals with a swimming pool may be permitted.
- 22.3.53 Restricting the size of basements will help protect residential living conditions in the borough by limiting the extent and duration of construction and by reducing the volume of soil to be excavated. Large basement construction in residential neighbourhoods can affect the health and well-being of residents with issues such as noise, vibration and heavy vehicles experienced for a prolonged period. A limit on the size of basements will reduce this impact.
- 22.3.54 The townscape of the borough is urban and tightly developed in character. However, rear gardens are often a contrast, with an informal picturesque and tranquil ambience, regardless of their size. While basements can preserve the remaining openness of the townscape compared with other development forms, it can also introduce a degree of artificiality into the garden area and restrict the range of planting⁹³. Retaining at least half of each garden will enable natural landscape and character to be maintained, give flexibility in future planting (including major trees), support biodiversity⁹⁴ and allow water

⁹² ONS, Census 2011

⁹³ Trees and Basements, RBKC, February 2014 and Basement Visual Evidence, RBKC, February 2014

⁹⁴ Impact on Basement Development on Biodiversity, RBKC, February 2014

to drain through to the 'Upper Aquifer'⁹⁵⁹⁶. This policy takes into account the London Plan⁹⁷ and the Mayor of London's Housing SPG⁹⁸ both of which emphasise the important role of gardens. The National Planning Policy Framework (NPPF)⁹⁹ also supports local policies to resist inappropriate development of residential gardens and excludes private gardens from the definition of previously developed land.

- 22.3.55 Keeping the unexcavated area of a garden in a single area and adjacent to similar areas in other plots allows better drainage, and continuity of larger planting supporting biodiversity. In back gardens this area will usually be the end of the garden furthest from the building.
- 22.3.56 On large sites, basements of more than one storey and greater than half the garden or open part of the site may be permitted in certain circumstances. These will generally be new developments located in a commercial setting or of the size of an entire or substantial part of an urban block¹⁰⁰. They should be large enough to accommodate all the plant, equipment and vehicles associated with the development within the site and offer more opportunity to mitigate construction impacts and carbon emissions on site.
- 22.3.57 Where a basement has already been implemented following the grant of planning permission or through the exercise of permitted development rights, the policy does not allow further basement floors or basement extensions that would exceed 50 per cent of the garden or open part of the site. This provision would not apply to a basement which forms part of the original property, or where a later addition, was constructed prior to 1st July 1948¹⁰¹. This is to ensure consistency and fairness of approach
- 22.3.58 Trees make a much valued contribution to the character of the borough, and bring biodiversity and public health benefits. Works to, and in the vicinity of, trees, need to be planned and executed with very close attention to detail. All applications for basements likely to affect trees¹⁰² either on- site or nearby must be accompanied by a full tree survey and tree protection proposal for the construction phase. Local Plan policy CR6 Trees and Landscape will also apply.
- 22.3.59 The significance¹⁰³ of heritage assets¹⁰⁴ needs to be identified so that the significance is not harmed.
- 22.3.60 The special architectural or historic interest of listed buildings goes beyond appearance. It includes the location and hierarchy of rooms and historic floor levels, foundations, the original purpose of the building, its historic integrity, scale, plan form and fabric among

⁹⁵ Royal Borough of Kensington and Chelsea Residential Basement Study Report, Alan Baxter and Associates, March 2013

⁹⁶ Due to the impermeable London Clay which lies beneath the gravel terraces there is a local perched water table which is fed by precipitation within the Thames Valley. This is known as London's Upper Aquifer

⁹⁷ Policy 3.5 of the London Plan, GLA, July 2011

⁹⁸ Para 1.2.18, 1.2.22 and 1.2.25 Housing Supplementary Guidance (SPG), GLA, November 2012

⁹⁹ Para 53 and Annex 2: Glossary, NPPF, March 2012

¹⁰⁰ Urban blocks are generally bound by roads on all sides and can contain a mix of uses

¹⁰¹ The Town and Country Planning Act 1947 came into effect on 1st July 1948

¹⁰² Works to trees should be carried out in accordance with BS 5837 2012 and the Council's Trees and Development SPD

¹⁰³ The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significant derives not only from a heritage asset's physical presence, but also from its setting (as defined in the NPPF)

¹⁰⁴ A building, monument, site, place area or landscape identified as having a degree of significance meriting age interest (as defined in the NPPF). These include listed buildings, scheduled ancient monuments, conservation areas, sites of archaeological interest and non-designated heritage assets (explained in footnote below)

other things. Consequently, the addition of a new floor level underneath the original lowest floor level of a listed building, or any extension of an original basement, cellar or vault, may affect the hierarchy of the historic floor levels, and hence the original building's historic integrity. Basements under listed buildings are therefore resisted by the policy. Basements in the gardens of listed buildings can result in modifications to the building's foundations. This can harm the historic integrity and pose risks of structural damage to the building¹⁰⁵. Evidence suggests that where a basement is built only in the garden it is beneficial for the adjoining buildings if this basement is structurally independent of the adjoining houses and executed with special care¹⁰⁶¹⁰⁷. The link between the listed building and the basement should be discreet and of an appropriate design.

- 22.3.61 In conservation areas, development should preserve or enhance the character or appearance of the conservation area. Basements by themselves with no external manifestations are not considered to affect the character or appearance of conservation areas. It is the other aspects such as their externally visible elements that can affect character or appearance.
- 22.3.62 Archaeological remains are a finite and fragile resource. The conservation, protection or setting of such remains must not be threatened by development, directly or indirectly, to ensure the borough's past is not lost forever. Policy CL4(g) and (h) of the Local Plan requires development to protect the significance of Archaeological Priority Areas.
- 22.3.63 The impact of basements on non- designated heritage assets¹⁰⁸ must be assessed on their merits to avoid harm to their significance.
- 22.3.64 It is very important to minimise the visual impact of light wells, roof lights, railings, steps, emergency accesses, plant and other externally visible elements. Care should be taken to avoid disturbance to neighbours from light pollution through roof lights and other forms of lighting. Introducing light wells where they are not an established and positive feature of the streetscape can harm the character or appearance of an area. Where external visible elements are allowed they need to be sensitively designed and sited, respecting the existing character and appearance of the building, streetscape and gardens in the vicinity.
- 22.3.65 Policy CE2 of the Local Plan requires surface water run-off to be managed as close to its source as possible. A minimum of one metre of suitably drained permeable soil above any part of a basement within a garden provides for both reducing the amount and speed of water runoff to the drainage system and the long term future of shrub and other garden planting. Care should be taken that the original garden level is maintained and the 1m of permeable soil is connected to the unaffected part of the garden. Other SuDS measures may also be required.
- 22.3.66 Basement construction can cause nuisance and disturbance for neighbours and others in the vicinity, through construction traffic, parking suspensions and the noise, dust and vibration of construction itself. The applicant must demonstrate that these impacts are kept to acceptable levels under the relevant acts and guidance¹⁰⁹, taking the cumulative

¹⁰⁵ London Terrace Houses 1660-1860, English Heritage

¹⁰⁶ Royal Borough of Kensington and Chelsea Residential Basement Study, Alan Baxter and Associates, March 2013 (9.2.6)

¹⁰⁷ RBKC Basements, Basements in Gardens of Listed Buildings, Alan Baxter and Associates, February 2014

¹⁰⁸ In addition to the national and statutory designations, a local planning authority may formally identify heritage assets that are important to the area. Such a designation will be material when assessing an application. A non-designated heritage asset may also be of value, and make an important positive contribution to the environment. Guidance is available in English Heritage's practice guide to PPS5

¹⁰⁹ There are a number of relevant acts and regulations including Control of Pollution Act (COPA) 1974, Environmental Protection Act 1990 and Noise Emission in the Environment by Equipment for use Outdoors

impacts of other development proposals into account. Every effort must be made to locate the building compound and the skip on site or in exceptional circumstances in the highway immediately outside the application site.

- 22.3.67 Basement development can affect the structure of existing buildings. Guidance on this will be set out in a forthcoming Basements SPD (see paragraph 22.3.71).
- 22.3.68 Given their nature, basements are more susceptible to flooding, both from surface water and sewage, than conventional extensions, and applicants are advised to see policy CE2: Flooding. Fitting basements with a 'positive pumped device'¹¹⁰ (or equivalent reflecting technological advances) will ensure that they are protected from sewer flooding. Fitting only a 'non return valve' is not acceptable as this is not effective in directing the flow of sewage away from the building.
- 22.3.69 Applicants wishing to undertake basements are strongly advised to discuss their proposals with neighbours and others, who will be affected, commence party wall negotiations and discuss their schemes with the Council before the planning application is submitted. Sharing emerging proposals related to traffic and construction with residents and businesses in the vicinity is beneficial as local knowledge and their needs can be more readily taken into account.
- 22.3.70 A Basements SPD will be adopted which will provide guidance for the information that will need to be submitted with basement applications, including the following:
- Accompanying (but not part of) a planning application, a construction method statement (CMS) will need to be submitted by an appropriately qualified civil or structural engineer, which will contain a report into the ground and hydrological conditions of the site including groundwater flow and explain how these matters will be dealt with during the construction of the site. The CMS will also demonstrate how the excavation, demolition and construction work (including temporary propping and other temporary works) can be carried out while safeguarding structural stability. The structural stability of the development itself is not controlled through the planning system but through Building Regulations. The Party Wall Act is more suited to dealing with damage related issues.
 - Ways to minimise disturbance will also be included in the CMS. Detailed matters will include the drilling of boreholes; impact on trees; the sequence of temporary works to minimise the effect on neighbours; water flow; the consideration of related cumulative impacts; the link between a basement and the host property and the need for professional verification of certain works. Guidance relating to safeguarding amenity, that is noise, vibration and dust from construction works will also be included.
 - A draft construction traffic management plan (CTMP) will be required to be submitted with the application and where planning permission is granted the Council will attach a condition requiring a full CTMP. The CTMP will address issues relating to highway safety, the free flow of traffic, noise associated with/ from construction vehicles and the availability of parking. Detailed matters will include vehicle stationing, manoeuvring and routeing, parking suspensions and issues in relation to residential and workplace disturbance, arising from vehicle

Regulations 2001. The guidance includes British Standard 5228-1 2:2009: Code of practice for noise and vibration control on construction and open sites

¹¹⁰ Sewers often surcharge to just below manhole cover level and so connecting a basement via gravity connection provides a new low point for the surcharging sewer to discharge to. To reduce the risk of flooding, waste water from basements should be pumped

stationing, loading and unloading and movement. The CTMP should take into account and allow for other active or permitted construction works nearby (including those of utility companies).

22.3.71 The Council will monitor the policy to assess its effectiveness and will review it as a whole within five years of its adoption.

Policy CL7 Basements

The Council will require all basement development to:

- a. not exceed a maximum of 50 per cent of each garden or open part of the site. The unaffected garden must be in a single area and where relevant should form a continuous area with other neighbouring gardens. Exceptions may be made on large sites;
- b. not comprise more than one storey. Exceptions may be made on large sites;
- c. not add further basement floors where there is an extant or implemented planning permission for a basement or one built through the exercise of permitted development rights;
- d. not cause loss, damage or long term threat to trees of townscape or amenity value;
- e. comply with the tests in national policy as they relate to the assessment of harm to the significance of heritage assets;
- f. not involve excavation underneath a listed building (including vaults);
- g. not introduce light wells and railings to the front or side of the property where they would seriously harm the character and appearance of the locality, particularly where they are not an established and positive feature of the local streetscape;
- h. maintain and take opportunities to improve the character or appearance of the building, garden or wider area, with external elements such as light wells, roof lights, plant and means of escape being sensitively designed and discreetly sited; in the case of light wells and roof lights, also limit the impact of light pollution;
- i. include a sustainable drainage system (SuDS), to be retained thereafter;
- j. include a minimum of one metre of soil above any part of the basement beneath a garden;
- k. ensure that traffic and construction activity do not cause unacceptable harm to pedestrian, cycle, vehicular and road safety; adversely affect bus or other transport operations (e.g. cycle hire), significantly increase traffic congestion, nor place unreasonable inconvenience on the day to day life of those living, working and visiting nearby;
- l. ensure that construction impacts such as noise, vibration and dust are kept to acceptable levels for the duration of the works;
- m. be designed to safeguard the structural stability of the existing building, nearby buildings and other infrastructure including London Underground tunnels and the highway;
- n. be protected from sewer flooding through the installation of a suitable pumped device.

A specific policy requirement for basements is also contained in policy CE2, Flooding.

Existing Buildings - Roof Alterations/ Additional Storeys

- 22.3.73 Additional storeys and roof level alterations may change the character of the street, the skyline as seen from neighbouring houses and streets, and daylighting and sunlighting to neighbouring properties.
- 22.3.74 Proposals, must be assessed carefully and ensure they do not individually or cumulatively dominate the original building or surrounding townscape, or detract from architecturally interesting skylines.
- 22.3.75 Groups of properties within a terrace that change their architectural style, character or height but are joined are considered as separate terraces. Roof extensions on one are not regarded as precedents for the other terraces within the street.

Policy CL8 Existing Buildings – Roof Alterations/ Additional Storeys

The Council will require roof alterations and additional storeys to be architecturally sympathetic to the age and character of the building and group of buildings.

To deliver this the Council will:

- a. permit additional storeys and roof level alterations where the character of a terrace or group of properties has been severely compromised by a variety of roof extensions and where infilling between them would help to reunite the group;
- b. resist additional storeys, and roof level alterations on:
- i. complete terraces or groups of buildings where the existing roof line is unimpaired by extensions, even when a proposal involves adding to the whole terrace or group as a co-ordinated design;
 - ii. buildings or terraces that already have an additional storey or mansard;
 - iii. buildings that have a roof structure or form of historic or architectural interest;
 - iv. buildings that are higher than surrounding neighbours, or where they would detract from significant skylines or profiles;
 - v. buildings or terraces where the roof line or party walls are exposed to long views from public spaces, and where they would have an intrusive impact on that view or would impede the view of an important building or open space beyond;
 - vi. buildings that, by the nature of the roof construction and architectural style, are unsuitable for additional storeys, e.g. pitched roofs with eaves;
 - vii. mansion blocks of flats where an additional storey would add significantly to the bulk or unbalance the architectural composition;
 - viii. terraces that are already broken only by isolated roof additions.

Existing Buildings - Extensions and Modifications

- 22.3.76 The combination of the borough's high land values, high residential densities, modest building heights and the expanse of the conservation areas, has resulted in pressures for a wide variety of residential extensions and modifications.
- 22.3.77 It is important that extensions and modifications, including conservatories, respect those aspects of character and integrity of the original building and group of buildings that contribute to local distinctiveness such as height, width, depth, building line, footprint,

position, symmetry, rhythm, materials, finishes, detailed design, proportions or dimensions of fenestration, important gaps and a sense of garden openness.

- 22.3.78 The rear and sides of some buildings may also be distinguished architecturally. Where, for example, they overlook communal gardens, these elevations may be of as much importance as the front. While these elevations of buildings are generally subordinate to the front, they often have a simple dignity and harmony which makes them attractive.
- 22.3.79 Extensions and infill development may have an unfortunate effect in closing an important townscape gap, or in unbalancing an otherwise symmetrical elevation of a terrace, detached or semi-detached property.
- 22.3.80 Conservatories are a popular form of residential extension in the borough. They are principally garden features and should be located with this principle in mind. It is important that they fit in with the historic character of the borough and therefore their location in relation to the building and garden, their impact on neighbouring properties, their size and detailed design will be carefully considered.
- 22.3.81 Some modifications to buildings have the potential to cause harm, especially if they are not sensitive to the original character of the building or their cumulative impact detracts from the external appearance of the building. Conversely, if handled in a careful and sympathetic manner they have the potential to result in an improvement to the quality and character of the building. Such details may include changes to windows or glazing patterns; projecting mouldings; chimneys and other architectural details; front walls; railings; the replacement of panelled entrance doors; the repair or replacement of stucco; the permanent removal of projected mouldings and the rendering or painting of a brick-faced building.

Policy CL9 Existing Buildings – Extensions and Modifications

The Council will require extensions and modifications to existing buildings to be subordinate to the original building, to allow the form of the original building to be clearly understood, and to reinforce the character and integrity of the original building, or group of buildings.

To deliver this the Council will resist proposals for extensions if:

- a. the extension would extend rearward beyond the existing general rear building line of any neighbouring extensions;
- b. the extension would rise above the general height of neighbouring and nearby extensions, or rise to or above the original main eaves or parapet;
- c. the extension would spoil or disrupt the even rhythm of rear additions;
- d. the detailed design of the addition, including the location or proportions or dimensions of fenestration or the external materials and finishes, would not be in character with the existing building;
- e. the extension would breach the established front building line;
- f. an important or historic gap or view would be blocked or diminished;
- g. the architectural symmetry of a building, terrace or group of buildings would be impaired;

- h. the original architectural features on a formal flank elevation would be obscured;
- i. access to the rear of the property or of those adjoining would be lost or reduced;
- j. a conservatory is proposed to be located at roof level, significantly above garden level or on a corner site.

Shopfronts

- 22.3.82 Shopfronts¹¹¹ within the borough play a key part in establishing and defining the visual character of our high streets and shopping parades. The borough has many fine examples of shopfront design ranging from the mid-19th Century through to today. While the careful restoration of some of these early examples is important for maintaining our highly valued built heritage, particular emphasis is placed on ensuring high standards of design for all shopfronts, be they of traditional, modern or contemporary style and to ensure they are inclusive for all.
- 22.3.83 In old buildings, the original fascia and pilasters or columns which form the frame of the shopfront are often integral to the character of the building.
- 22.3.84 Modern shopfronts are often temporary street features adapting constantly to changing retail demands. It is important that transient retail fashions do not disrupt the character of a building to achieve short-term requirements. House styles may have to be adapted to fit in with the age and character of the building in which the shopfront is situated.
- 22.3.85 Open shopfronts can break up the continuity of a street frontage and leave undesirable gaps in a shopping parade. The creation of an open shopfront affects the form of the space between the buildings. The facades present an envelope which defines the space and its character; the sudden appearance of a large opening within the envelope leaves a gap in the shopping parade, so that the space itself is altered. The facade above is also left visually unsupported, the vertical elements resting uncomfortably on a void.
- 22.3.86 The under-use of the upper floors of retail premises is of concern to the Council. In the event that they are not required for retail purposes, a separate access will be needed for residential or office use. It is thus important to prevent the removal of separate access unless this is to bring the upper floors into active retail use, making the unit as a whole a more viable retail unit. New independent access arrangements must not undermine the functionality of the retail use.
- 22.3.87 It is important to control blinds and awnings because, if poorly designed or over-prominent, they can detract from the appearance of buildings and be obtrusive features in the street scene.
- 22.3.88 Security shutters to shop fronts can prevent light from spilling into the street at night, and create a deadening effect that many people feel creates a threatening environment, undermining the vitality and attractiveness of areas with shops out of hours.

¹¹¹ 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

Policy CL10 Shopfronts

The Council will require shopfronts to relate well to the buildings above and to either side to provide an attractive setting for the display of goods and to drive up the quality of the area.

To deliver this the Council will:

- a. require alterations to existing shopfronts to preserve those elements that contribute to their traditional character, such as corbels, part-glazed doors, fascia, glazing bars, pilasters, and stallrisers, awnings and blinds;
- b. require new, and alterations to existing, shopfronts to:
 - i. respect the building's original framework;
 - ii. have a positive visual impact on the appearance of the building or streetscene;
 - iii. respect the character of the building in relation to siting and design of awnings and blinds;
 - iv. be inclusive for all;
 - v. maintain existing independent access to upper floor accommodation;
- c. require, where shop units are combined, new shopfronts and signage to be installed within the original surrounds and not to obscure them;
- d. resist new shopfronts that would involve the removal of existing separate access to residential accommodation;
- e. resist open shopfronts;
- f. resist external security shutters that have a solid appearance.

Views

- 22.3.89 The quality and character of an area is not only provided by the individual buildings but it is also gained from views into, within, and out of the area. When considering development that will impacts on views, vistas and gaps, it is important to respect the local context.
- 22.3.90 The borough contains some of the best examples of Victorian and Edwardian townscape in London. Overall, the residential environment is of the highest quality. This is evident not only in the public realm, but also at the rear and sides of properties, particularly around areas of private gardens. The presence of mature rear gardens and greenery softens the dense urban scene and provides relief and visual interest when viewed from the street through gaps between buildings or when a corner building has an open return frontage. A similar pleasant contrast may occur by a view of the sky or rear elevations of nearby properties
- 22.3.91 Residents' appreciation and enjoyment of the borough as a whole and the special character and appearance of conservation areas in particular derives from both public viewpoints and views from within their dwellings. Not only the street scenes, but views from other buildings, including upper floors, and gardens, are important to residents living conditions. These will be considered proportionate to the significance of the view. In particular, careful regard will be had to conservation area appraisal documents.

- 22.3.92 On the rare occasions that development has an impact beyond the immediate street, a wider assessment of the impact needs to be carried out in accordance to the methodology set out in the Views and Building Heights SPD.
- 22.3.93 It is important that the impact of development on views within the townscape, including in and around conservation areas, as well as of landmarks defining points of townscape interest is taken into account. In addition to the strategic view from St Paul's to King Henry's Mount in Richmond Park, identified in the London Plan, the borough also has specifically recognised views that are important to protect. These are set out in the Views and Building Heights SPD.

Policy CL11 Views

The Council will require all development to protect and enhance views, vistas, gaps and the skyline that contribute to the character and quality of the area.

To deliver this the Council will:

- a. resist development which interrupts, disrupts or detracts from strategic and local vistas, views, and gaps and the skyline;
- b. require developments whose visual impacts extend beyond that of the immediate street, to demonstrate how views are protected or enhanced;
- c. require, within conservation areas, development to preserve or enhance views:
 - i. identified in conservation area appraisals;
 - ii. generally within, into, and out of conservation areas, including the rear of properties;
 - iii. that affect the setting of and from development on sites adjacent to conservation areas and listed buildings;
- d. require development to respect the setting of a landmark, taking care not to create intrusive elements in its foreground, middle ground or background.

Building Heights

- 22.3.94 The relatively modest and consistent height of building within Kensington and Chelsea reflects the primarily residential character of the borough. High residential densities are delivered without recourse to tall buildings. This pattern of development with its low to medium-rise, high-density residential areas, has produced a very attractive townscape, and is central to the borough's charm.
- 22.3.95 New buildings can strengthen the traditional townscape, both through individual buildings carefully designed to respect their immediate context and through larger developments, which can seek to introduce new legible environments consistent with the borough's character. (See policy CR2 Three-dimensional Street Form).
- 22.3.96 Where new larger developments are proposed some variation in roofscape and height can provide visual interest to the streetscape and avoid overbearing and bulky building forms. This could mean differentiation in roof forms and roof lines within parameters based on the prevailing building height, to break up large blocks and reflect the predominantly domestic scale of the borough.

- 22.3.97 Tall buildings are very much the exception: Trellick Tower is the tallest at 98m. Building height is thus a critical issue and a very sensitive feature of the townscape. It is important that the Council carefully manages the height of new development that may otherwise erode the borough's distinctive character.
- 22.3.98 Tall buildings have a greater impact on their environment than other building types, posing problems of microclimate, overshadowing and overlooking. This is especially harmful to residential environments and amenity spaces, and needs to be avoided through careful siting and design (see policy CL5).
- 22.3.99 Tall buildings in the wrong location can be visually disruptive. They can harm the character and appearance of a conservation area, the setting of a listed building, the visual amenity of important open space; and they can interrupt views.
- 22.3.100 It is not enough to ensure that their location avoids causing harm; tall buildings should also make a positive contribution to the existing townscape. This is not just a matter of design quality, but also of contributing to legibility and to the skyline. Buildings that rise above the prevailing building height are successful where, depending on their impact, they give meaning to the local or borough townscape, highlighting locations or activities of public importance.
- 22.3.101 Local landmarks are occasional features in the borough that define points of townscape interest or public functions relevant to those living or working within the immediate areas. A local landmark does not have to distinguish itself by its height, e.g. the Michelin Building at Brompton Cross. Where they do, they will tend not to be more than one and a half times higher than the surrounding buildings, and remain compatible with their context. Regardless of location, local landmarks should always be of very high design quality and occasional features if they are to retain their meaning.
- 22.3.102 District landmarks are significantly taller than the surrounding townscape. They are visible over a wider area and tend to highlight major public functions. These are characteristically up to four times higher than the surrounding buildings and are not typical of the borough. They are exceptionally rare in the borough's townscape of predominantly low to medium rise development, and will remain very occasional features. Because of their visibility, the location and use of district landmarks must be significant to the borough as a whole.
- 22.3.103 Care is needed to ensure that visibility is assessed contextually to ensure that proposals that exceed the prevailing building height have a positive visual impact and do not appear incongruous within their surroundings. A computer generated zone of visual influence that includes an accurate model of the relevant context is an essential tool in assessing the visual impact of buildings significantly taller than the surrounding townscape.
- 22.3.104 Very tall buildings, more than four times the height of their context, characterise central metropolitan areas which is not characteristic of the borough.
- 22.3.105 A design-led approach to taller buildings is essential. In such cases the Council will promote close working with stakeholders and, where appropriate, with strategic and neighbouring authorities in the production of an urban design framework that will guide the siting and appropriate height of buildings, particularly in relation to existing views to ensure a wholly positive benefit to the townscape. Full planning applications are important for tall buildings to ensure this design-led approach is fulfilled.
- 22.3.106 Height is not the only factor which is important when assessing tall buildings. District landmarks should be of an exceptional quality of architecture, sustainability and urban design. Successful tall buildings possess an architecture that is convincing and highly attractive, especially when viewed in the round, and that makes for a distinguished

landmark on the skyline. This requires the skilful handling of scale, height, massing, silhouette, crown and facing materials and the careful incorporation of building services and telecommunications equipment. The profile and proportion of the building, especially the part that sits above the prevailing building height, is also a sensitive feature. Bulky tall buildings are not attractive to look at and disfigure the skyline; slender ones are more successful.

- 22.3.107 Design quality applies equally to the base. At lower levels it is not only the impact on the streetscape and local views, but also how the building functionally relates to the street. Successful tall buildings are those that create meaningful public realm, interacting positively with the surrounding buildings and spaces. This includes contributions to permeability and connectivity, defining edges that reinforce existing building lines and give a coherent form to open space, and providing active ground floor frontages and a stimulating and inclusive public realm (see Policies CR1 and CR2).

Policy CL12 Building Heights

The Council will require new buildings to respect the setting of the borough's valued townscapes and landscapes, through appropriate building heights.

To deliver this the Council will:

- a. require proposals to strengthen our traditional townscape in terms of building heights and roofscape by requiring developments to:
 - i. reflect the prevailing building heights within the context
 - ii. provide, for larger developments, a roofscape that reflects that of the context of the site;
 - iii. seldom use height to express local landmarks so the prevailing building height is maintained;
- b. resist buildings significantly taller than the surrounding townscape other than in exceptionally rare circumstances, where the development has a wholly positive impact on the character and quality of the townscape;
- c. require full planning applications for any building that exceeds the prevailing building height within the context.

22.4 Corporate and Partner Actions

Introduction

- 22.4.1 Delivering the strategic objective of Renewing the Legacy will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared to play a part in delivering this objective. It then sets out specific actions that will be undertaken to further the objective.

Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

Historic England: National Heritage at Risk Register

- 22.4.2 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.

- 22.4.3 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 powers¹¹²;
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 regeneration;
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

¹¹² An Article 4 Direction is made and confirmed by the Council in consultation with the Government. It serves to restrict permitted development rights.

Chapter 23 Diversity of Housing

Affordable and Market Housing, Housing Mix, Estate Renewal

23.1 Introduction

- 23.1.1 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' homes¹¹³. 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.
- 23.1.2 In terms of the Local Plan 'vision', the housing policies will have a positive impact by facilitating improvements in the 'areas of change' 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.
- 23.1.3 Diversity of housing is an integral part of the Local Plan's central vision. It is central to stimulating improvements in 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.

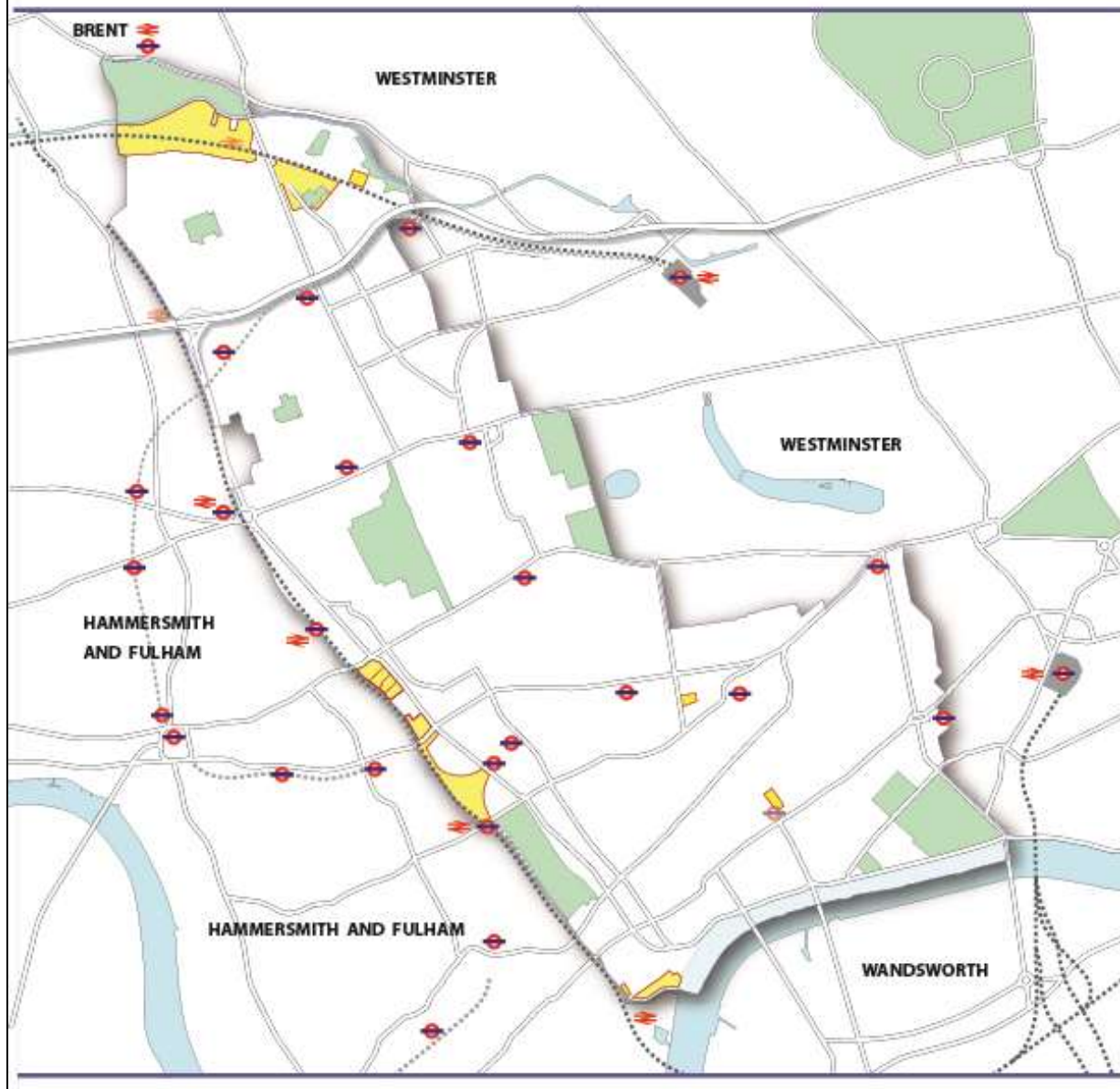
23.2 What this means for the borough

- 23.2.1 The strategic objective means that there will be a better mix of housing types and tenures throughout the borough, and more housing overall.

¹¹³ Affordable Housing is defined in the Glossary.

DIVERSITY OF HOUSING

 Site allocations



23.3 Policies

Housing Targets

- 23.3.1 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)¹¹⁴ identifies an objectively assessed need (OAN) of 11,291 dwellings over the period 2015-2035, or 575 dwellings per annum. These figures are based on the GLA's long-term migration household projections plus an allowance for vacant dwellings and second homes. This is set out in the SHMA (based on the DCLG 2012 household projections and the GLA short term migration scenario) but are assessed as the most realistic for using the longer term migration trend data determined at the London level.
- 23.3.2 The London Plan 2016 (as amended) sets out a housing target of 733 dwellings per annum¹¹⁵ that the borough should seek to meet and exceed. The target is capacity based and exceeds the annual OAN by about 27%. The target is for ten years between 2015 and 2025 and has been rolled forward¹¹⁶ to 14 years (1 April 2015 – 31 March 2029) giving a target of 10,262 dwellings to the end of the plan period. 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 2019/20¹¹⁷. The new London SHLAA 2017 indicates that the capacity in Kensington and Chelsea has reduced significantly to approximately 488 dpa. This work will inform a new target for the borough to be determined through the London Plan Review.
- 23.3.3 In accordance with the NPPF¹¹⁸, 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 deliverable¹¹⁹ sites sufficient to meet the borough's housing target plus an additional 5% buffer (moved forward from later in the plan period) to ensure choice and competition in the market for land. Over the first two years of the plan period from 2015-2017, the borough has a backlog of 935 dwellings against its current target. Where there is a record of persistent or significant under delivery, the NPPF expects that local planning authorities should add a buffer of 20% to the 5 year housing supply. The purpose of a 20% buffer is to improve the prospect of achieving the planned supply by bringing sites forward from later in the plan period. However, in Kensington and Chelsea, there is no additional supply that could realistically be brought forward from later in the plan period. The allocated supply in years 6-12 of the trajectory relies on the 2 strategic brownfield sites at Kensal Canalside and Earl's Court, which have required significant infrastructure and enabling works before they can start to deliver housing. The remainder of the supply will largely come from annual windfall allowances for small sites and vacant units coming back into use. No part of this supply could be brought forward to boost delivery in the first 5 years of the plan period. There is little evidence of other large windfall sites which could help to boost the supply in the first 5 years of the plan period.
- 23.3.4 Given the constraints on the borough's housing supply and without a supply of sites that could be brought forward, even if it were considered by a decision maker that the Council had a persistent record of under delivery or significant under delivery measured against

¹¹⁴ Available from www.rbkc.gov.uk/planningpolicy

¹¹⁵ Table 3.1 London Plan 2016 (as amended)

¹¹⁶ Policy 3.3D Increasing Housing Supply, London Plan 2016 (as amended)

¹¹⁷ Paragraph 3.24 London Plan 2016 (as amended)

¹¹⁸ Paragraph 47, NPPF 2012

¹¹⁹ Deliverable is defined in the Glossary

the Housing Delivery Test, the application of a 20% buffer will do little to improve the prospects of achieving the housing requirement. Rather it would potentially undermine the policies elsewhere in the Plan for the protection of commercial, cultural and community uses in the borough.

- 23.3.5 For these reasons, a 5% buffer should be applied in Kensington and Chelsea in calculating the 5 year housing land supply for the purposes of the Local Plan Partial Review. For the same reasons, dealing with the backlog in the first 5 years of the plan period after adoption would also not be deliverable. Spreading the backlog over the plan period (the 'Liverpool' approach) would better reflect the trajectory for the delivery of sites in the housing land supply set out in Chapter 28.
- 23.3.6 Therefore, adding the undersupply of 935 dwellings spread over the plan period together with a 5% buffer results in a five year housing requirement of 4,258 dwellings from 2017-2022.
- 23.3.7 The Housing Trajectory at 1 April 2017 shows a total development pipeline of 8,979 net additional units for the 12 year period 2017/18 to 2028/29¹²⁰. Further information on the housing trajectory and delivery from site allocations is provided in Chapter 28. 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 4,410 of these units will be delivered within the first five year period from 1 April 2017 to 31 March 2022 enabling the borough to demonstrate a five year housing land supply including an additional 5% buffer (moved forward from later in the plan period) to ensure choice and competition in the market for land as required by the NPPF.
- 23.3.8 The Local Plan also identifies a supply of specific, developable sites or broad locations for growth for years 6-12 of the plan period. The site allocations in the Local Plan are expected to deliver about 2,958 units in this period with the largest site Kensal Canalside likely to deliver 2,488 units in this period. 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. However, overall the housing supply identified in the trajectory in Chapter 28 is insufficient to meet the housing requirement for years 6-12 of the plan period. A total supply of 4,569 is demonstrated against a requirement of 5,474 dwellings for the period 1 April 2022 to 31 March 2029. The Council intends to address this current shortfall through an early review of the Plan against the revised London Plan housing target.

Amalgamations

- 23.3.9 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

¹²⁰ The housing trajectory will be updated annually in the Monitoring Report

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 development¹²¹ is not mandatory.

- 23.3.10 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.
- 23.3.11 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.
- 23.3.12 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 standards¹²². For the policy to be effective, criterion c. ensures that a stepped approach to amalgamations cannot be applied.

Restrict very large units

- 23.3.13 In recent years the borough has seen an increase in planning applications for 'super-prime' developments. These are very large luxury, high-end, high-specification developments with multi-million pound sales values known as prime and super prime housing. There is no fixed definition of prime or super prime housing. The borough's SHMA 2015 concludes that super prime properties are those valued at more than £10 million and prime properties between £2 million and £10 million. This approach is supported by research prepared by central London estate agents with the prime residential market identified as that for properties priced over £2 million but slightly different from a recent report prepared by Westminster City Council which identified super prime properties as those over £5 million.
- 23.3.14 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.

¹²¹ As defined in section 55 of the Town and Country Planning Act 1990 (as amended)

¹²² Adopted by the London Plan 2016 (see Table 3.3)

- 23.3.15 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.
- 23.3.16 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 London Plan policy on housing density. 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.
- 23.3.17 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

- 23.3.18 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.
- 23.3.19 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 London Plan policy on housing density.

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 the 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.

Affordable Housing

- 23.3.20 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

- 23.3.21 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.
- 23.3.22 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.
- 23.3.23 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 based on housing capacity 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.
- 23.3.24 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.
- 23.3.25 The revised NPPF broadens the definition of affordable housing to include starter homes, discounted market sales housing and other affordable routes to home ownership. It also proposes that planning policies should expect 10% of all homes on major housing development are to be affordable home ownership products. Home ownership products are part of the wider intermediate tenure and include starter homes, discounted market sales housing and other affordable routes to home ownership. These will be defined in the revised NPPF.
- 23.3.26 The Council's Affordable Housing Target Viability Study, 2016 update and its update of April 2017 demonstrates that a proportion of affordable housing is viable in all residential developments, and all mixed use developments with 30% of commercial floor space. However, the level of viability varies significantly by area. The range for a generally viable affordable housing target is shown to be between 35% and 40% in the majority of the borough. The Viability Study update April 2017 and Policy CH2 have factored in the

proposed broader definition of affordable housing to include starter homes, discounted market sales housing and affordable private rent housing and also include a minimum of 10% affordable home ownership products.

- 23.3.27 The Mayor's Affordable Housing and Viability SPG, August 2017 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 (as well as the update of April 2017) and the 'threshold approach'¹²³ in the Mayor's SPG the policy sets a borough wide minimum target of 35% without the use of public subsidy. Schemes providing at least this level of affordable housing on-site, meeting the specified tenure mix, and other planning requirements and obligations do not need to submit a financial viability appraisal. This approach would negate the need for protracted negotiations and offer 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

- 23.3.28 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 m¹²⁴ (gross internal floorspace - GIA). This measure was introduced to tackle the disproportionate burden of developer contributions on small-scale developers, custom and self-builders.
- 23.3.29 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.
- 23.3.30 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 GIA¹²⁵. 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.

¹²³ 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.

¹²⁴ Policy set out in WMS of 28 November 2014 and Paragraph 23 NPPG on Planning Obligations

¹²⁵ See Chapter 28 for detailed calculations.

Affordable Housing Tenure Split

- 23.3.31 Affordable housing¹²⁶ 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. The revised NPPF includes social rent and affordable rent within a broad definition of affordable housing for rent.
- 23.3.32 Affordable housing for rent in accordance with the Government's rent policy typically meets the needs of those on the lowest incomes and is let to people on the Council's housing register. Affordable housing for rent can only be let through Councils or private registered providers. 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. Starter Homes, discounted market sales housing and other affordable routes to home ownership are all considered to be part of the wider intermediate tenure.
- 23.3.33 In terms of the existing 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. The 50% intermediate tenure can include intermediate rent and a minimum of 10% affordable home ownership products as proposed by the Government.
- 23.3.34 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 £40,000¹²⁷ this indicates that market housing will be unaffordable to a significant proportion of borough residents.
- 23.3.35 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 and has the flexibility to deliver a mix of intermediate products as set out in national policy.
- 23.3.36 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.

¹²⁶ Affordable housing and various tenures are defined in Annex 2 of the NPPF and included in the Glossary for ease of reference

¹²⁷ www.nomisweb.co.uk/reports/lmp/la/1946157252/report.aspx

Off-site provision of Affordable Housing and Payments in Lieu

- 23.3.37 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.
- 23.3.38 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.
- 23.3.39 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.
- 23.3.40 The Council intends to spend affordable housing payments in lieu on projects such as 'Hidden Homes', to deliver more affordable housing.

Viability Assessments

- 23.3.41 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.

- 23.3.42 Valuations should be done on a residual value¹²⁸ basis as this allows account to be taken of planning policies, and that provisions maybe put in place for re-appraising the viability of schemes to take account of economic uncertainties. Such an approach is also supported by policies and guidance set out in the London Plan which in requiring the maximum reasonable amount of affordable housing supports the use of the residual value approach.
- 23.3.43 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*"¹²⁹ (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.
- 23.3.44 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.
- 23.3.45 National policy provides an incentive for brownfield development on sites containing vacant buildings¹³⁰. 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.
- 23.3.46 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.
- 23.3.47 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.

¹²⁸ Residual Land Value is defined in the Glossary

¹²⁹ Existing Use Value plus is defined in the Glossary

¹³⁰ Policy set out in WMS of 28 November 2014 and Paragraph 26 NPPG on Planning Obligations

23.3.48 The affordable and market housing should be designed so that it is not possible to identify either tenure - known as 'tenure blind' - to ensure all residents enjoy the same high standards of design and to aid integration of the various communities living within a housing development.

Policy CH2: Affordable Housing

The Council will seek the maximum reasonable amount of affordable housing.

To deliver this the Council will require:

- a. developments to provide a minimum of 35% of all residential floorspace as affordable housing 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;
- b. overall 50% of the affordable housing provision to be affordable housing for rent and 50% to be intermediate including intermediate rent and affordable home ownership products;
- c. 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;
- d. 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;
- e. 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;
- f. affordable housing and market housing to be integrated in any development and have the same external appearance;
- g. 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.

Housing Size Mix and Standards

23.3.49 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.

Dwelling Size	Percentage
1 Bed	23%
2 Bed	29%
3 Bed	30%
4+ Beds	18%

Summary of Dwelling Size Requirements taken for SHMA

- 23.3.50 The SHMA also identifies the specific needs for those in need of affordable housing by tenure as shown in the table below.

Dwelling Size	Number	Percentage
1 Bed	575	49%
2 Bed	240	21%
3 Bed	184	15.5%
4+ Beds	171	14.5%
Total	1,170	100%

Summary of Dwelling Size Requirements for Affordable Homes

- 23.3.51 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.
- 23.3.52 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.
- 23.3.53 The Government's Housing Standards Review¹³¹ 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.
- 23.3.54 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.
- 23.3.55 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.
- 23.3.56 The relevant category of Building Regulations will be secured through planning condition and each dwelling will need to meet all the requirements set out in Part M of the Building Regulations. Approved Document Part M provides clear guidance on how to meet these requirements. The access standards do not apply to dwellings resulting from a conversion or change of use. The standards apply to all tenures. The standards do not apply to

¹³¹ Written Ministerial Statement March 2015

specialist forms of housing which are not in the C3 use class such as student housing, care homes and houses in multiple occupation.

- 23.3.57 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.
- 23.3.58 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.
- 23.3.59 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 benefits¹³². 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 stress¹³³. 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.

Specific Housing Needs

Older People's Housing

- 23.3.60 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

¹³² Morris, N (2003) Health, Well-Being and Open Space: Literature Review, Edinburgh College of Art and Heriot-Watt University

¹³³ Morris, 2003, DCLG 2006 cited in Ward Thompson, C (2006), Woodland and a Healthy Society

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.

- 23.3.61 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.
- 23.3.62 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.
- 23.3.63 The Council's SHMA¹³⁴ 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 care 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

- 23.3.64 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 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.
- 23.3.65 The Mayor's Housing SPG¹³⁵ 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

¹³⁴ Table 9.4 SHMA 2015

¹³⁵ Paragraph 3.7.17 of the Mayor's Housing SPG May 2016

the view to take on the use class. 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 July 2016 indicates that the Council should continue to apply Policy CH2 to seek affordable housing on these schemes, with the same site-specific viability caveats that apply to all other residential developments.

Houses in Multiple Occupation (HMOs)

23.3.66 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 accommodation¹³⁶. 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 residence¹³⁷.

23.3.67 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.

Self build and custom build

23.3.68 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.

23.3.69 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.

¹³⁶ Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment

¹³⁷ Information from Imperial College, August 2009

- 23.3.70 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

- 23.3.71 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.
- 23.3.72 The Mayor's Affordable Housing and Viability SPG, August 2017 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 Affordable Housing and Viability SPG, August 2017 will be used in classifying a scheme as build to rent including a covenant that homes to be held as build to rent for at least 15 years.
- 23.3.73 Build to Rent schemes will be expected to provide intermediate rent or affordable private rent housing subject to a viability appraisal in-line with the Mayor's Affordable Housing and Viability SPG. The Council's Affordable Housing Viability Study Update, April 2017 demonstrates that 35% affordable private rent or intermediate rent would be generally viable in build to rent schemes in the borough. The Government's consultation on Planning and Affordable Housing for Build to Rent recognises that a different approach for Build to Rent as set out in the Mayor's Affordable Housing and Viability SPG may be suitable for London.
- 23.3.74 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

- 23.3.75 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.
- 23.3.76 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 requirements¹³⁸. 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.

- 23.3.77 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.
- 23.3.78 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

- 23.3.79 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.
- 23.3.80 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.
- 23.3.81 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.

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;

¹³⁸ Paragraph 9.37 Borough SHMA 2015

- 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 or affordable private 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.

Estate Renewal

- 23.3.82 Following the tragic fire at Grenfell Tower on 14 June 2017, the Council decided to end the three new estate regeneration projects which were being worked on in the borough at Silchester, Barlby-Treverton and Warwick Road estates. It was also pledged by the Leader that any estate regeneration projects on the affected estates would be co-designed in conjunction with the residents living within the relevant estate and put to a binding vote with projects only going ahead with the majority of residents in support. Following these commitments, the Council commits to an early review of the Local Plan, at least in part, to consider issues related to North Kensington, the Latimer 'Place', estate regeneration and housing supply, to be adopted within three years of this Local Plan's adoption. In the meantime, all policies in the development plan (the London Plan, the Local Plan and any relevant neighbourhood plans) will continue to apply. As a result, the following text and policy has been carried forward from the Consolidated Local Plan 2015.
- 23.3.83 The Council is undertaking a Housing Stock Options Review to provide clear advice on the options that are available to resolve the Housing Revenue Account deficit, secure long term investment to renew the Council's housing stock, and ensure that there is an adequate supply of affordable housing to meet future needs. One potential source of funding to replace existing new affordable housing is from the sale of new private housing provided alongside the replacement social housing, with estates being rebuilt to a higher density. This would, if undertaken, be carried out in a phased way over 20 years or more¹³⁹. The Council has a legal duty to re-house all existing Council tenants.
- 23.3.84 Estate renewal proposals differ from other types of applications because often the sale of market housing is used to fund the reprovided social rented housing. For this reason the proportions of social rented and market housing may differ from conventional housing applications where cross subsidy is not being done on the same scale.

¹³⁹ The range of options under review is detailed within various Stock Options publications and the Housing Strategy. The Council plans to reach a view on the best available option by Autumn 2009

Policy CH5: Estate Renewal

The Council will require that where the redevelopment of social rented housing estates is proposed, a compelling case is demonstrated that the long term benefits outweigh the considerable uncertainty and disruption such projects will cause.

To deliver this the Council will:

- a. require the maximum reasonable amount of affordable housing, with the minimum being no net loss of existing social rented provision;
- b. require a guarantee that all existing tenants have an opportunity of a home that meets their needs, with those wishing to stay in the neighbourhood being able to do so;
- c. require that the mix of house sizes for the re-provided social rented housing will be determined by the housing needs of the tenants of the estate and by the housing needs of the borough, at the time that an application is submitted;
- d. require that where estate renewal is being funded through the provision of private housing or other commercial development, schemes must be supported by a financial appraisal;
- e. recognise that cross subsidy between estates may also be required where proposals involve several estates. The principles set out above for one estate would be applied to two or more estates, taken as a whole.

Gypsy and Traveller accommodation

- 23.3.85 The Council has prepared a Joint Gypsy and Traveller Accommodation Needs Assessment (GTANA)¹⁴⁰ 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 Joint GTANA concludes that there will be a requirement for three additional pitches in the first five years, nine in total across RBKC and LBHF over the plan period.
- 23.3.86 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).
- 23.3.87 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'¹⁴¹, however, many of the occupiers are long established on this site and therefore their accommodation needs need to be appropriately assessed.

¹⁴⁰ RBKC and LBHF (2016) Joint Gypsy and Traveller Accommodation Needs Assessment (GTANA)

¹⁴¹ 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.

Therefore, the GTANA considers all arising accommodation needs then applies the PPTS definition to identify accommodation needs in accordance with Government guidance.

- 23.3.88 The shortage and high cost of land in the borough means that there are many competing land uses. The Council has agreed a Joint Site Appraisal Study Methodology (2016) with LBHF to investigate opportunities to provide new gypsy and traveller sites within the two boroughs. A site appraisal for this borough has been undertaken using this methodology. 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. The Council will continue to work with LBHF and these partners to seek to address the findings from the Joint 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 during the course of 2018. This will be reported in the Council's annual monitoring report. Any subsequent planning applications should be considered against the criteria set out in the PPTS, the criteria in Policy CH6 and other relevant planning policies and guidance.

Policy CH6 Gypsy and Traveller Accommodation

The Council will work closely with LBHF, 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.

23.4 Corporate and Partner Actions

Introduction

- 23.4.1 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

- 23.4.2 The Council has an established programme of small scale delivery known as 'Hidden Homes' to maximise opportunities to deliver new homes

Mayor of London (October 2014) Homes for London: The London Housing Strategy

- 23.4.3 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.
- 23.4.4 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

- 23.4.5 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

- 23.4.6 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

- 23.4.7 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 – 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.
- 23.4.8 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”.

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 24 Respecting Environmental Limits

Climate change, flooding, waste, biodiversity, air quality and noise and vibration

24.1 Introduction

- 24.1.1 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 alike¹⁴². Continued emission of greenhouse gases will cause further warming and long-lasting changes in all components of the climate system, increasing the likelihood of severe and irreversible impacts for people and ecosystems. Locally, there is already an increasing risk of flooding from intense rainstorms, and during heatwaves the elderly may be exposed to life threatening heat stress but there is a lot that the Council, residents and those who work here can do together to reduce their carbon footprint more quickly and in a sustainable way. The Council is determined to contribute to the achievement of international, European, national and regional CO₂ reduction targets. Poor air quality is damaging our health at every stage of life. The report: Understanding the Health Impacts of Air Pollution in London estimates that 25% of early deaths are attributable to high concentrations of nitrogen dioxide (NO₂) and fine particles (PM_{2.5}) within the borough¹⁴³; 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)¹⁴⁴.
- 24.1.2 This chapter includes a range of policies to mitigate climate change. Policy CE1 Climate Change, sets out the measures to reduce carbon dioxide emissions, Policy CE2 considers flood risk, its impacts and SuDS, and Policy CE5 addresses Air Quality. However, apart from these more obvious mitigation and adaptation policies, the Local Plan includes policies in different chapters which help mitigate the effects of climate change. The principal policies are, C1 Infrastructure Delivery and Planning Contributions (Chapter 17), CT1 Improving alternatives to car use, CT2 New and enhanced rail infrastructure (Chapter 20), CR4 Streetscape, CL2 Design Quality, and CL7 Basements (Chapter 22). Policies on green infrastructure are also included in chapter 21 (Policy CR5 Parks, Gardens, Open Spaces and Waterways) and Policy CE4 Biodiversity (Chapter 24).
- 24.1.3 "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

¹⁴² Air Quality and Climate Change Action Plan 2016-2021, Technical Appendices. RBKC, 2016

¹⁴³ www.london.gov.uk/sites/default/files/hiainlondon_kingsreport_14072015_final.pdf July 2015

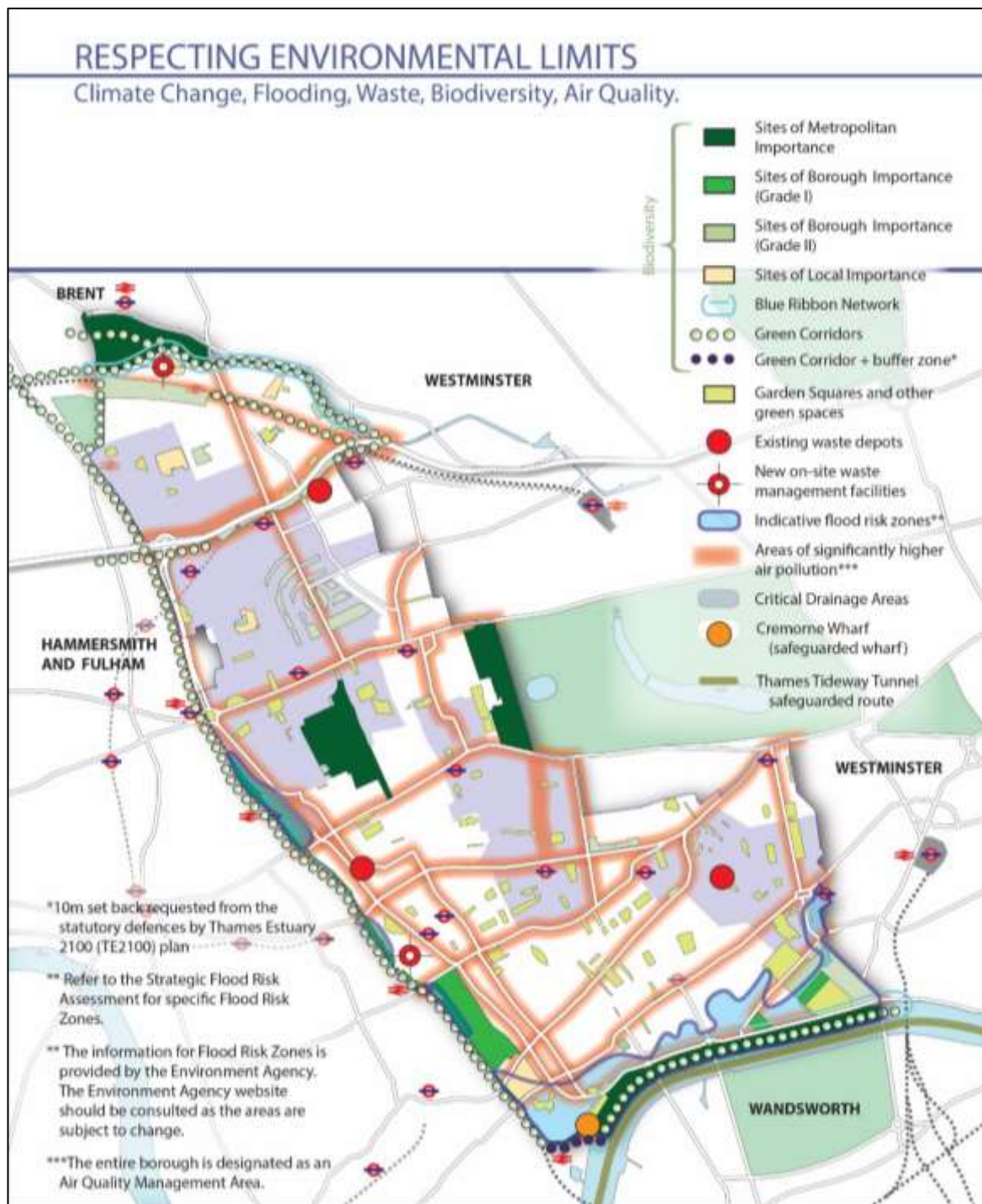
¹⁴⁴ Air Quality and Climate Change Action Plan 2016-2021, RBKC, 2016

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).

- 24.1.4 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.
- 24.1.5 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.
- 24.1.6 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.
- 24.1.7 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.
- 24.1.8 Respecting Environmental Limits is an integral part of the Council’s vision. 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.



24.2 What this means for the borough

24.2.1 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 lost¹⁴⁵. We have a statutory duty to contribute to the mitigation of, and adaptation to, climate change¹⁴⁶. Therefore, we need to carefully

¹⁴⁵ Climate Change and the Historic Environment, English Heritage. January 2008. See also Assessment of Heritage at Risk from Environmental Threat: Key Messages Report, English Heritage. November 2013.

¹⁴⁶ 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.

- 24.2.2 The borough is designated as an Air 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.

24.3 Planning Policies

Climate Change

- 24.3.1 The Climate Change Act 2008 requires a reduction in CO₂ emissions of at least 34 per cent by 2020 and at least 80 per cent by 2050, against a 1990 baseline. 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 years¹⁴⁷.
- 24.3.2 The CO₂ emissions in the borough since 2005 have fallen at a lower rate than in other local authorities in London. In 2013, The borough emitted 7.09 tonnes of CO₂ per capita, which was the third highest emission level per capita in Greater London. This was above the national average of 7.0 tonnes. Since 2008 the emissions per capita in the borough have been consistently higher than national levels.
- 24.3.3 According to the latest carbon dioxide emissions data (CO₂) published by the Department for Energy and Climate Change (DECC) for the period 2005-2013, the industry and commercial sector continues to be the largest emitting sector accounting in 2013 for 57% cent of total borough emissions. The sector includes all non-domestic assets; in this borough this includes offices, Council operations, museums, hotels, retail units, schools etc. 31% of CO₂ emissions come from residents' domestic consumption and 12% come from transport¹⁴⁸.
- 24.3.4 Although a higher proportion of the borough's emissions arise from industrial and commercial uses, the Department for Environment, Food and Rural Affairs (DEFRA)'s projections show that a significant proportion of CO₂ savings can be made within the domestic sector¹⁴⁹.
- 24.3.5 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 2014¹⁵⁰.

¹⁴⁷ Air Quality and Climate Change Action Plan 2016-2021, Technical Appendices. RBKC, 2016

¹⁴⁸ Department of Energy and Climate Change, UK Local Authority and regional carbon dioxide emissions statistics for 2005-2013

¹⁴⁹ 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

¹⁵⁰ See section 4.3 and Appendix 7 of the Mayor's Sustainable Design and Construction SPG, April 2014

- 24.3.6 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)¹⁵¹. London Plan policy requires designing residential development so that mains water consumption would meet a target of 105 litres or less per head per day¹⁵². This reflects the ‘optional requirement’ set out in Part G of the Building Regulations¹⁵³. 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.
- 24.3.7 Following the Housing Standards Review, the Government’s policy¹⁵⁴ 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’¹⁵⁵.
- 24.3.8 The Mayor’s Housing SPG, March 2016 (Paragraph 2.3.57) confirms, however, that the London Plan policy on ‘zero carbon’ homes¹⁵⁶ 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).”*
- 24.3.9 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).”*
- 24.3.10 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 guidance¹⁵⁷.
- 24.3.11 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 price¹⁵⁸ of £60 per tonne of carbon dioxide for a period of 30 years will be used.

¹⁵¹ Environment Agency, RBKC Fact Sheet, prepared as part of the Environment Agency’s State of the Environment - London

¹⁵² 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

¹⁵³ Requirement G2 of Schedule 1 to the Building Regulations 2010. HM Government 2015

¹⁵⁴ Announced in the Written Ministerial Statement of 25 March 2015

¹⁵⁵ Fixing the foundations: creating a more prosperous nation, HM Treasury, July 2015

¹⁵⁶ London Plan Policy 5.2: Minimising Carbon Dioxide Emissions

¹⁵⁷ Mayor of London, Energy Planning, GLA guidance on preparing energy assessments, GLA, 2015

¹⁵⁸ Evidenced by the Mayor’s Housing Standards Viability Assessment, 2015

- 24.3.12 In terms of non-domestic buildings, the Building Research Establishment Environmental Assessment Methodology (BREEAM) tools provide a nationally-recognised sustainable design standard for non-domestic development, incorporating categories such as energy, water, materials, transport, waste, pollution, health and wellbeing, management, land use and ecology. BREEAM pre-assessments should be submitted at the application stage for non-domestic developments, clearly identifying how the requirements set out in the policy will be achieved.
- 24.3.13 The 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 world¹⁵⁹.
- 24.3.14 Historic England acknowledges the importance of making reasonable alterations to the existing building stock to mitigate climate change and states that often the energy efficiency of the historic buildings can be increased in ways sympathetic to their historic character¹⁶⁰.
- 24.3.15 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.
- 24.3.16 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)¹⁶¹. 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.
- 24.3.17 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.

¹⁵⁹ Heritage Lottery Fund. Written Evidence for Heritage White Paper, 19 January 2006

¹⁶⁰ Climate Change and the Historic Environment, English Heritage, January 2008

¹⁶¹ Environment Agency: RBKC Environmental summary factsheet, quoting REAP (Resources and Energy Analysis Programme) 2004

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;
- 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, 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.

Flooding and drainage

Flood Risk

- 24.3.18 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 UK¹⁶². 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 droughts¹⁶³.

¹⁶²

assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69257/pb13274-uk-climate-projections-090617.pdf

¹⁶³ climatelondon.org/climate-change/

- 24.3.19 In the medium to longer term it is likely that the height of flood defences along the River Thames will have to be raised¹⁶⁴. Setting buildings back from the river's edge will enable this to be done in a more cost-effective, aesthetically acceptable and more sustainable way¹⁶⁵.
- 24.3.20 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 2007¹⁶⁶. 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 sites¹⁶⁷. 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.
- 24.3.21 Flood Risk Assessments are required for development within Critical Drainage Areas Flood Zone 3 and Flood Zone 2. However, within Critical Drainage areas 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.
- 24.3.22 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.

¹⁶⁴ Environment Agency: TE2100 Local Council Briefing Document – Royal Borough of Kensington and Chelsea, April 2015

¹⁶⁵ London Plan Policy 5.12: Flood Risk Management

¹⁶⁶ RBKC Strategic Flood Risk Assessment. Flood Zones refer to the probability of river and sea flooding, ignoring the presence of defences.

¹⁶⁷ RBKC Sequential Test:

www.rbkc.gov.uk/sites/default/files/atoms/files/RBKC%20Sequential%20Test_0.pdf

24.3.23 The Thames Estuary (TE2100) plan, produced by the Environment Agency, was reviewed in 2014. The TE2100 Local Council Briefing Document specific for the borough was produced in April 2015 and includes key messages and actions to help the Environment Agency deliver the TE2100 Plan. The Council is committed to work with the Environment Agency and others to ensure the recommendations of the TE2100 Plan are implemented in new and existing developments, to keep communities safe from flooding in a changing climate and improving the local environment. The key policy messages for our borough are:

- Raising existing flood defences to the required TE2100 Plan levels in preparation for future climate change impacts or demonstrate how tidal flood defences protecting sites can be raised to the required TE2100 levels in the future through submission of plans and cross-sections of the proposed raising.
- Demonstrating the provision of improved access to existing flood defences and safeguarding land for future flood defence raising and landscape, amenity and habitat improvements.
- Maintaining, enhancing or replacing flood defences to provide adequate protection for the lifetime of development.
- Where opportunities exist, re-aligning or setting back flood defence walls and improving the river frontage to provide amenity space, habitat, access and environmental enhancements.
- Securing financial contributions towards the anticipated costs of flood risk management infrastructure required to protect the proposed development over its lifetime.

Surface Water Run-off and Sustainable Drainage Systems (SuDS)

24.3.24 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 2020¹⁶⁸. 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 materials¹⁶⁹, oils and other substances could block them exacerbating the risk of flooding.

24.3.25 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,

¹⁶⁸ www.thameswater.co.uk/help-and-advice/drains-and-sewers/counters-creek

¹⁶⁹ <https://www.rbkc.gov.uk/environment/drainage-and-flooding>

minor development includes up to 9 dwellings (under half a hectare); up to 999m² of commercial floorspace (under 1 hectare); up to 9 Gypsy/Travellers pitches; household applications; change of use applications (no operational development) and listed building extensions and alterations.

- 24.3.26 The Flood and Water Management Act 2010 and the Flood Risk Regulations 2009 placed new duties on Councils. As a Lead Local Flood Authority (LLFA), the Council has a responsibility for leading the co-ordination of local flood risk management within the borough. This includes ensuring that flood risks from local sources, including surface water runoff, groundwater and ordinary watercourses and their interactions, are identified and managed. The Council has the duty, under Section 9 of the Flood and Water Management Act 2010, to put in place a Local Flood Risk Management Strategy (LFRMS) to manage all sources of flood risks consistent with a risk management approach. The Council adopted the LFRMS in July 2015¹⁷⁰.
- 24.3.27 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

- 24.3.28 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 Authority¹⁷¹. On this basis, the Council will ensure that the impacts of the works associated with the tunnel are carefully managed.
- 24.3.29 To address sewer flooding in the borough, Thames Water is delivering the Counters Creek Sewer Flood Alleviation Scheme. Ofwat approved the funds needed to undertake this Scheme in December 2014. Thames Water's proposal included four elements: a new storm relief sewer to increase the sewer capacity (currently under review); 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. Thames Water will continue to investigate the future resilience required for the sewer network, taking into account population growth, development, urban creep and climate change.
- 24.3.30 At a property level, protection from sewer flooding can be achieved by the provision of a suitable pump device, similar to FLIPs. Sewers often surcharge to just below manhole cover level and so connecting a lower ground floor via a gravity connection provides a new low point for the surcharging sewer to discharge to. To reduce the risk of flooding,

¹⁷⁰ www.rbkc.gov.uk/planning-and-building-control/planning-policy/flooding/local-flood-risk-management-strategy

¹⁷¹ London Plan Policy 5.14: Water Quality and Wastewater Infrastructure

waste water from floors lower than the sewer level should be pumped. Fitting only a 'non return valve' is not acceptable as this is not effective in directing the flow of sewage away from the building. This is currently required by Policy CL7 for basement properties.

- 24.3.31 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;
- 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, and are protected from sewer flooding through the installation of a suitable pumped device when the new development includes floors below the level of the sewer;
 - iv. apply where required 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.

Waste

- 24.3.32 In 2015-16, the Council collected 79,068 tonnes (26,797,000 tonnes nationally) of Local Authority Collected Waste¹⁷² (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 cent. No waste was sent to landfill. The average residual waste produced per household in 2015-16 was 445kg in the borough, this has decreased from 449kg in 2013-14 and 461 kg in 2014-15¹⁷³. In such a highly built up 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.
- 24.3.33 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 arising from the new uses.
- 24.3.34 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.
- 24.3.35 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.
- 24.3.36 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

¹⁷² Household, commercial & industrial waste collected by the Council

¹⁷³ 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.

(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 Plan¹⁷⁴.

- 24.3.37 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. The WRWA's has stated that the facility can handle 670,000 tonnes of waste per year although the WRWA supplies around 300,000 tonnes of residual waste to it. The contract runs until 2031 meaning that, in reality, waste arisings from the borough and the other WRWA Waste Planning Authorities (WPAs) are dealt with in Bexley. The Belvedere Energy from Waste plant opened in Bexley in May 2012. The Council will continue to work jointly with the WRWA to ensure that existing arrangements can continue and if necessary its apportionment gap can be met at the plan.
- 24.3.38 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.
- 24.3.39 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 streams¹⁷⁵ 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 23,400 tpa. The capacity in the borough will therefore increase to 54,060 tpa by 2036.
- 24.3.40 The Waste Technical Paper concludes that there is currently a shortfall of 167ktpa 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. Due to the constrained nature of the borough and competing land use demands there are currently no opportunities to allocate waste sites. However as a group of WPAs in the WRWA area the apportionment could be met within the WRWA area
- 24.3.41 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.
- 24.3.42 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,

¹⁷⁴ London Plan Policies 5.16 (Waste Net Self-sufficiency) and 5.17 (Waste Capacity). The apportionment target covers household and commercial & industrial waste.

¹⁷⁵ Municipal/household, Commercial & industrial, Construction, demolition and excavation, Low Level Radioactive, Agricultural, Hazardous, Waste water.

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.

- 24.3.43 The Council is working jointly with the WPAs in the WRWA area to try to secure pooling of the London Plan apportionment and to manage waste arisings from other waste streams. Ongoing monitoring of arisings and capacity will be required. If it is established that there is a change in available capacity, the Council will need to work with the WPAs in the WRWA area and other London WPAs to manage any shortfall.

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. require 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 strategy¹⁷⁶ 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, excavation and construction waste.

¹⁷⁶ See www.lwarb.gov.uk/wp-content/uploads/2015/05/Template-waste-management-strategy-new-build-flats-FINAL.pdf for a template recycling and waste management strategy for new build flats.

Biodiversity

- 24.3.44 Biodiversity does not only enhance the beauty of our landscapes and wildlife, inspiring and enriching our lives, but provides us with many of the things that sustain our lives. Biodiversity provides ecosystem services (e.g. food, timber and fuel, materials and fresh water). Biodiversity helps to regulate our climate, control floods, absorb CO2 and purify water. It also contributes to a sense of place, providing a cultural heritage and opportunities for recreation, tranquillity and a healthy environment¹⁷⁷.
- 24.3.45 The biodiversity resource in the borough is remarkably rich, with 24 Sites of Nature Conservation Importance (SNCIs) which include two open waterways (Grand Union Canal and the river Thames including Chelsea Creek) forming the Blue Ribbon Network and several linked sites forming Green Corridors.
- 24.3.46 Sixty two protected and priority species have been recorded within the borough's SNCIs, with a further 16 protected and priority species recorded within 200m (219 yards) of the designated sites.
- 24.3.47 Bird species in the borough are generally stable, although there has been a decrease in Starlings and Song Thrush, and a marked decrease in Dunnock. However, numbers of Chaffinches, Greenfinches and Goldfinches have increased¹⁷⁸.
- 24.3.48 The Grand Union Canal is strategically important as a green corridor spanning the city and contains characteristic aquatic flora, fauna and breeding water birds. The river Thames, including Chelsea Creek, is also strategically important, but as a natural landscape feature and contains brackish and freshwater flora, wildfowl, waders, fish and invertebrates¹⁷⁹. Green corridors link SNCIs to create a continuous biodiversity network, allowing animals and plants to move between sites and be found further into dense urban areas. These also form part of the borough wide green infrastructure.
- 24.3.49 The Council's Local Biodiversity Action Plan (LBAP) was revised in February 2010. Among other things, BAPs set out the measures to protect and enhance the borough's biodiversity resource by improving the quality of the local environment through practical management, habitat creation and protection of important wildlife sites. The implementation of the LBAP is an important vehicle to improving the biodiversity of the borough.

Policy CE4 Biodiversity

The Council will protect the biodiversity in, and adjacent to, the borough's Sites of Nature Conservation Importance and require opportunities to be taken to enhance and attract biodiversity.

To deliver this the Council will:

- a. protect Sites of Nature Conservation Importance and/or require the provision of significantly improved habitats to attract biodiversity in accordance with the national, regional and local policy and biodiversity targets and ecosystem targets Plans;
- b. protect the biodiversity value of Green Corridors and the Blue Ribbon Network and require that development proposals create opportunities to extend or link Green Corridors and the Blue Ribbon Network;

¹⁷⁷ London Plan Policy 7.19: Biodiversity and Access to Nature.

¹⁷⁸ Giddens.G, R.B.K.C Borough Breeding Bird Survey 2006 Report.

¹⁷⁹ Revision of Sites of Nature Conservation Importance, June 2009.

- c. require a site specific Ecological Impact Assessment for all major developments in or adjacent to Sites of Nature Conservation Importance, Green Corridors, open space, and the Blue Ribbon Network and their features important for biodiversity;
- d. require development proposals to create opportunities, where possible, for attracting biodiversity and habitat creation, having regard to the national, regional and local biodiversity and ecosystem targets.

Air Quality

- 24.3.50 Poor air quality is damaging our health at every stage of life. The report: Every Breath We Take – The Lifelong Impacts of Air Pollution¹⁸⁰ 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 Framework¹⁸¹ identifies the mortality associated with exposure to concentrations of PM2.5 as a key indicator of health.
- 24.3.51 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.
- 24.3.52 Nitrogen dioxide levels in the borough remain unacceptable. The 2015 Air Quality Annual Status Report¹⁸² shows that four out of the five continuous monitoring sites exceeded the national objective for NO₂ set at 40 µg/m³. The annual average concentrations in 2015 have been recorded as high as 91 µg/m³ at some road side locations.
- 24.3.53 Within the borough the largest source of NO₂ emissions are from vehicle transport (55.7%). 9.5% of this is from heavy goods vehicles (Local Atmospheric Emission Inventory, LAEI 2016)¹⁸³ 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 NO₂ (6.8%)¹⁸⁴. 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% from 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%)¹⁸⁵.
- 24.3.54 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

¹⁸⁰ Royal College of Physicians and Royal College of Paediatricians and Child Health, 2016
www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution

¹⁸¹ www.gov.uk/government/collections/public-health-outcomes-framework

¹⁸² www.rbkc.gov.uk/environment/air-quality/air-quality-reports-and-documents

¹⁸³ data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013

¹⁸⁴ data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013

¹⁸⁵ www.rbkc.gov.uk/sites/default/files/atoms/files/AQCCAP_Technical%20Appendices.pdf

of 40 micrograms per cubic meter. Daily exceedances of the 24 hour fine particle (PM10) objective continue to occur at some roadside locations.

Updating and Screening Assessment report: RBKC 2015

- 24.3.55 Some carbon reduction measures for energy generation and spatial heating introduced may have an adverse impact on local air quality. The use of biomass, derived from biological materials such as plants and timber, is a renewable source of fuel for producing heat and power that delivers significant reductions of CO₂. However, the use of biomass and biomass/gas fired Combined Cooling, Heating and Power (CCHP) and Combined Heat and Power (CHP) increases NO₂ and particle emissions¹⁸⁶ 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.
- 24.3.56 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'¹⁸⁷.
- 24.3.57 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. In accordance with the requirements set out in the Air Quality SPD (2009) the Council will require that applicants for planning permission for major development (as defined in the London Plan) demonstrate a reduction in the expected emissions from a development relative to its previous or current use. 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 exceedances of air pollutants throughout the borough, every opportunity must be taken to improve air quality. Where a development is likely to result in increased emissions, developers will be expected to include proposals for the reduction/mitigation of these emissions in a detailed emissions assessment. Construction management plans also play a role in controlling emissions during demolition and construction. 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 2016-2021¹⁸⁸. Air quality improvements can be made as part of public realm improvements such as greening initiatives.

¹⁸⁶https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Sustainable%20Design%20%26%20Construction%20SPG.pdf (paragraph 4.3.23).

¹⁸⁷<https://www.rbkc.gov.uk/committees/Meetings/tabid/73/ctl/ViewMeetingPublic/mid/669/Meeting/7082/Committee/1553/Default.aspx>

¹⁸⁸ www.rbkc.gov.uk/environment/air-quality/air-quality-and-climate-change-action-plan-2016-2021

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 exceedances 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 exceedance 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;
- 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 NO_x 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.

Noise and Vibration

- 24.3.58 The dominant sources of noise in the borough are generated by road and rail traffic, building and construction activity (including DIY), noisy neighbours, pubs and clubs, pavement cafés/ outdoor seating and building services plant and equipment. Aircraft and helicopter noise is also a concern in parts of the borough.
- 24.3.59 Vibration in the borough, apart from temporary construction activity, is usually generated as a result of surface trains, including night freight trains, and underground trains.
- 24.3.60 Noise sensitive development includes residential dwellings, schools and hospital uses.
- 24.3.61 The Environmental Noise (England) Regulations 2006, the London Plan and the National Planning Policy Framework requires the consideration of protecting tranquil/quiet areas. At present, there are no such areas identified in the borough, however the Council will work with the Department for Environment, Food and Rural Affairs to identify these in due course.
- 24.3.62 Issues of noise and nuisance are considered on a site by site basis having regard to the proposal, site context and surrounding uses. Owing to the specialist nature of enforcing noise standards, the advice of the Council's Environmental Health Department will be sought on all applications where noise and vibration is likely to be an issue.
- 24.3.63 The evidence on noise and vibration shows that we need a policy to ensure that new development takes account of existing sources of noise and vibration and proposed noise and vibration generating development does not impact on existing amenity.

Policy CE6 Noise and Vibration

The Council will carefully control the impact of noise and vibration generating sources which affect amenity both during the construction and operational phases of development. The Council will require new noise and vibration sensitive developments to mitigate and protect occupiers against existing sources of noise and vibration.

To deliver this the Council will:

- a. require that noise and vibration sensitive development is located in the most appropriate location and, wherever located, is protected against existing sources of noise and vibration, through careful design, layout and use of materials to ensure adequate insulation from sound and vibration;
- b. resist developments which fail to meet adopted local noise and vibration standards;
- c. resist all applications for noise and vibration generating development and plant that would have an unacceptable noise and vibration impact on surrounding amenity;
- d. require that development protects, respects and enhances the special significance of the borough's tranquil areas.

Development of potentially contaminated land

- 24.3.64 The borough has been predominantly residential in nature over 100 years and fortunately has inherited comparatively few areas of contaminated land. However, there are areas of the borough where small scale industry such as factories, garages, manufacturing works and wharves were once present. This former industry and its industrial practices form part of the industrial legacy of an area and may have some archaeological significance. However, it has also left a legacy of contamination.
- 24.3.65 Land contamination on an existing site is dealt with by the Environmental Protection Act 1990. However, when considering a new development or the re-development of a site, land contamination is a material planning consideration.
- 24.3.66 Developers will need to employ a competent person¹⁸⁹ to identify any potential risks that may be present to site workers, groundwater, surface water, future occupiers of the site, the wider environment and adjacent properties. They will need to consider the history of the site (and surrounding properties), and develop a site conceptual model which will then be used to aid the design of a site investigation.
- 24.3.67 This site investigation, which must be carried out in accordance with the relevant British Standard and Environment Agency guidance, will identify whether any soil or groundwater contamination is present, and/or any ground gas. The developer's competent person will then be expected to produce a strategy that sets out the steps that will be taken to address any risks identified. Further sampling will be required to show the absence of contamination, including any soils that are to be re-used or brought onto site. Once this has been implemented, the Council will expect to receive a report that confirms the site is suitable for use. They will also be expected to specify any ongoing programme of monitoring that may be required after the development has been completed.

¹⁸⁹ NPPF definition: a person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

- 24.3.68 The agreed measures to deal with contamination must be carried out in association with the development and the Council will impose conditions and, where appropriate, seek planning obligations to secure this.

Policy CE7 Contaminated Land

The Council will consider the potential risks of contaminated land and will ensure that it is adequately mitigated before development proceeds.

To deliver this the Council will:

- a. require the reports and investigations shown in criteria (b) to (e) to be carried out by a competent person;
- b. require a desk top study and preliminary risk assessment;
- c. require a site investigation and detailed risk assessment in line with current best practice guidance;
- d. require a remediation strategy that sets out how any identified risks from the reports above are going to be addressed;
- e. require a validation report once remediation has taken place.

24.4 Corporate And Partner Actions

Introduction

- 24.4.1 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)

- 24.4.2 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 five years to tackle poor air quality and climate change and a list of actions to meet these aims and objectives.

Carbon Management Programme

- 24.4.3 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's Waste Management Policy 2018/2019

- 24.4.4 This WRWA's Waste Management Policy¹⁹⁰ seeks to embrace the concepts of waste prevention; reduce waste produced; increase waste re-use; recycle, compost or recover energy from 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

- 24.4.5 The Council'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

- 24.4.6 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

- 24.4.7 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.

¹⁹⁰wrwa.gov.uk/wp-content/uploads/2019/09/WRWA-Annual-Report-2018-2019-WA.379.19.pdf

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 throughout 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 25 Infrastructure

25.1 Introduction

- 25.1.1 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.
- 25.1.2 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.
- 25.1.3 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 26 (Monitoring) and 27 (Contingencies and Risks).
- 25.1.4 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.

25.2 Infrastructure Schedule

- 25.2.1 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 in other cases there may be no specific policy reference.
- 25.2.2 The preparation of an integrated infrastructure plan is essential for local authorities and their partners to fulfil their place shaping role.
- 25.2.3 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.

- 25.2.4 The Infrastructure Schedule provides a schedule of infrastructure by service and replicates that in the IDP.
- 25.2.5 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.

Infrastructure Schedule

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Planning & Borough Development										
Planning and Borough Development	Borough wide	Sustainable Drainage Systems (SuDS)	Reduce flood risk and its consequences	SuDS schemes across the borough	Multiple lead organisations dependant on whether schemes come forward as part of planning applications or via other routes		£80,000 a year from the Council and £100,000 a year from the Thames Regional Flood and Coastal Committee for 6 years	Short / Medium term: 2017 to 2023	£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	CE2
Planning and Borough Development	Norland Neighbourhood area	Local Infrastructure as identified in the Neighbourhood Plan	Identified locally through neighbourhood planning process	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	RBKC (for consulting local communities on NCIL) Lead project organisation currently unknown	Currently Unknown	Currently Unknown	Currently Unknown	Funding to be secured through a possible neighbourhood CIL bid process	Norland Neighbourhood Plan 2.6.50
Planning and Borough Development	St Quintin and Woodlands Neighbourhood area	Local Infrastructure as identified in the Neighbourhood Plan	Identified locally through neighbourhood planning process	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	RBKC (for consulting local communities on NCIL) Lead project organisation TBC.	Currently Unknown	Currently Unknown	Currently Unknown	Funding to be secured through a possible neighbourhood CIL bid process	St Quintin and Woodlands Neighbourhood Plan Annex D

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				church), installation of a shared surface on the roadway to allow for a short section of the street to become a car-free area on Saturdays. New station on the West London line at Westway Circus						
Policy & Partnerships										
Policy and Partnerships	Borough wide	Adult and community learning borough wide, from a range of premises and locations.	Improve premises and explore collocation	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 premises.	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										
Transport & 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	DfT/ Crossrail2	CV1 CP2 CV5 CA9 CT2
Transport & Technical Services	Warwick Road Sites: Warwick Road (including 100 West Cromwell Road)	Landscape/ streetscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road and Warwick Road.	Support the development of the site.	As set out in Supplementary Planning Document.	Private developers/ site owners.	RBKC/ Developer / TfL	£6m Detailed costs from each site currently unknown	Short term: by 2020/21	Private investment, and Planning contributions - S106	CP2 CA5 CV8
Transport & Technical Services	A3220 Earl's Court Road junction with Pembroke Road	Junction improvements	Reduce speeds on Pembroke Road	Re-design of island at junction, changes to road markings on the approach to Earl's Court Road and installation of 3D road markings on	TfL	TfL	£100,000	Short term: 2017/18	TfL	CP2 CT1 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				Pembroke Road to reduce speeds						
Transport & Technical Services	A3220 Edith Grove junction with King's Road (ex Better Junction)	Pedestrian crossing	Address need for pedestrian crossing	Provision of pedestrian crossing facilities	TfL	TfL	£500,000	Short term: 2017/18	Source of funding to be confirmed	CA9
Transport & Technical Services	A3220 Warwick Road / Kensington High Street	Pedestrian crossing	Address need for pedestrian crossing	Provision of pedestrian crossing facilities and improvements to cycle facilities	TfL	TfL	£400,000	Short term: 2017/18	Source of funding to be confirmed	CP2 CV8 CA5
Transport & Technical Services	A3220 Cheyne Walk junction with Battersea Bridge	Pedestrian crossing	Address need for pedestrian crossing	Provision of pedestrian crossing and cycle ASLs	TfL	TfL	£200,000	Medium term: 2018/19	TfL	CT1
Transport & Technical Services	A3220 Warwick Rd j/w Earl's Court Square/ Kempsford Gardens	Signalised junction		Signalising of junction as part of London Cycle Grid	TfL	TfL	£300,000	Short term: 2016/17	TfL	CT1 CP2 CV8 CA4
Transport & Technical Services	A3220 Gunter Grove junction with King's road and Ashburnham Road to Cremorne Road	Pedestrian crossing	Address need for pedestrian crossing	Provision of pedestrian crossings and improvements to cycle facilities	TfL	TfL	£500,000	Short term: 2017/18	TfL	CT1 CP2 CV9
Transport & Technical Services	A4 Cromwell Rd / Gloucester Rd Junction Improvements	Pedestrian crossing	Address need for pedestrian crossing	Provision of pedestrian crossing on east arm and cycle ASLs	TfL	TfL	£300,000	Medium term: 2018/19	TfL	CT1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	A3218 Old Brompton Road j/w Warwick Road - Redesign junction	Pedestrian crossing and public realm improvements	Address need for pedestrian crossing	Investigation into whether additional pedestrian crossings can be provided, urban realm improvements	TfL	TfL	£550,000	Short term: 2018/2019	TfL/ Planning contributions - CIL	CT1 CP2 CV8 CA4
Transport & Technical Services	A3220 Earl's Court Road/Square/Bramham Gardens	Cycling crossing	Address need for cycle crossing as part of wider works LCG	Improvements to cycle crossing as part of London Cycle Grid	TfL	TfL	£200,000	Short term: 2017	TfL	CT1 CP2 CV8
Transport & Technical Services	A3220 Holland Road / Warwick Road - Corridor Improvement - Holland Park Roundabout to A4	Congestion reduction	Reduce congestion	Changes to line markings to reduce congestion	TfL	TfL	£20,000	Short term: 2017/18	TfL	CT1
Transport & Technical Services	A4 junction with Grenville Place and j/w Ashburn Gardens	Pedestrian and cycling crossing	Address need for cycle crossing as part of wider works LCG	Provision of new pedestrian crossing and improvements to cycle crossing as part of London Cycle Grid	TfL	TfL	£600,000.00	Short term: 2016/17	TfL	CT1
Transport & Technical Services	A3220 Cheyne Walk junction with Lots Road	Junction improvements	Junction improvements	Junction improvements and provision of Toucan crossing	TfL	TfL	£150,000	Medium term: 2020 Likely to be completed after Lots Road Power station development.	TfL/Developer contributions	CT1 CP2 CV9

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	A4 Brompton Road from Egerton Gardens to Hans Crescent	Public realm improvements	Collision reduction	Urban realm improvements and collision reduction measures	TfL	TfL	£1,000,000	Short / Medium term: 2018/19 TfL advise this scheme is currently on hold	Source of funding to be confirmed	CT1 CP2 CV13
Transport & Technical Services	A4 West Cromwell Road between Warwick Road and Earl's Court Road (including junctions)	Pedestrian crossing	Address need for pedestrian crossing	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	TfL	TfL	£3,000,000	Medium term: 2018/19	Planning contributions – S106/ CIL	CT1 CP2 CV8
Transport & Technical Services	A3220 Redcliffe Gardens	Speed reductions	Reduce speed and safety measures	Speed reduction measures	TfL	TfL	£250,000.00	Short term: 2017/18	Source of funding to be confirmed	CT1
Transport & Technical Services	A3220 Holland Park Roundabout and Shepherd's Bush Green	Pedestrian and cycling crossing	Address the need for pedestrian and cyclist crossing facilities	New cycle and pedestrian crossing through roundabout and improvements to cycle connectivity from Shepherd's Bush Green	TfL	TfL	£3,000,000	Medium term: 2020	TfL and Planning contributions – S106 / CIL	CT1
Transport & Technical Services	Borough-wide	Phase 2 of Quietways	To provide routes on lightly trafficked roads	Various engineering interventions, cycle permeability measures and wayfinding	RBKC- Transport and Technical Services	RBKC	Costs to be confirmed	Short / Medium term: 2017-2021	TfL	CT1
Transport & Technical Services	Borough-wide	Mayor of London's Cycle Hire	Bring benefits of cycle hire to the whole borough	Extend to North Kensington	TfL	TfL	Costs to be confirmed	Medium term: by 2020	TfL and Planning contributions – S106 / CIL	CT1
Transport & Technical Services	Borough-wide (residential areas)	Electric vehicle charging points	To ensure we meet residents' demand for EV charging infrastructure.	Additional charging points	RBKC- Transport and Technical Services	RBKC	Costs to be confirmed	Long term: By 2028	LIP, TfL and Planning contributions – S106 / CIL	CT1
Transport & Technical Services	Borough-wide	Cycle parking (LIP scheme 4)	To meet demand for cycle parking	Ongoing programme to add cycle parking where needed	RBKC- Transport and Technical Services	RBKC	Circa £50,000-£100,000 per annum	Long term: By 2028	TfL and LIP	CT1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	Borough-wide	Cycling permeability programme (LIP scheme 5)	To remove barriers to cycle routes	Two-way cycle schemes and removal of physical obstructions	RBKC- Transport and Technical Services	RBKC	Circa £70,000 per annum	Long term: By 2028	TfL and LIP	CT1
Transport & Technical Services	Borough-wide	Traffic Signal Modernisation; complementary measures (LIP Scheme 14)	Improved facilities for pedestrians	Pedestrian Countdown signals	RBKC- Transport and Technical Services	TfL	Circa £100,000 per annum	Long term: By 2028	TfL and LIP	CT1
Transport & Technical Services	Borough-wide	Pedestrian Accessibility Programme (LIP Scheme 15)	Improved wayfinding using Legible London	Legible London schemes	RBKC- Transport and Technical Services	RBKC	Circa £50,000 per annum	Long term: By 2028	TfL and LIP	CT1
Transport & Technical Services	Borough-wide	Pedestrian Improvements at Traffic Lights (LIP Scheme 17)	Improved facilities for pedestrians	New "green man" facilities	RBKC- Transport and Technical Services	RBKC	Circa £150,000 per annum	Long term: By 2028	TfL and LIP	CT1
Transport & Technical Services	Borough-wide ward-level area reviews	De-cluttering, tackling congestion, improve safety, improve permeability, improve bus stop accessibility, improve service provision. (LIP Scheme 18)	Comprehensive review of two wards to improve streetscape	Removal of signs and street furniture, existing traffic schemes, and identify new traffic schemes	RBKC- Transport and Technical Services	RBKC	£60,000 for scheme development	Long term: By 2028	TfL and LIP	CT1
Transport & Technical Services	Borough-wide	Air quality monitoring stations	The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded.	Upgrading air quality monitoring stations at North Kensington, Cromwell Road, Earl's Court Road, King's road and Knightsbridge.	RBKC – Environmental Health (Environmental Quality)	RBKC	£60,000 annually £15,000 annual maintenance	Long term: By 2030/31	RBKC LIP (TfL) Planning Contributions – S106/CIL	CE5 CV10 CV12 CV13 CV14 CV15
Transport & Technical Services	Borough-wide	Air quality monitoring stations	The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded. PM2.5 is a PHOF key indicator	New equipment to measure levels of PM2.5 and ozone	RBKC – Environmental Health (Environmental Quality)	RBKC	£100,000 set up cost £6,000 annual maintenance	Short term: By 2020/21	RBKC LIP (TfL) Planning Contributions – S106/CIL	CE5
Transport & Technical Services	Borough-wide	Air quality monitoring stations equipment	The whole borough is an Air Quality Management Area on the basis that Government health based objectives for	Replacement of old gas analysers	RBKC – Environmental Health (Environmental Quality)	RBKC	£50,000 set up cost £6,000 annual maintenance	Short term: By 2020/21	RBKC LIP (TfL) Planning Contributions – S106/CIL	CE5

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
			certain pollutants are exceeded.							
Transport & Technical Services	Borough-wide	Air quality monitoring stations	The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded.	New continuous traffic monitoring sites	RBKC – Environmental Health (Environmental Quality)	RBKC	£20,000 set up cost £3,000 annual maintenance	Long term: By 2030/31	RBKC LIP (TfL) Planning Contributions – S106/CIL	CE5
Transport & Technical Services	Borough-wide	Air quality	The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded.	Implementation of measures contained within the Council's Air Quality Action Plan	RBKC – Environmental Health (Environmental Quality)	RBKC	£100,000 annually	Long term: By 2030/31	RBKC LIP (TfL) Planning Contributions – S106/CIL	CE5
Transport & Technical Services	Kensal Canalside	Crossrail Station	To assist and facilitate the regeneration of North Kensington, including improving transport accessibility	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. Refer to the Kensal Development Infrastructure Funding Study (DIFS) for detailed specification.	RBKC, GLA, National Grid, Ballymore, Sainsbury's, Department for Transport, TfL and other site owners	Crossrail Ltd	£100 million Refer to Kensal Development Infrastructure Study for indicative costs.	Medium / Long term: By 2023, at the latest 2026	Planning contribution - S106 and S278 funded	CT2 CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Kensal Canalside bus infrastructure and bus service enhancements	To assist and facilitate the regeneration of North Kensington, including improving transport accessibility	New bus stands; new bus stops; bus network changes and bus capacity enhancements Refer to the Kensal DIFS for detailed specification.	TfL	TfL	In excess of £300,000 Refer to Kensal Development Infrastructure Study for indicative costs.	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1 CT1
Transport & Technical Services	Kensal Canalside	Canal Way bus infrastructure Indicative from Kensal	To assist and facilitate the regeneration of North Kensington,	New bus stops (U and T) on Canal Way to accommodate up to 49 buses/hr	TfL	TfL	In excess of £75,000	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
		Development Infrastructure Study (DIFS)	including improving transport accessibility	requiring a 45m bus stop clearway. These stops will require two shelters Refer to the Kensal DIFS for detailed specification.			Refer to Kensal Development Infrastructure Study for indicative costs.			CT1
Transport & Technical Services	Kensal Canalside Barlby Street	Barlby Street Bus Infrastructure Indicative from Kensal DIFS	To assist and facilitate the regeneration of North Kensington, including improving transport accessibility	New bus stops to serve the re-aligned routes 70 and 316 Refer to the Kensal DIFS for detailed specification.	TfL	TfL	£45,000 Refer to Kensal Development Infrastructure Study for indicative costs.	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Ladbroke Grove bus infrastructure Indicative from Kensal DIFS	To assist and facilitate the regeneration of North Kensington, including improving transport accessibility	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 Refer to the Kensal DIFS for detailed specification.	TfL	TfL	£30,000 Refer to Kensal Development Infrastructure Study for indicative costs.	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Bus route alignment Indicative from Kensal DIFS	To assist and facilitate the regeneration of North Kensington, including improving transport accessibility	Changes to Route alignments, termination points and peak vehicle requirements. Further details in the Kensal Canalside Bus Strategy. Refer to the Kensal DIFS for detailed specification.	TfL	TfL	£7.5 million Refer to Kensal Development Infrastructure Study for indicative costs.	2024	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Ladbroke Grove/ Canal Way signalised junction	To accommodate traffic demands generated from the development	New signalised junction that realigns Kensal Road to create a cross road layout and with pedestrian crossing. Refer to the Kensal DIFS for detailed specification.	RBKC- Transport and Technical Services	RBKC	In excess of £750, 000 Refer to Kensal Development Infrastructure Study for	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
							indicative costs.			
Transport & Technical Services	Kensal Canalside	Ladbroke Grove/Barlby Road signalised junction	To accommodate traffic demands generated from the development	New signalised junction with pedestrian crossing facilities on the west and south arms Refer to the Kensal DIFS for detailed specification.	RBKC- Transport and Technical Services	RBKC	£500, 000	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	New road and pedestrian bridge over the Great Western Main Line	To accommodate additional traffic generated by development of the site and a pedestrian and cycle bridge over the canal	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.	Network Rail	RBKC	£11 million	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Road widening and extension Canal Way	To accommodate additional traffic generated by development of the site	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.	RBKC / Developer	RBKC	£2.4 million	Medium term: By 2020	Planning Contributions – direct developer delivery	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Barlby Street: New road through North Pole site and signalised junction with bridge access road	To accommodate additional traffic generated by development of the site	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	RBKC / Developer	RBKC	£3.5 million	Medium term: By 2020	Planning Contributions – direct developer delivery	CV1 CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				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.						
Transport & Technical Services	Kensal Canalside	Barlby Street/Barlby Road: New signalised junction at the end of Barlby Street	The junction needs to maintain a vehicular access to adjacent railway land	New signalised junction at the end of Barlby Street with full pedestrian crossing facilities Refer to the Kensal DIFS for detailed specification.	RBKC / Developer	RBKC	£400, 000	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Raising North Pole site	Required due to levels difference between the two sites	Raising of North Pole Site to allow Barlby Street to align with the GWML road bridge Refer to the Kensal DIFS for detailed specification.	North Pole	North Pole	£16 million	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Improved pedestrian and cycle route along the Grand Union Canal towpath adjacent to the development	Essential mitigation	5m wide towpath; and sealed gravel surfacing Refer to the Kensal DIFS for detailed specification.	RBKC- Transport and Technical Services	RBKC	£2 million	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Kensal Green Cemetery: Enhanced footpaths between the new bridges (see W5 & W7) and Harrow Road	Essential mitigation	Works to include resurfacing, potential widening and appropriate street lighting Refer to the Kensal DIFS for detailed specification.	RBKC- Transport and Technical Services	RBKC	£1 million	Medium term: By 2020	Planning Contributions – direct developer delivery	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Canal Square to Kensal Green Cemetery: New footbridge over the Grand Union Canal	To link Canal Square to footpaths through the Kensal Green Cemetery	Positioned to the east of plot C. Approx. 4.0m wide shared pedestrian & cycle bridge. Approx. 50m length including ramps Refer to the Kensal DIFS for detailed specification.	Developer	Management organisation to be confirmed	£2 million	Medium term: By 2020	Planning Contributions – direct developer delivery	CV1 CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	Kensal Canalside	Signage at Kensal Canalside and North Pole	To provide legible London signs	Up to 4 signs within Kensal Canalside and up to 2 signs within North Pole Refer to the Kensal DIFS for detailed specification.	TfL	TfL	£70,000	Medium term: By 2020	Planning Contributions – direct developer delivery	CV1 CP2 CV5 CA1
Transport & Technical Services	Wornington Green	Improvements to Bus infrastructure		Upgrades to eleven bus stops	TfL and RBKC- Transport and Technical Services	RBKC	£100,000	Medium / Long term: 2018-2028	Planning contributions – S106	CP2 CV6 CA2
Transport & Technical Services	Wornington Green	Reconnection of Portobello Road and Wornington Road to Ladbroke Grove	To improve accessibility, connectivity and urban form	New street alignments	RBKC / Developer	RBKC	Costs to be confirmed	Medium / Long term: After 2021	Developer- S38/S278 funded	CP2 CV6 CA2
Transport & Technical Services	Lots Road Power Station	Road junction improvements	To improve access to Lots Road from the TLRN	Modification to junction	TfL	TfL	£200,000	Delivery timescale to be confirmed	Planning contribution - S106	CP2 CV9 CA6
Transport & Technical Services	Lots Road Power Station	Cycle and pedestrian improvements	To integrate the site with the wider community	Specific requirements to be confirmed	RBKC- Transport and Technical Services	RBKC	£993,000	Delivery timescale to be confirmed	Planning contribution - S106	CA6
Transport & Technical Services	Lots Road Power Station	Streetscape Improvements	To integrate the site with the wider community	Specific requirements to be confirmed	RBKC- Transport and Technical Services	RBKC	£900,000	Delivery timescale to be confirmed	Planning contribution - S106	CA6
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Improvements to public transport interchange at Earl's Court and West Brompton Stations.	Improvements to address additional travel demand generated by development of the site	Improved pedestrian routes between the two stations. Improved interchange within each station Refurbishment of existing Warwick Road side of station entrance Refurbishment and reinstatement of existing staircase linking District Line platforms to the Piccadilly Line New entrance and extension to, and refurbishment and reinstatement of, the	RBKC- Transport and Technical Services	TfL	Costs: £1,600,000 £346,500 Cost to be confirmed £750,000	Medium term: by 2023	TfL and Planning contribution - S106	CT1 CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				<p>existing ticket hall, pedestrian tunnel and escalators in order to link the Earl's Court Station with the development</p> <p>Section of Earl's Court pedestrian walkway to be covered</p> <p>Delivery of gateline capacity improvements at West Brompton Station</p> <p>New accessible lift at West Brompton Station</p>			<p>£220,788</p> <p>£1,000,000 (as part of a total of £3,838,619)</p>			
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Investigating and contributing to returning the one-way to two-way working	The identified works will improve pedestrian movement, the town centres at Earl's Court and Fulham Road, and are required to assist with development in the area	Potential new north-south link, or other measures	RBKC/ TfL/ Capital & Counties plc.	TfL	£500,000	Short / medium term: By 2023	Planning contributions – S106 and potential further sources of funding TfL, highways authority.	CT1 CP2 CV8 CA4
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an	A4 improvement scheme between Warwick Road and Earl's Court Road.	As agreed in the approved schemes S106.	A4 improvement scheme between Warwick Road and Earl's Court Road.	RBKC/ TfL/ Capital & Counties plc.	TfL	£1,500,000	Short / medium term: By 2023	Planning contributions – S106 and potential further sources of funding TfL, highways authority.	CT1 CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	agreed S106									
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Public transport improvements	As agreed in the approved schemes S106.	Refurbishment and/or improvement of 8 existing off-site bus stops in the vicinity of the site	RBKC/ TfL/ Capital & Counties plc.	TfL	£288,000	Short / medium term: By 2023	Planning contributions – S106 and potential further sources of funding TfL, highways authority.	CT1 CP2 CV8 CA4
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Signage and in accordance with "Legible London"	Signage at the perimeter of the site in accordance with principles of Legible London.	Details of signage design and locations to be agreed with the Council	RBKC/ TfL/ Capital & Counties plc.	TfL	£27,000	Short / medium term: By 2023	Planning contributions – S106	CT1 CP2 CV8 CA4
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Improved pedestrian links from and through the site and the surrounding area to public transport facilities and improved cycle link to enhance north/south cycle accessibility		Improvements to existing, and the provision of new, cycle routes in the vicinity of the site Safeguard land on-site together with a capped financial contribution of £400,000 to Transport for London, towards the delivery of 2 Mayor of London cycle hire docking stations	RBKC	To be confirmed	£140,000 £400,000	Short / medium term: By 2025/26	Planning contributions – S106	CT1 CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	Gloucester Road Station	Step-free access to stations	Better access and improved safety at stations	Ensure step-free access and accessibility improvements	TfL / RBKC	TfL	£10-25 million	Long term: By 2028	CIL / S106, developer contributions	CT1
Transport & Technical Services	Holland Park Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£10-25 million	Long term: By 2028	CIL / S106, developer contributions	CT1
Transport & Technical Services	Knightsbridge Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£30 million	Long term: By 2028	CIL / S106, developer contributions	CT1 CP2 CV12
Transport & Technical Services	Ladbroke Grove Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£10-25 million	Long term: By 2028	CIL / S106, developer contributions	CP2 CV10 CT1
Transport & Technical Services	Latimer Road Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£30 million	Long term: By 2028	CIL / S106, developer contributions	CP2 CV9 CT1
Transport & Technical Services	Notting Hill Station – District & Circle Line	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£10-25 million	Long term: By 2028	CIL / S106, developer contributions	CP2 CV11 CT1
Transport & Technical Services	Notting Hill Station – Central Line	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£60 million, or more	Long term: By 2028	CIL / S106, developer contributions	CP2 CV11 CT1
Transport & Technical Services	Sloane Square Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£25-60 million	Long term: By 2028	CIL / S106, developer contributions	CP2 CV15 CT1
Transport & Technical Services	South Kensington – Piccadilly Line	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£25-60 million	Long term: By 2028	CIL / S106, developer contributions	CP2 CV14 CT1
Transport & Technical Services	Westbourne Park Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£40 million assuming a lift solution for Step-free access	Long term: By 2028	CIL / S106, developer contributions	CT1 CP2 CV6
Transport & Technical Services	Westbourne Park Station	Opening up rear entrance and partial step-free access.	To enhance safety and pedestrian flow, and regeneration of the wider Golborne and Trelick area	Improvements to rear of station, and additional revenue costs associated with the opening	TfL	TfL	£2.7 million	Long term: By 2028	Planning contributions – S106	CT1 CP2 CV6
Transport & Technical Services	West Brompton Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	Under £10-25 million	Long term: By 2028	CIL / S106, Developer contributions	CP2 CV8 CA6

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	High Street Kensington Station	Refurbishment of High Street Kensington tube station including Step-free access to station.	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	Approx. £10-25 million	Long term: by 2028	Planning contributions – CIL/S106	CT1 CP2 CV12
Transport & Technical Services	South Kensington Station – District & Circle Line	Improved access to South Kensington tube including Step-free access to station from street and from pedestrian foot tunnel	To improve pedestrian flow, safety, accessibility and convenience.	Step-free access and accessibility improvements.	TfL / RBKC	TfL	£25-60 million	Long term: By 2028	Planning contributions - CIL / S106	CT1 CP2 CV14
Children's Services (Education)										
Children's Services	Borough wide	Requirements for access to play, child care and extended use of schools		Additional facilities are itemised as borough wide. For example, improved or extended access to existing provision at Flashpoint Venture Centre, and out of borough Little Wormwood Scrubs. These requirements are based largely on analysis of population requirements and need. Therefore, where new population arises, new facilities or extended facilities are required.	RBKC	RBKC	Costs to be confirmed	Delivery timescale to be confirmed	Play Pathfinder status funding, Extended schools capital and Planning contribution – s106.	CV1 CK1
Children's Services	Children Centres are based across the borough sometimes within schools.	Continued provision of Children's Centres	Future infrastructure requirements are based on need, and arising or changing population.	Continued provision of Children's Centres, and expansion where required due to population. Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Delivery timescale to be confirmed	DfE, Children's Centres funding, Private and/or voluntary funding.	CV1 CK1
Children's Services	Borough wide	Borough wide coverage of schools – Primary Schools		Specific requirements to be confirmed	RBKC	RBKC	£12.7 million (Primary schools)	Long term: By 2028	RBKC Capital Funding, Child Yield Review, Planning contributions – s106 / CIL	CV1 CK1 CV5 CA1 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
										CA5
Children's Services	Borough wide	Borough wide coverage of schools - Secondary Schools		Specific requirements to be confirmed	RBKC	RBKC	£27.63 million (Secondary schools)	Long term: By 2028	Funding sources to be confirmed Likely to include Planning contributions – S106/ CIL/ Direct developer delivery	CV1 CK1
Children's Services	Borough wide	Increase school capacity	To meet future demands	The need to increase capacity for existing popular schools in the borough and meet future demands. Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Short / Medium / Long term: To 2028 and beyond	Funding sources to be confirmed Likely to include Planning contributions – S106/ CIL/ Direct developer delivery	CV1 CK1
Children's Services	Borough wide	Improve outdoor spaces such as playgrounds for all levels.	To improve outdoor spaces	Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Delivery timescales to be confirmed	Funding sources to be confirmed Likely to include Planning contributions – S106/ CIL/ Direct developer delivery	CV1 CK1
Children's Services	Borough wide	Refurbishments to all school kitchens		Refurbishments to all school kitchens (rolling programme) to increase capacity for staff and pupils- various locations. Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Long term: To 2028 and beyond	RBKC Capital Funding	CV1 CK1
Children's Services	AP Hub School	Alternative Schooling Provision and 6th form Free School		Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Short term: 2018	Funding sources to be confirmed Likely to include Planning contributions – S106/ CIL/ Direct developer delivery	CV1 CK1
Children's Services	Borough wide	Childcare providers in North and South of borough will seek	Childcare expansion to accommodate governments plans for 30 hour free childcare	Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Short term: 2016 - 2019	DFE Capital grant contributions	CV1 CK1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
		to expand their footprint to increase capacity to enable increase demand for childcare								
Children's Services	Kensal Canalside	New Primary School	Required as a result of population increase from development (see Kensal DIFS)	3FE primary school. A 2FE primary school is required to 2028 with a 1FE extension required by 2030	Lead delivery organisation to be confirmed	Management organisation to be confirmed	£13.7 million	Long term: 2FE by 2028 1FE extension by 2030	Planning Contributions - S106, direct developer delivery Mainstream Funding	CV1 CK1 CV5 CA1
Children's Services	Kensal Canalside	Extension to secondary school	Required as a result of population increase from development (see Kensal DIFS)	300 person secondary school extension Refer to the Kensal DIFS for detailed specification.	Lead delivery organisation to be confirmed	Management organisation to be confirmed	£10.6 million	Long term: by 2027	Planning Contributions - S106, direct developer delivery Mainstream Funding	CV1 CK1 CV5 CA1
Children's Services	Kensal	New Replacement primary School at Barlby site		Replacement primary School	RBKC	RBKC	£39 million (for both replacement primary school and special school)	Short/ Long term: 2019	Planning Contributions - S106, Capital Programme and Government grants	CV1 CK1
Children's Services	Kensal	New special school at Barlby site	The need for Special Educational Needs (SEN) requirements	New special school	RBKC	RBKC	£39 million (for both replacement primary school and special school)	Short term: 2020	Planning Contributions - S106, Capital Programme and Government grants	CV1 CK1
Children's Services	Wornington Green	Education Facilities		Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Costs to be confirmed	Funding sources to be confirmed	CV1 CK1 CV6 CA2
Children's Services	Earl's Court	Education provision - Delivery of day nursery facility	As set out in the approved schemes S106	Delivery of day nursery facility of 290 sqm GIA with a total registered capacity for up to 30 children	RBKC/ Capital & Counties plc	RBKC	Onsite delivery	Medium term: By 2023	Direct developer delivery	CV1 CK1 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	scheme are contained in an agreed S106									
Children's Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Education provision – Primary School	To meet the primary education needs of the development	Increase capacity of existing facilities or provide new facilities (subject to the progress of the delivery of a primary school in the application 2 site boundary)	RBKC/ Capital & Counties plc	RBKC	£707,729	Medium term: By 2025/26	Planning contributions – s106 / direct developer delivery	CV1 CK1 CV8 CA4
Children's Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Education provision – Secondary School	To meet the secondary education needs of the development	Increase capacity of existing facilities or provide new facilities	RBKC/ Capital & Counties plc	RBKC	£190,433	Medium term: By 2025/26	Planning contributions – s106 / direct developer delivery	CV1 CK1 CV8 CA4
Environment, Leisure and Residents' Services										
Environment, Leisure and Residents Services	Kensal Canalside: Canal	Canal environmental improvements.	To assist regeneration of the Kensal area	Management plan to maintain or fund stretches of canal associated with large developments similar to examples at Paddington Basin, Kings Cross and Limehouse Basin.	RBKC	British Waterways	Costs to be confirmed, dependent on scale of development	Medium / Long term: 2021/22 to 2030/31	Planning Contributions - S106, and other	CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				Refer to the Kensal DIFS for detailed specification.						
Environment, Leisure and Residents Services	Portobello Road (Market)	Improvements to enliven the area, e.g. electricity points for traders. Improve services for market, including storage, toilets	To close the gap between Portobello Road and Golborne Road and improve the market	Specific requirements to be confirmed	RBKC / Market Traders	RBKC	£206,000	Short / Medium term: 2016/17 to 2025/26	Funding source to be confirmed	CP2 CV10
Environment, Leisure and Residents Services	Maxilla Gardens	Improve quality of existing Maxilla Gardens.	Improve open space	Environmental enhancements	Westway Development Trust	Management organisation to be confirmed	£130,000	Delivery timescale to be confirmed	Funding source to be confirmed	CR5 Westway SPD
Environment, Leisure and Residents Services	Notting Hill Gate	Public Realm improvements throughout Notting Hill Gate	To facilitate redevelopment of Notting Hill Gate and provide enhancements	Please see Notting Hill Gate SPD	RBKC	RBKC	£3 million	Delivery timescale to be confirmed	Planning Contributions - S106/ CIL and TfL	CP2 CV11 CR4 CR4 Notting Hill Gate SPD
Environment, Leisure and Residents Services	Portobello/Ladbroke Grove	Enhancements to public realm and redevelopment	To provide clear wayfinding and improve public realm to aid legibility in the area.	Enhanced pedestrian way finding to Portobello Market	RBKC and Westway Development Trust	Westway Development Trust	£411 ,000	Short / Medium term: 2016/17 to 2025/26	Funding source to be confirmed	CP2 CV10 CR4
Environment, Leisure and Residents Services	Portobello	Provision of new youth activity area	To provide new youth facilities for the local population	Specific requirements to be confirmed	Westway Development Trust	Westway Development Trust	£178, 000	Delivery timescale to be confirmed	Funding source to be confirmed	CV1 CK1
Environment, Leisure and Residents Services	Worlington Green	Play space and public open space	Generated as part of current development proposals	Reinstatement of an improved Athlone Gardens and community facility. Play space and play equipment. Community hall/youth facility. Walking, cycling and public realm improvements	RBKC. Catalyst Housing Group. Homes and Communities Agency	Catalyst Housing Group	Costs to be confirmed	Short term: By 2020/2021 -Project is underway	Homes and Communities Agency/ Catalyst Housing Group	CP2 CV6 CA2 CR4 CR5 Worlington Green SPD
Environment, Leisure and Residents Services	Warwick Road (5 sites including 100 West	Public open space. Community sports hall.	Generated as part of current development proposals	As set out in existing adopted SPD	Developers and site owners.	RBKC , developer and TfL	Costs to be confirmed	Short / Medium term: 2016/17 to 2025/26	Planning contributions – S106 and private investment	CP2 CV8 CA5 CK1 CR5

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	Cromwell Road)	Crèche, education contributions.								Warwick Road Planning Brief
Environment, Leisure and Residents Services	Lots Road/ World's End Estate	River path provision	To improve pedestrian links and connectivity of the area, and help development of the area.	Footpath access and provision to be included within development.	RBKC	RBKC	Costs to be confirmed	Short / Medium term: 2016/17 to 2025/26	Planning contributions – S106 and direct developer delivery	CP2 CV9 CA6 CA7
Environment, Leisure and Residents Services	Along the Westway	Lighting and public art along the Westway, including hanging gardens	To provide environmental enhancements in order to meet the vision of improving the Westway.	Environmental enhancements and as indicated in the Westway SPD	RBKC	RBKC/ Highway Agency	Costs to be confirmed	Long term: By 2030/31	Planning contributions – S106	Westway SPD
Environment, Leisure and Residents Services	Along the Westway	Maintenance / improvements to public realm under and alongside the motorway to include the provision of public green space, pathways and community art projects.	To provide environmental enhancements in order to meet the vision improving the Westway.	Environmental enhancements	Westway Development Trust	Management organisation to be confirmed	£225,000 per annum	Timescale to be confirmed	Source of funding to be confirmed	CR4 Westway SPD
Environment, Leisure and Residents Services	Notting Hill Gate	Enhanced pedestrian way finding to Portobello Market	To provide good design and clear wayfinding, in order to allow for the improvement and redevelopment of the area.	Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Delivery timescale to be confirmed	Source of funding to be confirmed	CP2 CV11 Notting Hill Gate SPD
Environment, Leisure and Residents Services	Notting Hill Gate	The provision of a CCHP network, or similar, and other green infrastructure, e.g. Street trees and living roofs	To deliver cooling, heat and power in an environmentally friendly way.	Specific requirements to be confirmed	RBKC / Esco	Management organisation to be confirmed	Costs to be confirmed	Delivery timescale to be confirmed	Planning contributions – S106/ CIL	CE1 Notting Hill Gate SPD
Environment, Leisure and Residents Services	Knightsbridge	Public realm improvements	To allow rebalancing between north and south of the street, to encourage people to stay longer	Enhancements to public realm	RBKC	RBKC/ Private	Costs to be confirmed	Short term: By 2020/21	Planning contributions – S106/ CIL (cross sublimation)	CP2 CV13 CR4
Environment, Leisure and Residents Services	South Kensington - Station, Exhibition Road	Public realm improvements and improvements to station	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	Works include shared space arrangements, step-free access to station (see transport sectional above) and pedestrian enhancements.	RBKC and City of Westminster	RBKC and TfL	£13 million	Short term: 2016/17 to 2020/21 Works are underway	Planning contributions – S106/ CIL and private	CT1 CP2 CV14

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
			environment within the museum subway							
Environment, Leisure and Residents Services	Westway Sports Centre	Sports provision	To improve sports/leisure provision for a growing population and re-provide pitches lost at the Kensington Leisure Centre.	Provide additional outdoor sports pitches, extension to Climbing Centre, sports hall and improved riding arena.	RBKC and Westway Development Trust	Westway Development Trust	£1.15 million	Delivery timescale to be confirmed	Source of funding to be confirmed	CK1 CP2 CV9 Westway SPD
Environment, Leisure and Residents Services	Westway Sports Centre	Sports provision	To improve sports/leisure provision for a growing population and re-provide pitches lost at the Kensington Leisure Centre.	New youth activity area (outdoor or indoor)	Westway Development Trust	Westway Development Trust	£290,000	Delivery timescale to be confirmed	Source of funding to be confirmed	CK1 CP2 CV9 Westway SPD
Environment, Leisure and Residents Services	Maxilla Site	Community Hub, new offices for local community groups and charities.	Provide community space		Westway Development Trust	Westway Development Trust	£2.15 million	Delivery timescale to be confirmed	Source of funding to be confirmed	Westway SPD
Environment, Leisure and Residents Services	Borough Wide	Mini recycling banks	To provide better street based recycling facilities to residents	New recycling bins	RBKC	RBKC/ SUEZ	Approximately £60,000	Long term: by 2030/31	Source of funding to be confirmed	CE3
Environment, Leisure and Residents Services	Borough Wide	CCTV	To improve community safety through enhanced CCTV Coverage and capabilities	To provide, additional, new and improved CCTV equipment and coverage across the borough	RBKC	RBKC	Costs to be confirmed	Long term: by 2030/31	Source of funding to be confirmed	
Environment, Leisure and Residents Services	Borough Wide	New waste collection and recycling collection vehicles	To ensure sufficient capacity to collect and dispose of resident's waste	New collection and street sweeping vehicles	RBKC	RBKC/ SUEZ	Costs to be confirmed	Long term: by 2030/31	Source of funding to be confirmed	CE3
Environment, Leisure and Residents Services	Borough Wide	Museums	To enhance the borough's museums	Enhancements to existing museums such as Leighton House	RBKC	RBKC	Costs to be confirmed	Long term: by 2030/31	Source of funding to be confirmed	CK1 CP2 CV12 CV14
Environment, Leisure and Residents Services	Borough Wide	Sustainability measures to community / public buildings	To make public and community buildings more sustainable	Installing community energy schemes	RBKC	RBKC	Costs to be confirmed per installation/measure	Long term: by 2030/31	Source of funding to be confirmed Likely to be a combination of Planning contributions S106 / CIL and capital funding	CE1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Environment, Leisure and Residents Services	Borough Wide	Open space improvements / mini allotments	To improve underused and neglected areas of open space. Provide food growing facilities for residents, schools and community groups	Installing food growing gardens (community kitchen gardens)	RBKC	RBKC	£50,000 to £100,000 per annum	Long term: by 2030/31	Source of funding to be confirmed	CE1 CE2
Environment, Leisure and Residents Services	Tri-Borough	Improved facilities for the Coroners and Mortuary services	To update and improve the equipment and facilities to deal with the population increase and changing population	New technology and expansion of service	WCC	Management organisation to be confirmed	Costs to be confirmed	Long term: by 2030/31	Source of funding to be confirmed	CK1
Environment, Leisure and Residents Services	Cremerne Gardens	Infrastructure improvements		Kiosk /Café	RBKC	RBKC	Costs to be confirmed	Short / Medium term: Feasibility study - 2017/18	Planning contributions – S106/ CIL	CK1
Environment, Leisure and Residents Services	Holland Park	Infrastructure improvements	Poor drainage eroding paths. Improved drainage will have a SuDS element to fit with the natural park environment	Improve park drainage	RBKC	RBKC	To be costed	Short term: 2016/17 to 2020/21	Source of funding to be confirmed	CR5
Environment, Leisure and Residents Services	Holland Park	Play space	Current playground is at the end of its shelf life and some equipment is beyond repair	Design and build a flagship adventure playground	RBKC	RBKC	Approximately £400,000	Short term: 2016/17 to 2019	Parks Capital Budget and Planning contributions s106 / CIL	CR5 CE2
Environment, Leisure and Residents Services	Portobello Squares (Tavistock Gardens, Colville Square and Powis Square)	Powis Square improvements – i.e. new railings, new playground etc.	Colville Square and Tavistock have been improved in recent years. Powis Square infrastructure is old and beginning to fail	Improve infrastructure	RBKC	RBKC	£200,000	Short term: By 2017/18	Parks Capital Budget	CR5
Environment, Leisure and Residents Services	Westfield Park	Infrastructure improvements		Improve buildings and infrastructure (specifically drainage) Playground improvements	RBKC	RBKC	Playground element will be done first and will cost approx £150,000	Short term: By 2017/18	Parks Capital Budget	CR5
Environment, Leisure and Residents Services	Wornington Green	Temporary park		Construction of temporary park	RBKC	RBKC	Final scheme cost to be confirmed Available budget approximately £1.5 million	Short term: By 2020/21	Planning contributions – S106 and developer delivery	CA2 CR5

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Environment, Leisure and Residents Services	Chelsea Gym	Extension to Chelsea Gym		Increase floor area and create larger station gym to increase capacity.	Lead delivery organisation to be confirmed	Management organisation to be confirmed	£1.35 million	Short term: By 2020/21	RBKC Capital Funding (Corporate Funding)	CK1
Environment, Leisure and Residents Services	Borough wide	Noise mitigation	The noise action plans identify the locations of 23 Important Areas in RBKC classed as requiring action.	This includes acoustic barriers, quiet road surfaces and speed reduction measures.	RBKC	TBC	Costs to be confirmed per measure defined	Short term: 2016/17 to 2020/21	Source of funding to be confirmed	CK1 CE6
Environment, Leisure and Residents Services	Borough wide	Museums		Phase 3 of refurbishment of Leighton House: including the redevelopment of Perrin Wing at the east end of the house.	RBKC	RBKC	Costs to be confirmed Feasibility study and income generation report completed	Long term: By 2030/31	Capital Programme	CK1 CP2 CV12 CV14
Environment, Leisure and Residents Services	Borough wide	Infrastructure may be required to assist in meeting government climate change targets.	To meet targets on emissions and carbon reduction as set out in National indicators and legislation.	Implementing the borough's Climate Change Strategy: 2008- 2015: Putting buildings and land holdings in order	RBKC – TELS Climate Change Strategy	Management organisation dependant on measures implemented	Annual budget of £50,000 for Climate Change Initiatives	Long term: By 2030/31	Capital Strategy Programme/ Other grant funding bids/ Funding from the Carbon Trust	CE1
Environment, Leisure and Residents Services	Kensal Canalside	Energy Centre	As per policy requirements	Specific requirement to be confirmed Refer to the Kensal DIFS for detailed specification.	Developer	Developer	£5.7 million	Medium / Long term : 2020/21 to 2030/31	Planning contributions – Direct developer delivery	CV5 CA1 CE2
Environment, Leisure and Residents Services	Kensal Canalside	Primary heat pipework	As per policy requirements	Specific requirement to be confirmed Refer to the Kensal DIFS for detailed specification.	Developer	Developer	£4.15 million	Medium / Long term: 2020/21 to 2030/31	Planning contributions – Direct developer delivery	CV5 CA1
Environment, Leisure and Residents Services	Kensal Canalside	Primary heat substations	As per policy requirements	Specific requirement to be confirmed Refer to the Kensal DIFS for detailed specification.	Developer	Developer	£881, 000	Medium / Long term: 2020/21 to 2030/31	Planning contributions – Direct developer delivery	CV5 CA1
Environment, Leisure and Residents Services	Worlington Green	Play space and play equipment	Required as part of development	Specific requirement to be confirmed	Developer	Developer	Costs to be confirmed	Short term: 2016/17 to 2020/21	Planning contributions – Direct developer delivery	CV6 CA2 CK1 CR5
Environment, Leisure and Residents Services	Worlington Green	Public Realm improvements, including public art	Required as part of development	Specific requirement to be confirmed	Developer	Developer	Costs to be confirmed	Short term: by 2020/21	Planning contributions – Direct developer delivery	CP2 CV6 CA2 CK1
Environment, Leisure	Land Adjacent	Public Realm improvements	Required as part of development	Specific requirement to be confirmed	Developer	Developer	Costs to be confirmed	Short term:	Planning contributions –	CP2 CV6

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
and Residents Services	to Trellick Tower							2016/17 to 2020/21	S106 / Direct developer delivery	CA3 Trellick – Edenham SPD
Environment, Leisure and Residents Services	Land Adjacent to Trellick Tower	Provision of open space	Required as part of development.	Specific requirement to be confirmed	Developer	Developer	Costs to be confirmed	Short term: 2016/17 to 2020/21	Planning contributions – S106 / Direct developer delivery	CP2 CV6 CA3 Trellick – Edenham SPD
Environment, Leisure and Residents Services	Warwick Road Sites	Community sports hall and swimming pool	As part of any development As set out in Supplementary Planning Document	Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Short term: by 2020/21	Funding sources to be confirmed	CP2 CV8 CA5
Environment, Leisure and Residents Services	Warwick Road Sites	Landscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road site	As part of any development As set out in Supplementary Planning Document	Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Short term: by 2020/21	Funding sources to be confirmed	CP2 CV8 CA5
Environment, Leisure and Residents Services	Warwick Road Sites	Streetscape improvements to Warwick Road in connection to all development sites	As part of any development As set out in Supplementary Planning Document	Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Short term: by 2020/21	Funding sources to be confirmed	CP2 CV8 CA5
Environment, Leisure and Residents Services	Lots Road Power Station	Streetscape improvements	As part of development	As per planning permission	Developer	Developer	Costs to be confirmed	Short term: By 2020/21	Planning contributions – S106 / Developer delivery	CP2 CV9 CA7
Environment, Leisure and Residents Services	Warwick Road Sites	Social and community facilities	As part of any development As set out in Supplementary Planning Document	Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Short term: by 2020/21	Funding sources to be confirmed	CP2 CV8 CA5
Environment, Leisure and Residents Services	Lots Road Power Station	Community facilities	As of development	As per planning permission	Developer	Developer	Costs to be confirmed	Short term: By 2020/21	Planning contributions – S106 / Developer delivery	CP2 CV9 CA6
Environment, Leisure and Residents Services	Earl's Court Detailed infrastructure requireme	Social and community facilities - secured as part of redevelopment. Additional new public open space,	The infrastructure identified will assist the objective of keeping life local, allowing meeting the needs of the new population resulting from development and	Off-site public realm and streetscape improvements to West Cromwell Road, Warwick Road and Old Brompton Road and subject to	RBKC	RBKC	Costs to be confirmed	Medium term: By 2023	Planning contributions S106 / CIL/direct developer delivery	CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	nts relating to the approved scheme are contained in an agreed S106	including considering opportunities to create biodiversity	mitigating against impacts of the development	a Section 278 Agreement On-site open space with public access in accordance with agreed drawings and specification. This includes: the Lost River Park; Green space; Civic spaces Children's and young people's play space Brompton Cemetery improvement works abutting Old Brompton Road			Onsite delivery Onsite delivery £350,000			
Environment, Leisure and Residents Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	The provision of a CCHP network, or similar.	To provide cooling, heat and power in an environmentally friendly way.	The provision of Decentralised Energy Network Provision of energy centre	RBKC	RBKC/ Esco.	To be costed. Onsite delivery	Medium term: By 2025/26	Direct developer delivery	CP2 CV8 CA4
Environment, Leisure and Residents Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed	Social and community facilities – secured as part of development	To retain Earl's Court's long standing brand as an important cultural destination	Provision of 150 sqm GIA floorspace for community use purposes. To be made available to the council or suitable operator(s) on reasonable terms. Increase capacity of existing facilities or provide new facilities to meet the leisure needs of the development	Capital & Counties plc.	RBKC/ Other	Onsite delivery £934, 684	Medium term: By 2023	Planning Contributions – S106 / Direct developer delivery	CK1 CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	S106									
Environment, Leisure and Residents Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Social and community facilities – Delivery of a cultural facility on site	To retain Earl's Court's long standing brand as an important cultural destination	Delivery of a minimum 1,500 sqm GIA for cultural use purposes.	RBKC/Capital & Counties plc.	To be confirmed	Onsite delivery £500,000	Medium term: By 2025/26	Planning Contributions – S106 / Direct developer delivery	CK1 CP2 CV8 CA4
Environment Leisure and Residents Services	Borough wide	Climate change mitigation and adaptation	A combination of measures aimed at reducing greenhouse gas emissions, managing risks and increasing resilience	See Air Quality and Climate Change Action Plan (2016-2021)	RBKC – ELRS	RBKC – ELRS	Costs to develop carbon reduction projects from the AQCCAP Approximately £100,000 annually	Short / Medium term: 2016-2021	Capital Strategy Programme/ Bids/ Carbon offsetting/ GLA/Funding from the Carbon Trust	CE1 CE2 CE5
Environment, Leisure and Residents Services	Chelsea Farmers' Market	New public square Detailed Infrastructure to be determined through planning process	As part of development	Subject to development proposals	Subject to development proposals	Subject to development proposals	Subject to any development proposals	Short term: By 2020/21	Subject to any development proposals	CP2 CV15 CA9
Library Services										
Libraries	Borough wide	Planned capital refurbishment programme for all libraries	To ensure library buildings are fit for purpose	Planned capital refurbishment programme for all libraries not otherwise being re-provided, commencing with refurbishment and spatial layout and to ensure library buildings are fit for purpose	RBKC	RBKC Tri-Borough Libraries & Archives	Estimated to be £100,000 per annum	Medium term: by 2025/26	Capital Projects Funding from Corporate Funding; Heritage Lottery Fund; Arts Council England	CK1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Libraries	Central Library	Remodelling of the central library to provide improved community facilities and realise income generating potential	To ensure library buildings are fit for purpose	Subject to business case and return on investment	RBKC	RBKC Tri-Borough Libraries & Archives	Capex estimation at £100,000 – dependent on option selected	Medium term: by 2018/19	Capital Projects Funding from Corporate Funding	CK1
Libraries	Kensal Library	Reprovide Kensal library in a more suitable and sustainable location, possibly collocated with other community facilities	To ensure library buildings are fit for purpose	Increase in usable space; improved accessibility particularly for disabled and elderly users	RBKC	RBKC Tri-Borough Libraries & Archives	To be worked up depending on options available	Long term: by 2030/31	CIL/s106 Arts Council England Capital Projects Funding from Corporate Funding	CK1 CV5 CA1 CA2 CV6 CA3
Libraries	Brompton Library and Archive Centre	Provision of new library and dedicated borough archive facilities, probably as part of a wider cultural offer in Earl's Court	Replaces existing outmoded library and provides borough archive facility (Currently existing service is limited by location in central library)	Specific requirements to be confirmed	RBKC	Tri-Borough Libraries & Archives	Costs to be confirmed	Long term: by 2030/31	Arts Council England, Heritage Lottery Fund, s106/CIL, Capital Projects funding from corporate resources	CK1
Public Health and NHS										
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 m ² .	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	King's road/ Sloane Square/ Fulham Road West: there is limited GP	Provision within Stanley or Hans Town Wards is required. GP Primary Care Facility required	Subject to Out of Hospitals Service Strategy. Possible co- location opportunity at the	NHS	NHS	£1.5 million	Long term: By 2030/31 Delivery timescales	S106/ CIL Health contributions for period 2011-2021 .	CK1 CP2 CV15

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	requirement	provision (with exception of hospital). (S).	allowing provision in under-provided area.	Royal Hospital site. Estimated healthcare space requirement 750m ² GIA.				to be confirmed		
Public Health and NHS	Lots Road/World's End: NHS requirements Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106.	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 CA6
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 Gate SPD
Public Health and NHS	Notting Hill Gate: NHS requirements	Possible hub for Out of Hospitals Services Strategy	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	Specification: 1,650m ² GIA. Possible phased development with minimum space 980m ² ramping up to 1,650m ²	NHS	NHS	Hospitals Service Strategy: Provision at cost: £0.9 million	Long term: By 2030/31	Planning contributions - S106/ CIL	CK1 CP2 CV11 Notting Hill Gate SPD
Public Health and NHS	Portobello Road/Notting Hill Gate: NHS requirements	St Charles Centre for Health & Wellbeing	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	Possible hub for Out of Hospitals Services Strategy	NHS	NHS	£0.9 million	Short term: By 2020/21	NHS, Planning contributions - S106/ CIL	CK1 CP2 CV10
Public Health and NHS	Portobello Road/	Refurbishment of Piper House to provide supported		Refurbishment and remodelling of	NHS	NHS	£1.653 million	Short / Medium term:	RBKC Capital Funding	CK1 CP2 CV10

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	Notting Hill Gate	living and registered care accommodation		existing building for Adult Social Care				2016/17 to 2025/26 Delivery timescales to be confirmed		
Public Health and NHS	Borough wide	Premises improvements to social services- Adult services premises- to increase capacity and improve service		Renewal of existing premises to support increased population	NHS	NHS	£0.464 million	Long term: By 2030/31	RBKC Capital Funding	CK1
Public Health and NHS	Violet Melchett Clinic	Expansion plans for Violet Melchett Clinic to create a Health Hub to accommodate a larger patient list		Comprising up to 4 GP practices as well as delivery of Out of Hospital services	NHS	NHS	£3-5 million	Short term: 2017/18	NHS / CCG	CK1
Public Health and NHS	Kensal Canalside	Primary health care facilities, generic GP surgery extension (reinforce existing facilities)	Required as a result of population increase from development See DIFS	4 GPs required to support the population Refer to the Kensal DIFS for detailed specification.	NHS	NHS	£4.8 million	Medium / Long term: 2020/21-2030/31	NHS / CCG	CK1 CP2 CV5 CA1
Public Health and NHS	Worrington Green	Healthcare facilities	Required as part of development	Specific requirement to be confirmed	Developer	Developer	Costs to be confirmed	Short term: by 2020/21	Planning contribution – S106, Developer delivery	CK1 CP2 CV6 CA2
Public Health and NHS	Warwick Road Sites	Health facilities	As part of any development As set out in Supplementary Planning Document.	Specific requirements to be confirmed	NHS	NHS	Costs to be confirmed	Short term: by 2020/21	Funding sources to be confirmed	CK1 CP2 CV8 CA5
Public Health and NHS	Earl's Court	Increase capacity of existing facilities or to provide new facilities	The major development in the area will require additional facilities to meet the needs of the new population. Expansion to enable adequate GP provision.	Possible expansion of Abingdon Health Centre to accommodate growth	RBKC/NHS	NHS	£744,000	Medium term: By 2025/26	Planning contributions S106 / CIL/direct developer delivery and NHS	CK1 CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	agreed S106									
Emergency Services										
Emergency Services	Worlington Green: Metropolitan Police Service requirements	Neighbourhood Policing Facilities	Increased population from development, and MPS need to be closer to community	Dependent on overall nature development, population increase and needs	Metropolitan Police Service	Metropolitan Police Service	Cost is dependent on size of team.	Short term: by 2020/21	Metropolitan Police Service and planning contribution – S106/ CIL	CP2 CV6 CA2
Emergency Services	Kensal Canalside	Neighbourhood Policing Facilities	Currently 4 SN Teams based at Lancaster Grove. With Kensal development could spread these therefore additional capacity required	Additional SNT premises. Refer to the Kensal DIFS for detailed specification.	Metropolitan Police Service	Metropolitan Police Service	Costing is dependent on size of team	Long term: By 2030/31	Metropolitan Police Service and planning contribution – S106/ CIL	CP2 CV5 CA1
Emergency Services	Worlington Green or Latimer Area	Neighbourhood Policing Facilities	Possible increasing of population would require additional capacity. Current provision is leasehold and could be secured through additional premises. Note: either here or Latimer, not both	Additional or combining SNT premises	Metropolitan Police Service	Metropolitan Police Service	Cost is dependent on size of team	Short / Medium term: By 2025/26	Metropolitan Police Service and planning contribution – S106/ CIL	CP2 CV6 CA2
Emergency Services	Borough wide	Policing Facilities	Possible introduction of custody suites for dedicated custody resource within borough.	Custody suite: specific requirement to be confirmed	Metropolitan Police Service	Metropolitan Police Service	Cost to be confirmed	Long term: By 2030/31	Metropolitan Police Service and planning contribution – S106/ CIL	
Emergency Services	Kensal Canalside	Police station reinforcement (enhancement to existing facilities)	Required as a result of population increase from development	Reinforcement / extension to existing police stations including custody suite, crime investigation area. Approximately 160m ² Refer to the Kensal DIFS for detailed specification	Metropolitan Police Service	Metropolitan Police Service	£1.1 million	Long term: By 2028-2029	Metropolitan Police Service and planning contribution – S106/ CIL	CP2 CV5 CA1
Emergency Services	Kensal Canalside	Ambulance station extension (enhancement to existing service provision)	Required as a result of population increase from development	Ambulance station extension of approx. 100m ² Refer to the Kensal DIFS for detailed specification	London Ambulance Service	London Ambulance Service	£500,000	Long term: By 2030/31	Metropolitan Police Service and planning contribution – S106/ CIL/Direct	CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
									developer delivery	
Emergency Services	Chelsea Fire Station	Re-provide / Relocate	Listed station is reaching the end of its "fit for purpose" life span as determined by the LFEPA Asset Management Plan 2011.	New site / new station	London Fire and Emergency Planning Authority	London Fire and Emergency Planning Authority	To be costed Dependant on exact nature of provision	Short / Medium term By 2022	LFEPA Funding / CIL	CK1 CP2 CV15
Emergency Services	Kensington Fire Station	Minor refurbishment	Upgrades required as facilities are ageing	Minor refurbishment works as required	London Fire and Emergency Planning Authority	London Fire and Emergency Planning Authority	£28,000	Short / Medium term: By 20/22	LFEPA Funding / CIL	CK1
Emergency Services	North Kensington Fire Station	Refurbishment	Upgrades required as facilities are ageing	Refurbishment works as required	London Fire and Emergency Planning Authority	London Fire and Emergency Planning Authority	£791,000	Short / Medium term By 2022	LFEPA Funding / CIL	CK1 CA1
Utilities										
Utilities	Kensal Green	Substation	1. To enhance electricity supply to the capital and traction supply to Crossrail. 2. Supply electrical needs to operate Crossrail.	Substation	National Grid	National Grid	Substation: £30 million depending on the design. Crossrail transformers : £2 million depending on design	Short term: By 2018	Funding source to be confirmed	CP2 CV5 CA1
Utilities	Counters Creek Storm Relief Sewer (Counters Creek Catchment)	Sewerage upgrades within the catchment which provides foul and surface water drainage for part of north London	Storm relief sewerage upgrades are required to address existing capacity constraints experienced during storm conditions which can result in sewer flooding.	Upgrades of the sewerage network within the Counters Creek catchment	Thames Water	Thames Water	£250 million for all of the elements of the scheme including: A new storm relief sewer to increase the sewer capacity (currently under review); Sustainable drainage systems to reduce surface	Short term: 2020	TWUL (Regulated by Ofwat)	CE2

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
							water run-off (Arundel Gardens); Anti-flooding (FLIP) devices to stop the sewers surcharging; and, Local sewer improvements (Queensdale Road)			
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 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)	CE2
Utilities	Kensal Canalside	One of four National Grid deep electricity tunnels that will be built between Wimbledon and Kensal Green.	The work is vital to meet increasing demand in the capital. Additional cables can be installed in the tunnels if required in the future	A four-metre diameter tunnel, 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	EDF/ National Grid	EDF/ National Grid	£127 million (total project value = £600 million).	Short term: Between 2016/17 and 2020/21	Private	CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				through the borough from Kensal. Refer to the Kensal DIFS for detailed specification						
Utilities	Kensal Canalside	Primary electricity substation	Critical enabling	33kv Substation Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£1.12 million	Short / Medium term: By 2020-2022	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Electricity cable network	Critical enabling	HV Cable network: Various loads Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£748,000	Medium / Long term: Between 2021-2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Electricity cable network	Critical enabling	LV Cable network: Various loads Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£991,000	Medium / Long term: Between 2021-2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Electricity substation	Critical enabling	11kv Substations Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£9.4 million	Medium / Long term: Between 2021-2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Existing electricity substations	Critical enabling	Removal of existing substations Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£151,000	Short term: By 2020	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Electricity cable diversions	Critical enabling	Diversion of cabling prior to development of associated plot Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£169,000	Short term: By 2020	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Gas infrastructure	Critical enabling	Low pressure pipe network Refer to the Kensal DIFS for detailed specification	National Grid Gas	National Grid Gas	£154,000	Medium / Long term: Between 2021-2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Gas infrastructure	Critical enabling	Pressure Reducing Station (PRS) Refer to the Kensal DIFS for detailed specification	National Grid Gas	National Grid Gas	£150,000	Short term: By 2020 - 2021	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Gas infrastructure	Critical enabling	Divert existing medium pressure mains diversion Refer to the Kensal DIFS for detailed specification	National Grid Gas	National Grid Gas	£557,000	Short term: By 2020 - 2021	Developer funding	CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Utilities	Kensal Canalside	Telecoms	Critical enabling	Distribution cables and cabinets Refer to the Kensal DIFS for detailed specification. Refer to the Kensal DIFS for detailed specification	Openreach and Virgin Media	Openreach and Virgin Media	£482,000	Medium/ Long term: 2021 - 2030	MUSCO/ ESCO/ Utility funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Potable Water	Critical enabling	Upgrade of 210m of 300mm dia. to 450mm diameter in Ladbroke Grove Refer to the Kensal DIFS for detailed specification	Thames Water / Developer	Thames Water	£314,000	Medium/ Long term: 2021 - 2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Potable Water	Critical enabling	Upgrade of 220m of 150mm dia to 300mm dia in Ladbroke Grove and Barby Road Refer to the Kensal DIFS for detailed specification.	Thames Water / Developer	Thames Water	£285,000	Medium term: By 2024	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Potable Water	Critical enabling	On-site water mains Refer to the Kensal DIFS for detailed specification.	Thames Water / Developer	Thames Water	£866,000	Medium/ Long term: 2021-2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Potable Water	Critical enabling	Diversion of 160m of 150mm main Refer to the Kensal DIFS for detailed specification.	Thames Water / Developer	Thames Water	£89,000	Short term: By 2020	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Sewerage and Drainage	Critical enabling	Foul water pipe network Refer to the Kensal DIFS for detailed specification	Thames Water / Developer	Thames Water	£1.13 million	Medium/ Long term: 2021 - 2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Sewerage and Drainage	Critical enabling	Surface water pipe network Refer to the Kensal DIFS for detailed specification	Thames Water / Developer	Thames Water	£1.13 million	Medium/ Long term: 2021 - 2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Sewerage and Drainage	Critical enabling	Surface water attenuation and hydro brakes Refer to the Kensal DIFS for detailed specification	Thames Water / Developer	Thames Water	£8.2 million	Medium/ Long term: 2021 - 2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Sewerage and Drainage	Critical enabling	Diversion of 415m of trunk sewer (1327mm x 838mm)	Thames Water / Developer	Thames Water	£939,000	Short term: 2020	Developer funding	CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				Refer to the Kensal DIFS for detailed specification						

Chapter 26 Monitoring

26.1 Introduction

- 26.1.1 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.
- 26.1.2 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.

26.2 Core Policies

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CP 1: Quanta of Development				
CP1 (1)	733 additional new homes a year to be provided	The net increase in additional residential units granted and completed.	Annual	Authority's Monitoring Report.
CP1 (2)	A net increase in office floor- space of 86,600m ² to 2028.	Net change of office floorspace implemented.	Annual	Acolaid development management administration system.
CP1 (3)	A net increase in retail floorspace.	Net change of comparison retail floorspace implemented.	Annual	Acolaid development management administration system.
CP1 (4)	The number of infrastructure facilities provided which are listed in the infrastructure delivery plan.	The amount of s106/CIL contributions gained towards infrastructure provisions set out in the infrastructure delivery plan.	Annual	Acolaid development management administration system.
Policy CP 2: Places				
CP2	The target is to achieve the visions, principles and priorities set out in each of the Place chapters.	Progress with the delivery of the visions and priorities will be monitored.	Annually.	Dependent on the nature of the visions, principles and priorities.
Policy CP 3: Quality of development and diversity of uses				
CP4	The Borough's townscape is to be preserved. To resist the loss of diversity of uses across the Borough.	The number and nature of design awards. Appeals lost when reason for refusal included harm to the Borough's townscape. Number of applications and pre-applications considered by the AAP. Loss of non-residential floorspace both granted and completed.	Annual	Authority's Monitoring Report RBKC and RIBA design awards. AAP reports.

26.3 Monitoring Places

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

26.4 Monitoring Strategic Sites

- 26.4.1 Kensal Gasworks

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA1: Kensal Canalside				
CA1(a)	Deliver 3,500 new residential units by 2031. Deliver 10,000m ² of office floorspace by 2028 Deliver at least 2,000 sqm of non-residential and social and community floorspace by 2031.	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.	Annual	Information extracted from planning application information.
CA1(b)	Elizabeth Line station opened and operational by 2026	The provision of a station on the Elizabeth Line which is open and operational in the Kensal Canalside Opportunity Area	Annual	Information extracted from planning application information and information from Crossrail Limited.
CA1(c)	Deliver a supermarket on the site of a scale similar to the existing.	Net change of retail floorspace on the site.	Annual	Information extracted from planning application information.
CA1(d) (v)	On-site renewable energy sources are operational on the Kensal Canalside Opportunity Area by 2028.	The presence of on-site renewable energy sources to form part of a district heat and energy network on the site.	Annual	Information extracted from planning application information.
CA1(e) (g) (v)	On-site waste management facilities as part of the Kensal Gasworks development to deal with the development's waste arisings.	The presence of an on-site waste treatment facility.	Annual	Information extracted from planning application information.
CA1 (f)	Comprehensive redevelopment of the site.	Has the site been developed in a comprehensive manner?	Annual	Information extracted from planning application information
CA1 (g)	High environmental standards in terms of construction and building materials.	Percentage of planning permissions refused which are not in compliance with Policy CA1.	Annual	Information extracted from planning application information.
CA1 (h)	Improve access to the canal.	The number of additional waterside walk, cycle ways and new access points created through development.	Annual	Acolaid development management administration system.
CA1 (h) (s)	New east-west road into Hammersmith and Fulham.	The number of new roads adopted by the Council in the Kensal Strategic Site.	Annual	Information extracted from Transportation Department datasets and RBKC Street Naming and Numbering.
CA1 (h) (s)	Ensure that public transport services, and access to them, are improved.	NI 175: Access to services and facilities by public transport, walking and cycling.	Annual	National Indicator: RBKC Performance Report.
CA1 (h) (q)	100% of new streets aid permeability and connect to the surrounding street network.	Changes in the Space Syntax map.	Reviewed every 5 years	Planning and Borough Development data.
CA1(h) (q)	New linkages over the canal and railway.	Number of new bridges or crossings that have been established	Annual	Information extracted from planning application information.
CA1 (j)	No loss of community floorspace as currently provided by Canalside House and the Boathouse Centre.	Amount of floorspace in community use in Canalside House and the Boathouse Centre.	Annual	Information extracted from planning application information.
CA1 (k)	The use of the area west of the gas holders for London-wide infrastructure needs.	Has the National Grid successfully delivered pan-London infrastructure requirements on site?	Annual	Information extracted from planning application information and National Grid.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA1 (l)	No applications granted which restrict access to the Ladbroke Grove Memorial.	Amount of applications granted which restrict access to the Memorial.	Annual	Information extracted from planning application information.
CA1 (m)	A suitable setting for the designated heritage assets	Has development provided a suitable setting for the designated heritage assets including the Grade I Registered Park and Garden of Historic Interest?	Annual	Planning application information.
CA1(p)	Provide affordable housing	The number and type of housing proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA1(r) (t)	Improvements to public realm and public spaces	The nature of the public realm at Wormwood Scrubs, Kensal Green Cemetery and the Grand Union Canal	Annual	Acolaid development management administration system.
CA1(s)	Improvements to Ladbroke Grove junctions	The nature of the road junctions on, and surrounding the development site.	Annual	Information extracted from Transportation Department datasets
CA1(w)	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

26.4.2 Worrington Green

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA2: Worrington Green				
CA2(a)	a minimum of 281 residential (C3) units;	Residential units by tenure, size and total floorspace.	Annual	Planning application information.
CA2(b)	Minimum of 9,186 sqm of publicly accessible open space by 2023.	The area of replacement public open space.	Annual	Planning application information.
CA2(c)	The refurbishment or relocation of an improved community facility including the provision of the existing community and leisure facilities currently provided by. 2023.	Has an improved community facility including the provision of the existing community and leisure facilities been provided?	Annual	Planning application information.
CA2(d)	Approximately 2,000 sq m of Class A uses (as defined by Town and Country Planning (Use Classes) Order 1987) by 2023.	A1 to A5 uses provided, by floorspace.	Annual	Planning application information.
CA2(e)	The provision of on-site renewable energy sources to form part of a district heat and energy network by 2023.	The provision of on-site renewable energy sources.	Annual	Planning application information
CA2(f)	The re-provision of the storage units on Munro Mews by 2020 at a similar or improved standard/ quantum as that which currently exists	The nature and floorspace of the storage units on Munro Mews.	Annual	Planning application information.
CA2(g)	Housing provision that meets the needs of the existing local community.	The nature of the newly provided housing.	Annual	Local housing need assessments in the area.
CA2(i) CA2(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 until 2023.	The amount of publicly accessible open space that has been provided during the construction.	Annual	Planning application information.
CA2(j)	The reconnection of Portobello Road and Worrington Road to Ladbroke Grove.	Are Portobello Road Worrington Road connected to Ladbroke Grove?	Annual	Planning application information.
CA2(x) to (y)	other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.by 2022.	Have sufficient s106 financial contributions been received?	Annual	Planning application information.

26.4.3 Land Adjacent to Trellick Tower

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA 3: Land Adjacent to Trellick Tower				
CA 3 (a)	Provision of a minimum of 60 residential units by. 2021.	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA 3 (b)	A suitable setting for the designated heritage assets including Grade II* listed Trellick Tower	Has development provided a suitable setting for the designated heritage assets including Grade II* listed Trellick Tower?		Planning application information.
CA 3 (c)	New social and community uses, by 2021.	The net change in social and community uses provided.	Annual	Acolaid development management administration system.
CA 3 (d)	Improvements to the public realm and open spaces around the site.	Quality of the public realm and open spaces around the site.	Annual	Planning application information.
CA 3 (e)	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.

26.4.4 Earl's Court Exhibition Centre

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA 6: Earl's Court Exhibition Centre				
CA4 (a)	Provide 900 dwellings by 2023	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA4 (b)	Provide 10,000 sqm of office floor space by 2023.	The amount of office floorspace proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA4 (c)	Provide retail to serve day-to-day needs by 2023.	The amount of retail of a nature which serve day-to-day needs of those living, visiting and working within the site.	Annual	Acolaid development management administration system.
CA4 (d) and (t)	Provide a significant cultural facility, in the Earl's Court and West Kensington Opportunity Area by 2023.	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.	Annual	Acolaid development management administration system.
CA4 (e) & (f)	Provide a balanced mix of uses, including hotel, leisure and social and community uses by 2023.	Provision of non-residential uses required to deliver a sustainable and balanced mixed use development, including hotel, leisure and social and community uses.	Annual	Acolaid development management administration system.
CA4 (g)	Provide on-site waste management facilities by 2023.	The nature of the waste facilities proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA4 (h)	New development is low or carbon neutral in nature and the provision of on-site renewable energy sources by 2028.	The proposed development is low or carbon neutral in nature and a district heat and energy source is provided.	Annual	Acolaid development management administration system.
CA4 (i)	Provide a new urban quarter, which is well linked with its surroundings through improved east-west connections by 2023.	Integration of the new development with its surroundings and the provision of improved east-west connections.	Annual	Acolaid development management administration system.
CA4 (j) and (n)	Significantly improved residential amenity, pedestrian environment and public transport access in the area of the one-way system by 2023.	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.	Annual	Acolaid development management administration system.
CA4(k)	A new open square fronting onto Warwick Road, with active frontages by 2023.	The presence of an open urban square fronting onto Warwick Road, with active frontages on the ground floor.	Annual	Acolaid development management administration system.
CA4 (l)	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.
CA4 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.
CA4(o) And (p)	Improve tube, bus and rail access by 2023.	Nature of tube, bus and rail access provided.	Annual	Acolaid development management administration system.
CA4 (q)	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.
CA4(r)	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.
CA4 (s)	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.
CA4 (t)	Provide education facilities or contributions by 2023.	The scale and nature of education facilities provided.	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA4 (v)	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.

26.4.5 Warwick Road

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA 5: Warwick Road Sites				
CA5 (a)	Provide 1,219 dwellings by 2028	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA5 (a) (i)	255 residential (C3) units on the Former Territorial Army site;	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA5 (a) (ii)	163 residential units (C3) on the Former Empress Telephone Exchange;	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA5 (a) (iii)	a minimum of 375 residential (C3/C2) units of which a minimum are 283 C3 residential units on the former Homebase site;	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA5 (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.
CA5 (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.
CA5 ((c) (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.
CA5 (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.
CA5 (f)	Provide affordable housing by 2020	Residential units by tenure, size and total floorspace	Annual	Acolaid development management administration system.
CA5 (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.
CA5 (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.
CA5 (i)	Provide health facilities by 2020.	Have the proposed health facilities been provided as part of planning permissions for the sites?	Annual	Acolaid development management administration system.
CA5 (j)	Provide crèche and education facilities by 2020.	Have the proposed crèche and education facilities been provided as part of planning permissions for the sites?	Annual	Acolaid development management administration system.
CA5 (k)	Provide landscape improvements to 100/100A West Cromwell Road by 2028	Nature of landscape improvements for the 100 West Cromwell Road site	Annual	Acolaid development management administration system.
CA5 (l)	Provide streetscape improvements to Warwick Road by 2028.	Nature of landscape improvements delivered as part of planning permissions for the 100 West Cromwell Road site	Annual	Acolaid development management administration system.
CA5 (m)	Provide pedestrian and cycle improvements by 2028.	Nature of pedestrian and cycle improvements provided as part of planning permissions for the sites	Annual	Acolaid development management administration system.
CA5 (n)	Provide floorspace for Safer Neighbourhoods unit by 2028.	Presence of Safer Neighbourhoods unit	Annual	Acolaid development management administration system.
CA5 (o)	Provide a contribution to facilitate the return of the Earl's Court one-way system to two-way working by 2020.	Nature and amount of financial contribution to facilitate the return of the Earl's Court one-way system to two-way working	Annual	Acolaid development management administration system.

CA5 (p)	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.		
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26.4.6 Lots Road Power Station

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA6 Lots Road Power Station				
CA6 (a),	Provide Flexible uses incorporating shops (A1), professional services (A2) or food and drink (A3): 1,029 sq.m,	Quantum and nature of class A floorspace.	Annual	Acolaid development management administration system.
CA6 (b)	Flexible uses incorporating shops (A1), professional services (A2), business (B1) or assembly and leisure (D2): 364 sq.m	Quantum and nature of Flexible A class, B1 or D2 class floorspace.	Annual	Acolaid development management administration system.
CA6 (c)	Business (B1): 3,499 sq.m	Quantum of B1 Floorspace		
CA6 (d)	Flexible uses incorporating non-residential uses (D1) or assembly and leisure (D2): 1653 sq.m	Quantum and nature of class D1 or D2 floorspace.	Annual	Acolaid development management administration system.
CA6 (e)	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.
CA6 (f)	Provision of open space and improvements to Westfield Park.	The nature of open space improvements.	Annual	Acolaid development management administration system.
CA6 (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
CA6 (h)	Improvements to the Chelsea Harbour Pier	The nature of the Chelsea Harbour Pier.	Annual	Information extracted from Transportation Department datasets
CA6 (i)	Road junction improvements	The nature of the road junctions on, and surrounding the development site.	Annual	Information extracted from Transportation Department datasets
CA6 (j)	Cycle and pedestrian improvements	The nature of the facilities/ provisions for cyclists and pedestrians.	Annual	Information extracted from Transportation Department datasets
CA6 (k)	Street scape improvements	The nature of streetscape improvements.	Annual	Information extracted from Transportation Department datasets
CA6 (o)	Works and maintenance of Chelsea Creek	How well maintained the Chelsea Creek is.	Annual	Acolaid development management administration system.
CA6 (p)	Adherence to design quality standards	The quality of the design and standards within the scheme.	Annual	Acolaid development management administration system.

26.4.7 Site at Lots Road

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA7 Site at Lots Road				
CA7 (a)	Provision of at least 55 extra care units	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA7 (b)	Provide 4000 sq m of commercial floorspace	Quantum and nature of class A and B floorspace.	Annual	Acolaid development management administration system.
CA7 (c)	Provision of active street frontages to Lots Road	The presence of an active street frontage on Lots Road	Annual	Acolaid development management administration system.
CA7 (d)	Development that respects the setting of the Lots Village 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	Acolaid development management administration system.
CA7 (e)	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	Acolaid development management administration system

CA7 (f)	Protection of the auction house use	Quantum and quality of A1 Auction house use.	Annual	Forthcoming planning applications and Acolaid development management administration system.
CA7 (g)	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.

26.4.8 Harrington Road

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA8 Harrington Road				
CA8 (a)	Provision of at least 50 residential units.	The number of residential units provided as part of the redevelopment of the site.	Annual	Acolaid development management administration system.
CA8 (b)	Provision of active street frontages to Harrington Road	The presence of an active street frontage on Harrington Road	Annual	Acolaid development management administration system.
CA8 (c)	Development that provides an appropriate setting for the adjacent listed St Augustine's Church;	The nature of the development and its impact upon the character and appearance of the surrounding area.	Annual	Acolaid development management administration system.
CA8(d)	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	Acolaid development management administration system
CA8(e)	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	Acolaid development management administration system
CA8(f)	Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Annual	Acolaid development management administration system.

26.4.9 Chelsea Farmer's Market

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA9 Chelsea Farmers' Market				
CA9 (a)	Provision of at least 50 residential units by 2028.	The number of residential units provided as part of the redevelopment of the site.	Annual	Acolaid development management administration system.
CA9 (b)	Provision retail units fronting Sydney Street by 2028.	The presence of retail units fronting Sydney Street.	Annual	Acolaid development management administration system.
CA9 (c) and (e)	Creation of a new public square by 2028.	The presence of a new public square.	Annual	Acolaid development management administration system.
CA9 (d) and (e)	Residential-led mixed use development;	The mix of uses that are given planning consent.	Annual	Acolaid development management administration system
CA9 (f)	Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Annual	Acolaid development management administration system.

26.5 Monitoring Infrastructure and Planning Contributions

Policy	Target	Monitoring Indicator(s)	Frequency	Source
C1: Infrastructure Delivery and Planning Obligations				
C1	To ensure delivery of necessary infrastructure provision to support development.	CIL liabilities issued CIL monies received CIL monies spent Value of development contributions received by type.	Annual	Acolaid.

		Analysis of in-kind and total received, by type of contribution and development. Infrastructure provision as identified within IDP.		
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26.6 Monitoring Enforcement

Policy C2: Planning Enforcement				
C2	To investigate planning enforcement cases	Number of planning enforcement cases investigated	Annual	Authority's Monitoring Report.
	To serve enforcement notices where breaches occur	Number of enforcement notices served		

26.7 Monitoring Strategic Objectives Policies

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CK1: Social and Community Uses				
CK1 (a)	Full occupation of new Academy in North Kensington by 2018.	Provision of a new Academy school in North Kensington and enrolment and pupil registration of the Academy.	Annual	Information extracted from planning application information and school admissions data.
CK1 (b)	Current percentage of access to facilities as detailed in the Walkable Neighbourhoods evidence base report is not diminished and expanded upon where appropriate.	Percentage of social and community facilities increases or decreases.	Annual	Information extracted from planning application information and GIS datasets.
CK1 (c)	No overall loss of facilities across the Borough.	Changes of use from social and community uses to other uses if results in a decrease.	Annual	Information extracted from planning application information.
CK1 (c)	Increase the existing land bank of social and community uses.	Changes of use to social and community use from other uses if results in an increase.	Annual	Information extracted from planning application information.
CK2: Local Shopping Facilities				
CK2	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.	Number of local convenience retail units created and to ensure that 77% of the Borough or more is within a 400m walk of facilities.	Annual	Information extracted from shopfront survey.
Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities				
CK3	Improve upon existing percentages as detailed in the Walkable Neighbourhoods base report.	Percentage of the area of the Borough which is deficient in social and community uses as defined in Keeping Life Local.	Annual	Information extracted from planning application information and GIS datasets
CK3	Seek increase in provision of both local authority and non- local authority educational establishments.	Number of educational establishments.	Annual	Information extracted from planning application information.
CK3	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.	Access to services and facilities by transport, walking and cycling.	Annual	National indicator 175.
CK3	85% of the Borough's area within an 800 metre walk of GP surgery.	Percentage of the area of the Borough within an 800 metre walk of a GP Surgery.	Annual	Information extracted from GIS datasets.
Policy CF1: Location of new shop uses				

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF1(a)	100% located in town centres or meeting the requirements of the sequential test.	Location of new shop floorspace	Annual	Information extracted from approved planning applications that have been built.
CF1(b)	100% located within existing higher order town centres or identified adjoining sites.	Location of new retail development with a floor area of 400m ² (gross external) or more.	Annual	Information extracted from approved planning applications that have been built.
CF1(c)	New shops of less than 400m ² provided in all areas of retail deficiency as shown on the plan within Chapter 18 (<i>Keeping Life Local</i>) by 2028.	Progress with development of new shops of less than 400m ² in areas of retail deficiency – floorspace of new units created.	Annual	Information extracted from planning applications/ approved applications that have been built.
CF1(d)	Latimer: 1,000 sq m of additional retail floorspace to be occupied. Kensal: New neighbourhood centre by the end of the plan period.	Progress in the establishment of new centres in Latimer and Kensal.	Annual	Information extracted from planning applications/ approved applications that have been built.
CF1(e)	100% meet the criteria set out in policy section (e).	Any approved applications which do not comply with policy CF1 parts (a) to (d).	Annual	Information extracted from approved planning applications that have been built.
Policy CF2 - Retail Development in Town Centres				
CF2(a)	100% reflecting the position of the centre in the retail hierarchy and assisting in the implementation of the vision for that centre (as set out in chapters 4-18).	Scale and nature of approved development.	Annual	Information extracted from approved planning applications that have been built.
CF2(b)	(i) 100% of approved development having a range of unit sizes. (ii) No amalgamation of units permitted.	(i) Range of shop unit sizes (ii) Amalgamation of units	Annual	Information extracted from approved planning applications built.
Policy CF3 - Diversity of uses within town centres				
CF3(a)	(i) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria (ii) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria (iii) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria Planning permission may not be required for many of these changes of use.	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.	Annual	Information extracted from applications for change of use that have been implemented.
CF3(b)	(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.	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).	Annual	Information extracted from applications for change of use that have been implemented.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF3(c)(d)(c)	100% of approved applications (including appealed decisions) meeting the criteria.	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.	Annual	Information extracted from applications for change of use that have been implemented.
CF3(d)(e)(d)	100% of approved applications (including appealed decisions) and prior approval applications meeting the criteria.	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.	Annual	Information extracted from applications for change of use that have been implemented.
Policy CF4 - Street Markets				
CF4(a)	No loss of street markets in the borough.	Number of all the borough's street markets.	Annual	The number of markets being managed through the Markets Office.
CF4(b)	New or expanded markets meeting the criteria.	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.	Annual	The number of markets being managed through the Markets Office.
CF4(c)	No loss of storage lockups for street traders.	Number of existing storage lockups for street traders, or their equivalent re-provision.	Annual	Information extracted from applications for change of use that have been implemented.
Policy CF5 - Location of business uses				
Offices				
CF5(a)	(i) 100% of approved applications (including appealed decisions) meeting the criteria. (ii) 100% of approved applications (including appealed decisions) meeting the criteria.	Number of applications (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.	Annual	Information extracted from applications for change of use that have been implemented.
CF5(b)	A net increase in the number of very small, small and medium-sized offices (up to 1000m ²) in the borough.	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.	Annual	Information extracted from planning applications that have been implemented.
CF5(c)	A net increase in the number of large offices, located in line with the criteria detailed in the policy.	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.	Annual	Information extracted from planning applications that have been implemented.
CF5(d)	Each development over 100m ² to have a range of unit sizes.	Number of applications granted and implemented which include provision of new business floorspace over 100m ² to be flexible, capable of accommodating a range of unit sizes.	Annual	Information extracted from planning applications that have been implemented.
Light industrial				
CF5(e)	No loss of light industrial floorspace and warehousing to a non B class use.	Net loss of industrial and warehousing floorspace to a non B class use throughout the borough.	Annual	Information extracted from planning applications that have been implemented.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF5(f)	No loss of vehicle repair garages within the Borough	Number of planning permissions granted involving the loss of a vehicle repair garage.	Annual	Information extracted from planning applications that have granted.
CF5(g)	100% of approved applications (including appealed decisions) meeting the criteria.	Percentage of new light industrial floorspace located within Employment Zones, predominantly commercial mews and other areas where amenity is not harmed.	Annual	Information extracted from planning applications that have been implemented.
CF5(h)	An increase in the number of premises of a size suitable for the creative and cultural businesses. (Very small, small and medium units).	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.	Annual	Information extracted from planning applications that have been implemented.
Employment zones				
CF5 (i)	No net loss of business floorspace in Employment Zones unless to a uses which supports the character and function of the zone.	Loss of business floorspace of uses which directly support the function and character of the zone.	Annual	Employment Land and Premises Study Information extracted from planning applications that have been implemented.
CF5(j)	In increase in A class and other town centre uses within the Employment Zone which help support the function and character of the zone	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	Annual	Information extracted from planning applications that have been implemented.
CF5 (k)	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.	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	Annual	Information extracted from planning applications that have been implemented.
Policy CF6 - Creative and Cultural Businesses				
CF6	An increase in the number of premises of a size suitable for the creative and cultural businesses. (Very small, small and medium units).	Promote and protect the workspaces needed to support the creative and cultural industries across the borough.	Annual	Information extracted from planning applications that have been implemented.
Policy CF7 - Arts and Culture Uses				
CF7(a)	No loss of arts and cultural uses in the borough.	Applications granted for net loss of arts and cultural uses.	Annual	Information extracted from planning applications that have been implemented.
CF7(b)	Arts and cultural development that generates large numbers of visitors in locations with as PTAL of 4 or more unless criteria met.	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.	Annual	Information extracted from planning applications that have been implemented.
CF7(c)	Any enabling development approved for the provision of arts or cultural uses.	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.	Annual	Information extracted from planning applications that have been implemented.
Policy CF8 - Hotels				
CF8(a)	No loss of hotels or bed spaces	Applications granted for loss of hotels or hotel bed spaces	Annual	Information extracted from planning applications that have been implemented.
CF8(b)	No new hotels located outside, or immediately adjacent to, the borough's higher order town centres.	Applications granted for new hotels by area.	Annual	Information extracted from planning applications that have been implemented.
CF8(c)	An increase in the quality and/ or quantity of the facilities of existing hotels in the borough.	An assessment of hotel quality.	Five year	RBKC Hotel Survey
Policy CF9 – Temporary Sleeping Accommodation				

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF9	Protect all permanent residential accommodation from changes of use to short term lets.	Number of residential units lost to short term lets. Number of enforcement cases relating to the unauthorised changes of use to short term lets.	Annual	Authority's Monitoring Report
Policy CF10 – Diplomatic and Allied Uses				
CF10	Resist the creation of any new diplomatic uses within the defined "unsuitable" areas.	Number of new embassies created within "unsuitable area". Number of applications granted when additional floorspace is created for embassy uses within "unsuitable area".	Annual	Authority's Monitoring Report
Policy CF11 – South Kensington Strategic Cultural Area				
CF11	An increase in visitors to principal cultural uses in the South Kensington Strategic Cultural Area	Number of visitors to main arts and cultural uses in the South Kensington Strategic Cultural Area.	Annual	Visit London Annual Visitor Survey
Policy CT1 - Improving alternatives to car use				
CT1(a)	To locate high trip generating development in areas of the borough where public transport accessibility is good and where there is sufficient capacity.	PTAL at sites of high trip generating development granted PP.	Annual	Department of Planning and Borough Development
CT1(b) & (c)	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.	Proportion of residential permissions granted with permit-free.	Annual	Department of Planning and Borough Development
CT1(d) & (e)	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.	Level of car parking provided in new residential and commercial development.	Annual	Department of Planning and Borough Development
CT1(f)	Secure improvements to the walking and cycling environment and cycle parking, showering and changing facilities in new development.	Access to services and facilities by public transport, walking and cycling (NI175).	Annual	Department of Transportation and Highways
CT1(g)	Ensure that new development incorporates measures to improve road safety, and in particular the safety of pedestrians, cyclists and motorcyclists.	Use of policy and achievement of its aims.	Annual	AMR
CT1(i)	Secure Travel Plans for larger scale development.	Number of Travel Plans secured (LI5106a and LI5106b for School Travel Plans).	Annual	Department of Transportation and Highways
CT1(j)	Ensure that public transport services, and access to them, are improved. North-south us links and areas that currently have lower levels of accessibility will be our priorities.	Access to services and facilities by public transport, walking and cycling (NI175).	Annual	Department of Transportation and Highways
CT1(k)	Ensure that step-free access is delivered at all underground and rail stations by 2028.	Number of stations with step- free access.	Annual	Department of Transportation and Highways
CT1(l)	Resist new public car parks.	Use of policy and achievement of its aims.	Annual	AMR
CT1(m)	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.	Level of car parking provided in new development.	Annual	Department of Planning and Borough Development
CT1(n)	Ensure that new development adjacent to the River Thames or Grand Union Canal improves public transport and freight on the water and waking and cycling alongside it.	Use of policy and achievement of its aims.	Annual	AMR
CT1(o)	Improve the streets within the Earl's Court one-way system	Improvements to the Earl's Court one-way system secured from high trip generating development in the area.	Annual	Department of Planning and Borough Development
CT1(p)	Protect existing footways and footpaths.	Use of policy and achievement of its aims.	Annual	AMR
Policy CT2 - New and enhanced rail infrastructure				
CT2(a)	Establish an Elizabeth Line station at Kensal	The provision of an Elizabeth Line station at Kensal.	Annual	Crossrail

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CT2(b)	The creation of a new station on the West London line at Westway Circus	The provision of a new station at Westway Circus	Annual	TfL
CT2(c)	Protect the safeguarded route for Crossrail 2.	Safeguarded route protected, including for new station on King's Road.	Annual	TfL
CR1 - Street Network				
CR1(a)	To establish traditional street patterns within regeneration and large scale development schemes which are permitted within the plan period.	The number of new roads adopted by the Council. NI 5: Overall/general satisfaction with local area.	Annual	RBKC Street Naming and Numbering National Indicator: RBKC Performance Report.
CR1(b)	To improve connectivity within the Borough.	Changes in the Space Syntax map.	Reviewed every 5 years	Planning and Borough Development
CR1(c)	To improve accessibility of the street network within the Borough.	The number of street improvement schemes completed.	Annual	Statistical analysis of Local Implementation Plan.
CR1(d)	That 100% of all new streets are built to adoptable standards.	The number of new streets adopted and the number of new streets yet to be adopted.	Annual	RBKC Street Naming and Numbering
CR1(e)	That no new gated developments are created within the plan period.	The number of applications approved for gated development.	Annual	Acolaid development control administration system.
CR1(f)	That there are no reductions in the number of existing rights of way within the plan period.	Use of policy and achievement of its aims.	Annual	AMR
Policy CR2 - Three-Dimensional Street Form				
CR2(a)	To establish traditional high quality street character and street form in all new or proposed streets within the plan period.	The number of new roads adopted by the Council.	Annual	Statistical analysis of road adoption records.
CR2(b)	To establish traditional high quality street character and street form in all new or proposed streets within the plan period.	Building height and street width.	Annual	Statistical analysis of road adoption records.
CR2(c)	To establish traditional high quality street character and street form as a result of new development within the plan period.	The percentage of appeals where CR2(c) was a reason for refusal.	Annual	Acolaid development control administration system.
CR2(d)	To establish active street frontages and natural surveillance on all streets.	The percentage of appeals where CR2(d) was a reason for refusal.	Annual	Acolaid development control administration system.
CR2(e)	To establish well defined open spaces within the Borough.	The percentage of permissions incorporating open space where CR2(e) was the reason for refusal.	Annual	Acolaid development control administration system.
Policy CR3 - Street and Outdoor Life				
CR3(a) & (b)	To provide successful and safe street markets throughout the plan period.	The number of new market stalls and number of vacant market stalls.	Annual	RBKC Street Trading Statistics
CR3(c)	To provide pedestrian friendly outdoor environments within the borough.	The number of street improvement schemes carried out.	Annual	Statistical analysis of Local Implementation Plan.
CR3(d)	To provide opportunities for outdoor life in the borough within the plan period.	The number of pavement cafes given planning permission.	Annual	Acolaid development control administration system.
CR3(e) & (f)	To provide successful and well- managed special events in the borough.	The number of special events given planning permission.	Annual	Acolaid development control administration system.
Policy CR4 - Streetscape				
CR4(a)	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.	Section 106 agreements secured that include York stone paving. Percentage of appeals where CR4 was a reason for refusal. NI195a (Improved street and environmental cleanliness: levels of litter). NI195b (Improved street and environmental cleanliness: levels of litter). NI195b (Improved street and environmental cleanliness: levels of litter).	Annual	Acolaid development management administration system.
CR4(b), (c) & (d)	To provide attractive and pedestrian friendly streets within the borough.	Number of environmental improvements secured within S106 agreements.	Annual	AMR

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CR4(e) & (f)	To maintain appearance of the streetscene through resisting all inappropriate advertisement.	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.	Annual	Acolaid development management administration system. Council's Highways Enforcement team.
CR4(g)	To maintain high quality streetscapes and front gardens.	The percentage of applications for crossovers and forecourts that were refused stating CR4(g) as the reason for refusal.	Annual	Acolaid development management administration system.
CR4(h)	To increase the amount of public art in the borough over the plan period.	The number of new public art features created through development.	Annual	Acolaid development management administration system.
Policy CR5 - Parks, Gardens, Open Spaces and Waterways				
CR5(a), (b) & (d)	To improve the quality of the borough's parks, gardens, open spaces and waterways within the plan period.	The amount of completed new public open space created. Number of parks and open spaces with an adopted Management Plan.	Annual	Acolaid development management administration system. Monitoring from RBKC Parks and Leisure Department
CR5(c)	To protect the borough's existing high quality garden squares.	Proportion of appeals dismissed where CR5(c) is cited as the reason for refusal.	Annual	Acolaid development management administration system.
CR5(e)	To deliver on site external play space.	Proportion of appeals dismissed where CR5 (e) is cited as the reason for refusal. Number of proposals which include the provision of external play space. Proportion of major residential developments which include the provision of external play space.	Annual	Acolaid development management administration system. S106 and CIL monitoring.
CR5(f)	To improve biodiversity and wildlife habitats within the borough.	Improvements in biodiversity in the borough.	Annual	Core Output indicator 8
CR5(g)	To protect the open spaces bounding the Royal Hospital.	The proportion of appeals dismissed where CR5(g) is cited as the reason for refusal.	Annual	Acolaid development management administration system.
CR5(h) & (j)	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.	The number of additional waterside walks, cycle ways and new access points created through development. Has the Cremorne Wharf been maintained as a "Safeguarded Wharf"? Thames Estuary Partnership Action Plan Annual Review shows update on implementation process of Action Plan. Proportion of appeals dismissed where CR5(j) or (k) is cited as the reason for refusal. Number of new residential moorings permitted.	Annual	Acolaid 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.
Policy CR6 - Trees and landscape				
CR6(a), (b), (c) & (h)	To maintain a high level of trees in the borough.	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.	Annual	Acolaid development management administration system.
CR6(d), (e) & (f)	To improve the townscape character through high quality landscaping.	The percentage of appeals where CR6 (d), (e) or (f) was cited as the reason for refusal.	Annual	Statistical analysis of the Arboricultural records

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CR6(g)	To increase the number of street trees by 200 trees by 2028.	The number of street trees planted annually.	Annual	Statistical analysis of the Arboricultural records
Policy CR7 - Servicing				
CR7(a), (b) & (c)	To only establish visually unobtrusive servicing facilities.	The number of planning applications for uses greater than 1,000m ² with on-site servicing. Percentage of appeals where CR7 was a reason for refusal.	Annual	Acolaid development management administration system.
	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.	Annual	Authority's Monitoring Report
Policy CL1 - Context and Character				
CL1(a), (b), (f), (g), (h), (i)	All development will be designed to respect context and character of the Royal Borough within the plan period.	Percentage of appeals dismissed where CL1(a), (b), (f), (g), (h) or (i) is the reason for refusal.	Annual	Acolaid development management administration system.
CL1(c)	All development optimises development.	Percentage of appeals dismissed where CL1(c) is the reason for refusal.	Annual	Acolaid development management administration system.
CL1(d) & (e)	To improve the Borough's river- side and canalside environments	The number of developments approved that include waterside improvements	Annual	Acolaid development management administration system.
Policy CL2 - Design Quality				
CL2(a) & (b)	All new development will be of high quality architectural and urban design.	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.	Annual	Royal Borough of Kensington and Chelsea and RIBA design awards. Core Output indicators.
Policy CL3 - Heritage Assets - Conservation Areas and Historic Spaces				
CL3(a), (b) & (c)	To preserve or enhance the character and appearance of the Borough's heritage assets throughout the plan period.	Percentage of appeals where CL3(a), (b) or (c) is the reason for refusal.	Annual	Acolaid development management administration system.
CL3 (b)	To ensure that uses which contribute to the character of conservation areas is protected.	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.	Annually	Acolaid development management administration system for applications and for prior approval notifications. RBKC out of centre land use surveys.
CL3(d)	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.	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.	Annual	Acolaid development management administration system.
Policy CL4 - Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology				
CL4(a) & (b)	The Borough's heritage assets will be preserved or enhanced throughout the plan period.	The number of listed buildings in the borough. The number of buildings on the 'Buildings at Risk' register.	Annual	Historic England Listed Buildings and Buildings at Risk registers.
CL4(c), (d), (f)	Preserve special architectural features of listed buildings.	Percentage of appeals where CL4(c) or (d) cited as the reason for refusal.	Annual	Acolaid development management administration system.
CL4(e)	Preserve or enhance the listed buildings within the Borough.	Percentage of appeals for the change of use of listed building where CL4(e) cited as the reason for refusal.	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CL4(g)	The Borough's archaeological assets will be preserved throughout the plan period.	Percentage of appeals where CL4(g) cited as the reason for refusal.	Annual	Acolaid development management administration system.
Policy CL5 - Living Conditions				
CL5	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).	Percentage of permissions where CL5 cited as a reason for refusal.	Annual	Acolaid development management administration system.
Policy CL6 - Small-scale Alterations and Additions				
CL6(a), (b) & (c)	To ensure that all alterations and additions maintain the existing quality and character of the Borough's buildings.	Percentage of appeals where CL6 cited as a reason for refusal.	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator	When	Measured How	Measured by whom	Trigger for review
Policy CL7 – Basements						
CL7 (a), (b) & (c)	All permissions to be granted within the limits on extent set out in the policy.	<p>Number of permissions for basement proposals, including a break down by size and type.</p> <p>Number of relevant applications granted over a two year period which do not comply with the limits set out in the policy.</p> <p>Appeals upheld on grounds of extent specified in the policy.</p> <p>Number of enforcement notices served relating to basement development being built not in accordance with the approved drawings.</p>	Annually	<p>Through planning data on Acolaid/ Crystal Reports.</p> <p>Appeal analysis. Acolaid enforcement monitoring system.</p>	Department of Planning and Borough Development	<p>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.</p> <p>More than 25% of relevant applications granted over a two year period which do not comply with the limits set out in the policy.</p>
CL7 (d)	Basements should not cause loss, damage or long term threat to trees of townscape or amenity value.	<p>Number of permissions for basement proposals which include the loss or damage to a tree of townscape or amenity value.</p> <p>Number of enforcement investigations relating to damage to trees during construction phase of development.</p> <p>Damage to trees of townscape and amenity value post construction.</p> <p>Number of enforcement notices served, and where challenged, quashed.</p>	Annually	<p>Aerial photos of before and after for basement permissions.</p> <p>Acolaid enforcement monitoring system.</p> <p>Through planning data on Acolaid/ Crystal Reports.</p> <p>Appeal analysis.</p>	Department of Planning and Borough Development	<p>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the impact on trees is considered by the Council to be a principal issue but where this was not supported by the Inspector.</p> <p>More than 25% of relevant applications granted over a two year period which do not comply with the limits set out in the policy.</p>
CL7 (e) & (f)	In assessing harm to a heritage asset, the Council will apply the tests in national policy.	<p>Proportion of appeals upheld on grounds of impact on the heritage asset.</p> <p>Number of enforcement investigations relating to damage to the fabric of listed building during construction phase of development.</p> <p>Number of enforcement notices served, and where challenged, quashed.</p>	Annually	<p>Through planning data on Acolaid/ Crystal Reports.</p> <p>Acolaid enforcement monitoring system.</p>	Department of Planning and Borough Development	<p>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the impact upon a heritage asset is considered by the council to be a principal issue but where the council's view on this matter was not supported by the Inspector.</p>

Policy	Target	Monitoring Indicator	When	Measured How	Measured by whom	Trigger for review
CL7 (g) & (h)	Improve the character or appearance of the building, garden or wider area with sensitively designed and discreetly sited external manifestations such as light wells.	Proportion of appeals upheld where the reason for refusal related to external manifestations of basements.	Annually	Through planning data on Acolaid/ Crystal Reports	Department of Planning and Borough Development	More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the Council considered impact upon character and appearance to be a principal issue but where this was not supported by the Inspector.
CL7 (i)	Ensure that the basement does not increase the volume and flow of surface water run-off through appropriate use of SuDS.	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.	Annually	Through planning data on Acolaid/ Crystal Reports	Department of Planning and Borough Development	More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the Council consider the provision of SuDS to be principal issue but where this was not supported by the Inspector. More than 25% of relevant applications have not demonstrated the provision of an effective SuDS.
CL7 (j)	Require provision of 1 metre of soil.	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.	Annually	Through planning data on Acolaid/ Crystal Reports	Department of Planning and Borough Development	More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the Council considered the provision of a metre of soil to be a principal issue but where this was not supported by the inspector. More than 25% of relevant applications granted over a two year period which do not provide a metre of soil on the top of the basement beneath the garden.
CL7(k) & (l)	Ensure that construction impacts are appropriately mitigated.	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.	Annually	Through enforcement data on Acolaid/ Crystal Reports. Environmental Health noise complaints.	The Council – Department of Planning and Borough Development and Environmental Health	More than 50% of enforcement notices quashed over a two year period where the construction impacts were included by the Council as a key reason for the notice, but where this aspect was not supported by the inspector.

Policy	Target	Monitoring Indicator	When	Measured How	Measured by whom	Trigger for review
CL7 (m)	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.	Properties with newly created basements under imminent danger of collapse under the London Building Act.	Annually	Through Building Control Acolaid data.	The Council – Department of Planning and Borough Development and Building Control.	The Council will review the effectiveness of the policy when any building is shown to be in imminent danger of collapse.
CL7 (n)	Ensure that basements are protected from sewer flooding.	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.	Annually	Reported by Thames Water	The Council – Department of Planning and Borough Development (Flooding Officer)	More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the protection of sewer flooding was considered by the Council to be a principal issue but where this was not supported by the Inspector. More than 25% of relevant applications granted over a two year period which do not include the provision of a suitable pumped device.
		Number of basements built within the Borough under permitted development rights.	Annually	Through planning data on Acolaid/ Crystal Reports.	Department of Planning and Borough Development.	The Council will review the effectiveness of the policy if there is a doubling in the number of basements built under permitted development when compared to the 12 months before the adoption of CL7.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CL8 - Existing Buildings – Roof Alterations/Additional Storeys				
CL8(a), (b)	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.	Percentage of appeals where CL8 cited as the reason for refusal.	Annual	Acolaid development management administration system.
Policy CL9 - Existing Buildings – Extensions and Modifications				
CL9	All extensions and modifications will respect the architectural style and character of the building.	Percentage of appeals where CL9 cited as the reason for refusal.	Annual	Acolaid development management administration system.
CL9(b), (f)	All extension heights will have a positive impact on the Borough's skyline.	Percentage of appeals where CL9 cited as the reason for refusal.	Annual	Acolaid development management administration system.
CL9 (j)	New conservatories will respect the architectural style and character of the building.	Percentage of appeals dis- missed where CL9 cited as the reason for refusal.	Annually	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CL10 - Shopfronts				
CL10(a)	All new shopfronts and alterations will have a positive impact on the streetscene.	Percentage of appeals where CL10 cited as the reason for refusal.	Annual	Acolaid development management administration system.
Policy CL11 - Views				
CL11(a), (b), (c)	All new buildings and extensions heights will have a positive impact on the Borough's skyline	Percentage of appeals where CL11 cited as the reason for refusal.	Annual	Acolaid development management administration system.
CL11(a)	To maintain the strategic and local vistas views and gaps.	Percentage of appeals dismissed where CL11(a) cited as the reason for refusal.	Annual	Acolaid development management administration system.
Policy CL12 - Building Heights				
CL12(c)	That new buildings respect the setting of the Borough's townscape. That 100% of application for tall buildings are full planning applications.	The number of full and outline applications for tall buildings. Percentage of appeals dismissed where CL12 cited as the reason for refusal.	Annual	Acolaid development management administration system.
Policy CH1: Increasing Housing Supply				
CH1(a)	To deliver the required provision of housing.	Housing trajectory Plan period and housing targets Net and gross housing completions and approvals (previous years, current year, future years).	Annual	London Development Database and analysis of likely future housing developments.
CH1(b)	No approvals for amalgamations where there is the net loss of more than one residential unit.	Net loss of residential units	Annual	London Development Database
CH1(c)	Prevention of further loss of housing stock through the amalgamation of existing dwellings.	Number of s106 agreements including restriction on further amalgamation clause.	Annual	S106 Agreements
CH1(e)	Protection of all market residential use and floorspace except for the reasons within Policy CH3	Percentage of qualifying development refused where this policy is quoted as a reason for refusal.	Annual	London Development Database
CH1(f)	Protection of all affordable housing floorspace and units.	Percentage of qualifying development refused where this policy is quoted as a reason for refusal.	Annual	London Development Database
Policy CH2: Affordable Housing				
CH2(a)	To deliver the required proportion of starter homes.	Proportion of starter homes secured.	Annual	London Development Database
CH2(b)	Securing the maximum reasonable amount of affordable housing.	Net and gross affordable housing completions and approvals.	Annual	London Development Database
CH2(c)	Separate to any starter homes provision, require appropriate split between social/affordable rented and intermediate housing provision.	Net and gross affordable housing completions and approvals – including % of different affordable housing tenures.	Annual	London Development Database
CH2(f(i))	Receipt of viability assessment for all schemes where less than 35% affordable housing is proposed.	Receipt of viability assessments submitted alongside affordable housing scheme applications.	Annual	Acolaid development management administration system.
CH2(f(iii))	Receipt of two viability assessments comparing residential land values where in lieu payments are to be accepted.	Number of viability assessments submitted alongside affordable housing scheme applications.	Annual	Development management administration system
Policy CH3: Housing Size Mix and Standards				

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CH3(a)	Provide a mix of housing types and sizes which meets the needs of the borough.	Percentage of different housing sizes (approvals and completions)	Annual	London Development Database
Policy CH4: Specific Housing Needs				
CH4(a) & (b)	To meet needs of older people through protection and delivery of extra care and sheltered housing.	Number of new sheltered housing and extra care homes approvals and completions.	Annual	London Development Database
CH4(d)	Support for self-build.	The number of self-build serviced plots.	Annual	Acolaid development management administration system
CH4(e)	Build to rent scheme proposals	Completions and approvals of schemes classed as build to rent	Annual	Acolaid, London Development Database
CH4(f)	Student housing proposals	Completions and approvals of student housing	Annual	London Development Database
CH4(i)	Protect housing which meets identified local needs	Net change in the provision of HMOs and hostels (approvals and completions).	Annual	London Development Database
Policy CH4: Estate Renewal				
CH4	Deliver the maximum reasonable amount of affordable housing and meet the needs of existing residents through estate renewal.	Net change in the amount of affordable housing provision.	Annual	London Development Database
Policy CH6: Gypsy and Traveller Accommodation				
CH6	All pitches at the existing site to be protected	Net additional Gypsy and Traveller pitches (Core Output Indicator H4).	Annual	London Development Database
Policy CE1 - Climate Change				
CE1(a) to (f)	34% reduction in carbon dioxide emissions against 1990 levels by 2020; 80% reduction in carbon dioxide emissions against 1990 levels by 2050	Boroughwide carbon dioxide emissions.	Annual	Department for Business, Energy and Industrial Strategy/AEA Technology Plc Environmental Statistics
CE1(a) to (d) (f)	20% increase in energy generation from renewable sources	Energy generation from renewable sources in kWh/ year including a record of type, location and output.	Annual	Core Output Indicator E3 and information extracted from planning application.
CE1(a) to (c)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE1(d)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information
CE1(c) to (e)	CCHP, or similar, proposed at all the strategic site allocations, Kensal, Wornington Green, Latimer and Earl's Court.	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.	Annual	Extracted from planning application information.
CE1(e)	100% of all proposed CCHP or similar.	Percentage of proposed CCHP plant or similar which connects to or is able to connect to existing or planned CCHP or similar.	Annual	Extracted from planning application information.
CE1(f)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
Policy CE2 - Flooding				
CE2(a), h, j & (f)	0 planning applications should be granted	Number of planning applications granted contrary to Environment Agency advice or Lead Local Flood Authority advice.	Annual	Core Output Indicator E1/ Core Output Indicator 7
CE2(b)	100% where required.	Number of Flood Risk Assessments (FRAs) and Exception Tests submitted with qualifying planning applications.	Annual	Extracted from planning application information.
CE2(c)	100% where required.	Number of Sequential Tests undertaken for planning applications within Flood Risk Zones 2 and 3 with qualifying planning applications.	Annual	Extracted from planning application information.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CE2(d)	100% where required.	Percentage of qualifying planning applications which propose adequate flood risk measures.	Annual	Extracted from planning application information.
CE2(e)	100% where required.	Percentage of qualifying planning applications which propose maintenance of flood risk assets and measures.	Annual	Extracted from planning application information.
CE2(g)	100% where required.	Percentage of qualifying planning applications which propose adequate reduction of surface water run-off and SuDS.	Annual	Extracted from planning application information.
CE2(i)	100% where required.	Percentage of qualifying planning applications which propose permeable surfaces in gardens and landscaped areas.	Annual	Extracted from planning application information.
CE2(f)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE2(j)	100% where required.	Percentage of qualifying planning applications which propose SuDS when not required.	Annual	Extracted from planning application information.
CE2(k)	Minimise the impact of the works on the character of the area and appearance of the area and amenity	Impact of the works associated to the Thames Tideway Tunnel to the area.	Upon receipt of planning application	Extracted from planning application information.
CE2(l)	100% where required.	Percentage of qualifying planning applications which propose water and sewerage infrastructure.	Annual	Extracted from planning application information.
Policy CE3 - Waste				
CE3(a) to (g)	5kg/household reduction from previous year (445kg/household in 2015/16)	Residential household waste	Annual	National Indicator 191.
CE3(a) to (g)	26.90% (QPRB 2016/17)	Percentage of household waste sent for reuse, recycling and composting.	Annual	National Indicator 192.
CE3(a) and (b)	Meet the London Waste apportionment Gap as established in the WRWA WPA Waste Technical Paper (2016) and future updates. Waste imports/exports and arisings for other waste streams will be monitored with the other WRWA WPAs as part of ongoing joint work.	Tonnes of waste sent for reuse, recycling and composting.	Annual	Extracted from LACW monitoring Data and Waste Data Interrogator
CE3(c)	Safeguard Cremorne Wharf	No loss of Cremorne Wharf.	Upon receipt of planning application	Extracted from planning application information.
CE3(d)	On-site waste management facilities at Kensal Gasworks and the Earl's Court Exhibition Centre site.	On-site waste management facilities delivered and part of the redevelopment of Kensal and Earl's Court.	Upon receipt of planning application	Extracted from planning application information.
CE3(e)	Small scale and innovative waste management facilities on residential, commercial and mixed use development where possible	Small scale waste management facilities delivered as part of residential, commercial and mixed use development.	Upon receipt of planning application	Extracted from planning application information.
CE3(f)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE3(g)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE3(h)	100% where required.	Percentage of qualifying development where a Site Waste Management Plan for demolition and construction waste has been submitted.	Annual	Extracted from planning application information.
Policy CE4 - Biodiversity				
CE4 (a) to (d)	50% of local sites (Performance Report 2009).	Proportion of local sites where positive conservation management has been or is being implemented.	Annual	National Indicator 197.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CE4 (a), (b) and (d)	Increase in species throughout the borough.	Change in designated areas and populations of biodiversity (in numbers of species).	Annual	Core Output indicator 8 information from Greenspace Information for Greater London (GiGL)
CE4 (c)	100% of all qualifying development	Percentage of qualifying development where an Ecological Impact Assessment has been submitted	Annual	Extracted from planning application information.
Policy CE5 - Air Quality				
CE5 (a) to (d)	To reduce boroughwide emissions of NOx	Mean nitrogen dioxide (NO _x in micrograms s/n) emissions at identified sites within borough	Annual	National Indicator 194 from the Annual Air Quality Monitoring Progress Reports
CE5 (a) to (d)	To reduce borough-wide emissions of very small particles.	Emissions of very small particles (PM10 and PM2.5 in micrograms/m ³) at identified sites within Borough, including the number of daily exceedences per year.	Annual	National Indicator 194 from the Annual Air Quality Monitoring Progress Reports
CE5 (a)	100% of all qualifying development	Percentage of qualifying development where an air quality assessment has been submitted.	Annual	Extracted from planning application information.
CE5 (b)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE5 (d)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
Policy CE6 - Noise and Vibration				
CE6 (a) to (d)	These should be kept to a minimum	Number of noise and nuisance complaints where planning permission has been granted, including the location and potential noise source.	Annual	Local Indicator 4151 using HHACS data
CE6 (a) to (d)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE6 (d)	None set	Number of tranquil quiet areas designated and reasons for designation?	Annual	Interview with Senior Noise and Nuisance Officer
CE6	Control the impact of noise and vibration sources during both construction and operational phases of development.	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.	Annual	Enforcement data on Acolaid and information from the Environmental Health team.
Policy CE7 Contaminated Land				
CE7	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.	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.	Annual	The Borough's Environmental Health team

Chapter 27 Contingencies and Risks for Site Allocations

Housing Provision

- 27.1.1 Contingency and risk with regard to housing provision has been taken into account in Chapter 23 Diversity Housing through the inclusion of the appropriate buffer over the housing target for the first 5 years. A Housing Trajectory is provided in Chapter 28. The housing target is monitored on an annual basis in the Council's Monitoring Report as set out in Chapter 26 Monitoring.
- 27.1.2 With regard to affordable housing provision, the affordable housing target set out in Chapter 23 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

- 27.1.3 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).
- 27.1.4 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.
- 27.1.5 The infrastructure schedule (see Chapter 25), 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.
- 27.1.6 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).

27.1.7 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.

1. No:	2. Policy	3. Dependency: if this policy is not implemented, what may not happen on the ground as a result?	4. Central to delivery of the strategy vision?	5. Risk(s): what can get in the way of implementing the policy?	6. Likelihood of risk occurring?	7. Impact on the strategy if risk occurs?	8. Plan B Required?	9. Potential Alternatives	10. Source from which other options are drawn	11. Reason for selecting Plan B	12. Reason for rejecting other options	13. Implications of Plan B on dependencies	14. Delivery Implications
SITE ALLOCATIONS													
1	Kensal: Elizabeth Line Station and significant volumes of development on the Kensal Canalside Opportunity Area.	a) Regeneration linked to significant improvements in accessibility may be reduced	Yes	Risk (i) Network Rail identifies the station and / or additional track cannot be accommodated	Medium	High	Yes	Plan B: Improve local accessibility through bus-based improvements and off site rail improvements, and maintain relatively high development densities	Kensal Canalside Transport and Development Infrastructure Funding Study 2016,	This would allow the Council to meet its Housing targets and deliver some local regeneration benefits albeit at a reduced density	n/a	The development potential would be limited by bus-based improvements. However, whilst the accessibility of the area as a whole may not be transformed as it would by a rail station, testing indicates that increasing the PTAL from 2-3 to 4 can be achieved by adding extra bus routes.	PTAL increase would be achieved using buses which will make the development less attractive and less financially viable. The size of roads required to access the site would reduce the number of new residential units. The scale of this impact will be established in an SPD for the site that will be produced in 2017.
		b)The scale of development may be reduced if not all sites are available	Yes	Risk (ii) Decommissioning of the Gasholders is not brought forward in line with the proposed development phasing	Medium	High	Yes	Plan B: Reduced development on the sites as a whole. In addition, development on the adjacent site would need to take into account the HSE buffer zone which limits residential dwellings	Kensal Canalside Transport and Development Infrastructure Funding Study 2016,	This would allow the strategy - of using the Kensal sites as a catalyst to regenerate the wider north Kensington area to continue, albeit with the site at a reduced density	n/a	The development potential would be less as thus the regeneration effect upon the area as a whole will be reduced	The prolonged presence of the gas holders will limit development on Phase 1 to between 1,215 and 1,404 new dwellings at PTAL4. The Southern Site (North Pole Depot) would still be able to come forward. As this is not affected by the Consultation Zone, development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL4. This would indicate the likely capacity of the Strategic Site would be between 2,215 and 2,652 new dwellings including an enlarged Sainsbury's store and other non-residential uses together with the reprovision of existing facilities. Bridges would still be considered as part of Phase 2 of this scenario
									Plan C: increase development on remaining sites to compensate	This option was not explicitly explored as it is not a realistic option	n/a	It is unrealistic to suggest that, taking the safety zone into account, the remaining sites would achieve this objective	n/a

1. No.	2. Policy	3. Dependency: if this policy is not implemented, what may not happen on the ground as a result?	4. Central to delivery of the strategy vision?	5. Risk(s): what can get in the way of implementing the policy?	6. Likelihood of risk occurring?	7. Impact on the strategy if risk occurs?	8. Plan B Required?	9. Potential Alternatives	10. Source from which other options are drawn	11. Reason for selecting Plan B	12. Reason for rejecting other options	13. Implications of Plan B on dependencies	14. Delivery Implications
				Risk (iii) North Pole Depot is not released for redevelopment	High	High	Yes	Plan B: Reduced development on the sites as a whole. In addition, the potential for bridge links across the railway, and running a bus-link along the southern side of the railway to connect to Hammersmith and Fulham would be removed	Kensal Canalside Transport and Development Infrastructure Funding Study 2016,	This would allow the strategy - of using the Kensal sites as a catalyst to regenerate the wider north Kensington area to continue, albeit with the site at a reduced density and less effective connections	n/a	The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced	The residential units that could have been delivered on the North Pole Depot will not be built. Without a new bridge heavy road engineering will be required to provide adequate access to the northern part of the site, this will reduce the number of residential units that can be delivered, make the development less attractive and reduce development viability. The scale of this impact will be established in an SPD for the site that will be produced in 2017.
								Plan C: increase development on remaining sites to compensate	This option was not explicitly explored as it is not a realistic option	n/a	It is unrealistic to suggest that, the remaining sites would achieve this objective	n/a	n/a
				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.	Medium	High	Yes	Plan B revert to development achievable without a station and a bridge.	Kensal Canalside Transport and Development Infrastructure Funding Study 2016,	Only realistic alternative.	n/a	The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced.	Without a Crossrail station and a new bridge heavy road engineering will be required to provide adequate access to the northern part of the site, this will reduce the number of residential units that can be delivered, make the development less attractive and reduce development viability. The scale of this impact will be established in an SPD for the site that will be produced in 2017.
2	Worlington Green Estate regeneration including the building of additional private homes for sale alongside the replacement social rented dwellings	a) The existing community will miss out on new homes and the opportunity to increase the Borough's housing stock will be missed	Yes	Risk (i) Funding is not forthcoming from the HCA	Low	High	Yes	Plan B. The project is delayed until alternative funding sources can be found	This was not explicitly considered as a separate option	This is the only alternative available that keeps the strategy for the project in tact	n/a	Benefits of redevelopment would be delayed	Other funding sources will have to be found elsewhere or the site will be delayed until another funding stream becomes available
								Plan C. Further private housing is needed to fund any 'gap' which has serious implications in terms of the quality of the resultant scheme	This was considered as part of the process of preparing an SPD for the site, including examining the case for redevelopment through the OSC process	n/a	This has been rejected as it would fail to deliver the underpinning strategy	n/a	n/a

1. No.	2. Policy	3. Dependency: if this policy is not implemented, what may not happen on the ground as a result?	4. Central to delivery of the strategy vision?	5. Risk(s): what can get in the way of implementing the policy?	6. Likelihood of risk occurring?	7. Impact on the strategy if risk occurs?	8. Plan B Required?	9. Potential Alternatives	10. Source from which other options are drawn	11. Reason for selecting Plan B	12. Reason for rejecting other options	13. Implications of Plan B on dependencies	14. Delivery Implications
								Plan D. The development fails to go ahead, and existing homes are retrofitted to decent homes	This was considered as part of the process of preparing an SPD for the site, including examining the case for redevelopment through the OSC process	n/a	This has been rejected as it would fail to deliver the underpinning strategy	n/a	n/a
3	Land adjacent to Trellick Tower:		Yes	No risks have been identified.			No	n/a	n/a	n/a	n/a	n/a	n/a
4	Warwick Road sites	a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets	Yes	Risk (i) Primarily the recession	High	High	Yes	There are no Plan Bs that the Council can implement that would counter the international recession. We would have to accept that the development may be delayed	n/a	n/a	n/a	n/a	n/a
5	Earl's Court Exhibition Centre: mixed use redevelopment including an exhibition or convention use	a) The Earl's Court cultural 'brand' is lost if no exhibition centre or convention use is included in the redevelopment.	Yes	Risk (i) The exhibition or convention uses require too high a cross-subsidy from the development, forcing up development volumes to unacceptable levels	Negligible	High	Yes	It is the ambition of the Council to retain an international convention or exhibition centre in Earl's Court. However, these facilities may be provided within the Kensington Olympia site, and therefore a cultural facility of at least national significance would address the Council's ambition to retain the cultural brand. Therefore, no Plan B is needed despite the 'high' impact score	n/a	n/a	n/a	n/a	n/a
		b) The Earl's Court one-way system does not receive sufficient investment to be returned to two-way working	Yes	Risk (ii) The comprehensive development including the decking over of rail tracks is so expensive that there is insufficient funding or support from TfL to return the one-way system to two-way working.	Medium	Medium	No	n/a	n/a	n/a	n/a	n/a	n/a
		c)	Yes	Risk (iii) The different sites are not developed comprehensively but come forward in a piecemeal manner	Med	Med	Yes	Strategic Site comes forward on its own. The Policy and supporting text in chapter 26 takes this into account.	n/a	n/a	n/a	n/a	n/a

1. No:	2. Policy	3. Dependency: if this policy is not implemented, what may not happen on the ground as a result?	4. Central to delivery of the strategy vision?	5. Risk(s): what can get in the way of implementing the policy?	6. Likelihood of risk occurring?	7. Impact on the strategy if risk occurs?	8. Plan B Required?	9. Potential Alternatives	10. Source from which other options are drawn	11. Reason for selecting Plan B	12. Reason for rejecting other options	13. Implications of Plan B on dependencies	14. Delivery Implications
6	Lots Road Power Station	a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets	Yes	Risk (i) Primarily the recession	Low	Med	No	The risks have been assessed as low as pre-enabling works have begun and a formal start on site is expected shortly	n/a	n/a	n/a	n/a	n/a
7	Site at Lots Road	a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets	Yes	Risk (i) Both RBKC and LBHF Councils failing to agree comprehensive development of the site.	Med	Med	Yes	Develop only the portion of the site within RBKC	n/a	Cannot agree comprehensive redevelopment with LBHF	n/a	Development potential would be less therefore benefits of comprehensive redevelopment reduced	Delivery would be delayed
8	Harrington Road	a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets	Yes	Risk (i) The site is not brought forward for development	High	Med	No	There are no Plan Bs that the Council can implement that would bring the site for development.	n/a	n/a	n/a	n/a	Delivery may not come forward
9	Chelsea Farmers' Market	a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets	Yes	Risk (i) The site has been identified as a construction site for Crossrail 2	Med	Med	No	The project is delayed until the site is released for development	n/a	n/a	n/a	n/a	Delivery would be delayed

Section 3 Supporting Information

Chapter 28 Housing Trajectory and Supporting Information

28.1 Housing Trajectory

28.1.1 The London Plan, sets out a housing target of 733 dwellings per annum¹⁹¹ that the borough should seek to meet and exceed. The target is for ten years between 2015 and 2025 and has been rolled forward¹⁹² to 14 years (1 April 2015 – 31 March 2029) giving a target of 10,262 dwellings. From 2015-2017 a total of 531 dwellings were completed, leaving a remaining housing requirement on 1 April 2017, of 9,731 dwellings to the end of plan period (12 years plus 935 undersupply).

First five year period (2017/18 to 2021/22)

28.1.2 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 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. To be considered deliverable¹⁹³ 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.

28.1.3 The sites that make up the land supply for each year consist of the following components:

1. Units under construction (at 1 April 2017) 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 01/04/2017 and are therefore all included as completions within FY2018/19 and 2019/20. On sites of 25 units or more the best available information has been used to estimate the timing of completions.

¹⁹¹ Table 3.1 London Plan 2016 (as amended)

¹⁹² Policy 3.3D Increasing Housing Supply, London Plan 2016 (as amended)

¹⁹³ See glossary

3. A small sites estimate was used to inform the land supply for the years 2020/21 and 2021/22. The figure of 152 pa 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 2017/18.
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.

Years 6 to 12 (2022/23 to 2028/29)

- 28.1.4 The NPPF requires that for this period a supply of specific, developable¹⁹⁴ sites or broad locations for growth are identified. Whilst this is specific for years 6 to 10; for years 11-15 the requirement is to demonstrate this only where possible. 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 other sites the Council has become aware of but which are not progressed enough to include in the first five years.
- 28.1.5 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.
- 28.1.6 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

- 28.1.7 The housing supply requirement from 1 April 2017 to 31 March 2022 is 4,258 dwellings. This is made up of five years of the borough's annual supply target of 733 new homes, plus the undersupply of 935 dwellings for the period 2015-2017 spread across the plan period and a 5% buffer brought forward from later in the plan period. Chapter 23 explains the basis for the application of a 5% buffer and the 'Liverpool' approach to addressing the undersupply. The current supply of deliverable sites during this period is expected to be 4,410 dwellings based on those sites assessed as deliverable in the housing trajectory¹⁹⁵. This information is provided in the tables below.
- 28.1.8 The housing trajectory currently shows a total development pipeline of 8,979 net additional units for the 12 year period 2017/18 to 2028/29. The total target over the same period is 9,731 units. Therefore the total capacity is 752 units below the borough target over the same period.

¹⁹⁴ See glossary

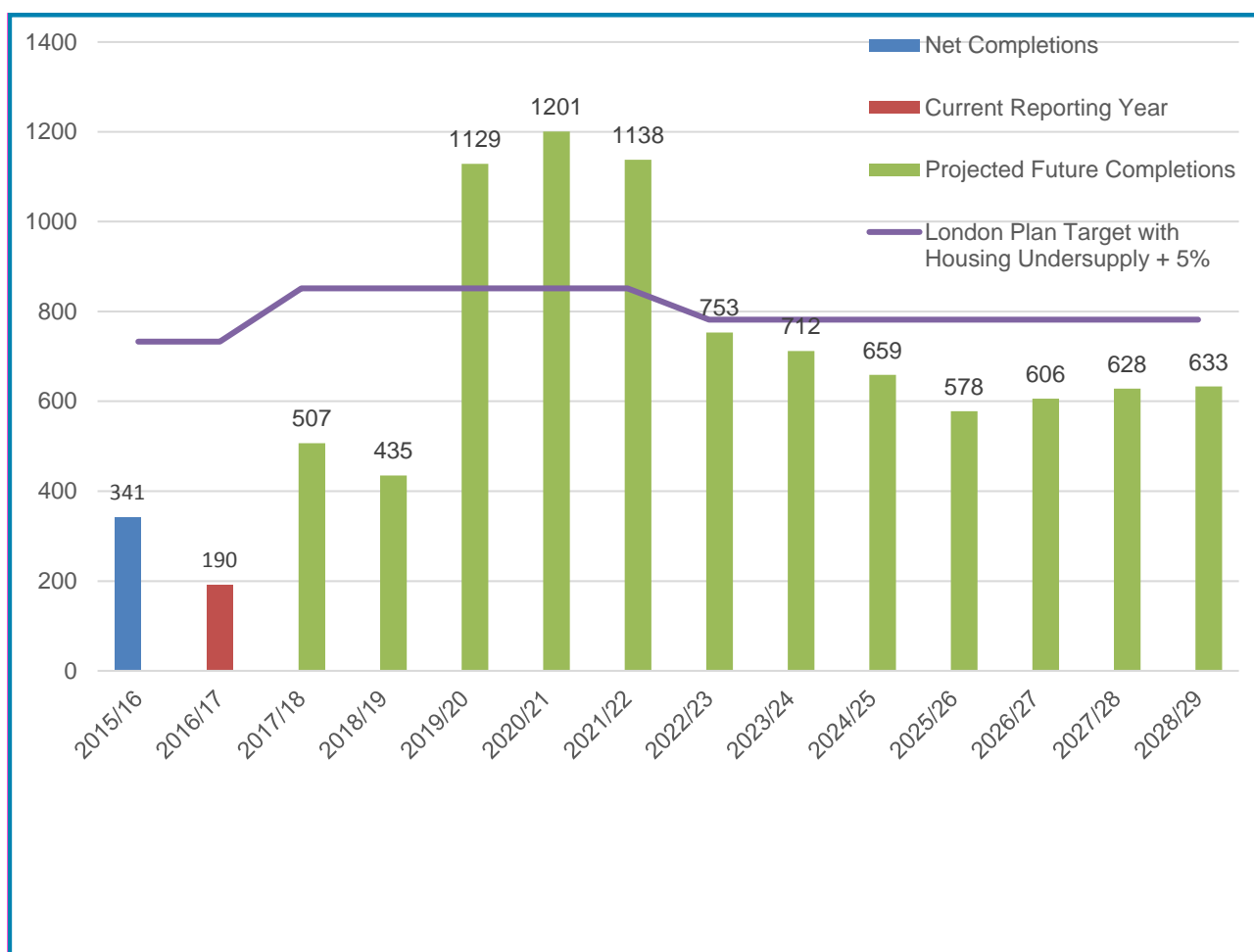
¹⁹⁵ Please note that the Housing Trajectory will be updated as part of the Monitoring Report published in December each year. The Monitoring Report also presents a yearly break down of the five year housing supply.

Year	Projected Completions	Small Sites Estimate	Vacant Units	Total
2017-18	461	0	46	507
2018-19	389	0	46	435
2019-20	1,083	0	46	1,129
2020-21	1,003	152	46	1,201
2021-22	940	152	46	1,138
Total	3,876	304	230	4,410

Source of 5 Year Housing Supply

Estimated Year of Completion	Site Allocations and Large Sites (25 units or more) (includes allocations in St Quintin and Woodlands Neighbourhood Plan)	Small Sites (less than or equal to 24 units) with Planning Permission	Small Sites Estimate (from SHLAA 2013)	Vacant Units coming back to use (from SHLAA 2013)	Total from all Sources
FY 2017-18	257	204	0	46	507
FY 2018-19	290	99	0	46	435
FY 2019-20	973	110	0	46	1,129
FY 2020-21	1,003	0	152	46	1,201
FY 2021-22	940	0	152	46	1,138
Total	3,463	413	304	230	4,410

Housing Trajectory 2016-17



Housing Supply from Site Allocations

	Site Allocation	Current Status	Potential number of dwellings (net)	First Five Years	Years 6 to 10	Years 11-12
CA1	Kensal Canalside	Further Alterations to the London Plan in 2015 increased the capacity of the site to 3,500 homes.	2,488	0	1,718	770
CA2	Wornington Green Phases 2 and 3	Planning permission granted for Phase 2, Planning application expected for Phase 3	281	281	0	0
CA3	Land Adjacent to Trellick Tower	Supplementary Planning Document prepared for site	80	80	0	0
CA4	Earl's Court Exhibition Centre	Planning permission granted scheme will take 15 years to complete	930	580	350	0
CA5	Former Territorial Army site	Planning permission granted	255	185	70	0

	Site Allocation	Current Status	Potential number of dwellings (net)	First Five Years	Years 6 to 10	Years 11-12
CA5	Empress Telephone Exchange	Planning permission granted – scheme under construction.	163	163	0	0
CA5	Homebase Site	Planning permission granted – scheme under construction.	375	375	0	0
CA5	100/ 100A West Cromwell Road	Planning permission expired	450	450	0	0
CA6	Lots Road Power Station	Planning permission granted – under construction	420	420	0	0
CA7	Site at Lots Road	Team appointed, pre-application to commence early 2017	60	60	0	0
CA8	Harrington Road	Not known	50	0	50	0
CA9	Chelsea Farmer's Market	May be required for Crossrail 2 construction	0	0	0	0
	Total number of dwellings		5,552	2,594	2,188	770

Fifteen Year Housing Land Supply

28.1.9 The total 12 year housing supply (2017/18 to 2028/29) is the first five year supply of 4,410 dwellings (sources of supply as shown above) plus the anticipated supply from site allocations and other large sites for years 6 to 10 (2,318 dwellings) and 11 to 12 (865 dwellings). In addition the assumptions for 152 dwellings per annum (dpa) small sites estimate and 46 dpa vacant units returning to use each year need to be added for years 6 to 12 (7 years). This results in a 12 year supply of 8,979 dwellings against a target of 9,731 dwellings over the same period giving a deficit of 752 units. In other words the Council can demonstrate a 11 year supply against the current London Plan target. The Council intends to address this shortfall through an early review of the Plan against the forthcoming revised London Plan housing target.

Affordable Housing Threshold Figure

- 28.2.1 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).
- 28.2.2 Even at the lower end of the range at 22% the affordable housing that can be viably achieved is significant given that there is a strong reliance in the borough on small sites due to its uniquely dense and historic character.
- 28.2.3 Table 4.1.2 of the Affordable Housing Target: Viability Study, June 2015 sets out the size mix of the schemes that were tested. The floor areas in Table 4.1.2 are net internal areas, 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).
- 28.2.4 The split between private and affordable homes is assumed to be 80% and 20% (rounded from 22%) as that is the lower figure shown to be viable for these schemes in the relatively lower value areas.

Floorspace of the scheme with 4 houses (Site Type 1)

- 28.2.5 For the scheme with 4 houses, Table 4.1.2 assumes a 50:50 split between 3 bed and 4 bed houses.

No. of Private Houses (80% of 4) = 3

A. Assuming two houses are 3 bed and one is 4 bed, the floorspace would be –

$$2 \times (150 \text{ sq m}) + 200 \text{ sq m} = 500 \text{ sq m}$$

No. of affordable houses (20% of 4) = 1

B. Assuming the affordable house was a 3 bedroom unit, the size would be 100 sq m

Total Area (A+B) = 600 sq m

Gross to net ratio – 100%

Total Gross Internal Area (GIA) – 600 sq m

Floorspace of the scheme with 5 flats (Site Type 2)

- 28.2.6 For the scheme with 5 flats, Table 4.1.2 assumes 20% 2 bed flats, 40% 3 bed flats and 40% 4 bed flats.

No. of Private Houses (80% of 5) = 4

A. Assuming one flat is two bed, two flats are 3 bed and one flat is 4 bed (based on the size mix split above), the floorspace would be –

$$90 \text{ sq m} + 2 \times (110 \text{ sq m}) + 150 \text{ sq m} = 460 \text{ sq m}$$

No. of affordable houses (20% of 5) = 1

- B. Assuming the affordable flat was a 2 bedroom unit, the floorspace would be 75 sq m

Total Area (A+B) = 535 sq m

Gross to net ratio – 85%

Total Gross Internal Area (GIA) – $535/0.85 = 629$ sq m

- 28.2.7 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 29 Policy Replacement Schedule

29.1.1 The purpose of the following table is to show how the now superseded UDP Policies and original Core Strategy Policies (adopted in 2010) relate to this Local Plan. These tables fulfil the requirements laid out in Regulation 8(5) The Town and Country Planning (Local Planning) (England) Regulations 2012. All UDP Policies were superseded upon the adoption of the Local Plan Partial Review.

Existing Local Plan Policies				Local Plan Partial Review (LPPR) Policy which supersedes existing Local Plan Policy
Core Strategy / Local Plan Chapter	Original Core Strategy (and Extant UDP) Policies	Already been subject to Core Strategy Review?	Resultant Existing Local Plan Policies	
Section 1 Spatial Strategy				
1 Setting the Scene	-	Miscellaneous Matters Dec 14	Updated reasoned justification	Updated reasoned justification
2 Issues and Patterns: Our Spatial Portrait	-	Pubs and Local Character Oct 13	Updated reasoned justification	Updated reasoned justification
3 Our Vision and Strategic Objectives	CV1 Vision for the Royal Borough:	Pubs and Local Character Oct 13	Updated reasoned justification	CV1 Vision for the Royal Borough:
4 Delivering Success: Our Spatial Strategy	CP1 Core Policy: Quanta of Development	Miscellaneous Matters Dec 14	CP1 Core Policy: Quanta of Development	CP1 Core Policy: Quanta of Development
	CP2 North Kensington	Miscellaneous Matters Dec 14	Updated reasoned justification	CP2 Places
	CP3 Places	Miscellaneous Matters Dec 14	CP3 Places	CP2 Places
	-	Miscellaneous Matters Dec 14	CP4 Quality	Not reviewed in LPPR
5 Kensal	CV5/CP5 Kensal	-	-	Chapter 5 Kensal CV5 Vision for Kensal CA1 Kensal Canalside Opportunity Area
6 Golborne/Trellick	CV6/CP6 Golborne/Trellick	-	-	Chapter 6 Golborne CV6 Vision for Golborne CA3 Wornington Green CA4 Land adjacent to Trellick Tower
7 Portobello/Notting Hill	CV7/CP7 Portobello/Notting Hill	-	-	Chapter 10 Portobello Road CV10 Vision for Portobello Road Chapter 11 Notting Hill Gate CV11 Vision for Notting Hill Gate

Existing Local Plan Policies				Local Plan Partial Review (LPPR) Policy which supersedes existing Local Plan Policy
Core Strategy / Local Plan Chapter	Original Core Strategy (and Extant UDP) Policies	Already been subject to Core Strategy Review?	Resultant Existing Local Plan Policies	
8 Westway	CV8/CP8 Westway	-	-	Split into Chapter 10 Portobello Road and Chapter 11 Notting Hill Gate and Chapter 7 Latimer
9 Latimer	CV9/CP9 Latimer	-	-	Chapter 7 Latimer
10 Earl's Court	CV10/CP10 Earl's Court	-	-	Chapter 8 Earl's Court CV8 Vision for Earl's Court CA6 Earl's Court Exhibition Centre CA7 Warwick Road Sites
11 Kensington High Street	CV11/CP11 Kensington High Street	-	-	Chapter 12 Kensington High Street CV12 Vision for Kensington High Street
12 South Kensington	CV12/CP12 South Kensington	-	-	Chapter 14 South Kensington CV14 Vision for South Kensington CA11 Harrington Road
13 Brompton Cross	CV13/CP13 Brompton Cross	-	-	Moved into Chapter 14 South Kensington
14 Knightsbridge	CV14/CP14 Knightsbridge	-	-	Chapter 13 Knightsbridge CV13 Vision for Knightsbridge
15 King's Road/Sloane Square	CV15/CP15 King's Road/Sloane Square	-	-	Chapter 15 Sloane Square / King's Road CV15 Vision for Sloane Square / King's Road CA12 Chelsea Farmer's Market
16 Notting Hill Gate	CV16/CP16 Notting Hill Gate	-	-	Chapter 11 Notting Hill Gate
17 Fulham Road	CV17/CP17 Fulham Road	-	-	Deleted

Existing Local Plan Policies				Local Plan Partial Review (LPPR) Policy which supersedes existing Local Plan Policy
Core Strategy / Local Plan Chapter	Original Core Strategy (and Extant UDP) Policies	Already been subject to Core Strategy Review?	Resultant Existing Local Plan Policies	
18 Lots Road/World's End	CV18/CP18 Lots Road/World's End	-	-	Chapter 9 Lots Road / World's End CV9 Vision for Lots Road & World's End CA9 Lots Road Power Station CA10 Site at Lots Road
Section 2 Delivery Strategy				
19 Strategic Sites Allocations		Miscellaneous Matters Dec 14	Updated reasoned justification	Moved into Places
20 Kensal Gasworks	CA1 Kensal Gasworks	Miscellaneous Matters Dec 14	Updated reasoned justification	Moved into Places: CA1
21 Wornington Green	CA2 Wornington Green	Miscellaneous Matters Dec 14	Updated reasoned justification	Moved into Places: CA3
22 Land Adjacent to Trellick Tower	CA3 Land Adjacent to Trellick Tower	-	-	Moved into Places: CA4
23 Kensington Leisure Centre	CA4 Kensington Leisure Centre	Miscellaneous Matters Dec 14	Updated reasoned justification	Deleted
24 Allocation for The former Commonwealth Institute	CA5 Allocation for The former Commonwealth Institute	-	-	Deleted
25 Warwick Road	CA6 Warwick Road	Miscellaneous Matters Dec 14	Updated reasoned justification	Moved into Places: CA7
26 Earl's Court Exhibition Centre	CA7 Earl's Court Exhibition Centre	Miscellaneous Matters Dec 14	Updated reasoned justification	Moved into Places: CA6
27 Lots Road Power Station	-	-	-	Moved into Places: CA9
28 Proposals Map	-	-	-	Proposed changes to Proposals Map
Policies and Actions				
29 Policies and Actions	C1 Infrastructure Delivery and Planning Obligations	Miscellaneous Matters Dec 14	Updated reasoned justification	C1 Infrastructure Delivery and Planning Contributions
	UDP H8 To require the provision of appropriate social and community facilities within major residential schemes	-	-	
	-	-	-	New Policy C2 Planning Enforcement
30 Keeping Life Local	CK1 Social and Community Uses	-	-	Not reviewed in LPPR
	CK2 Local Shopping Facilities	Pubs and Local Character Oct 13	CK2 Local Shopping and Other Facilities which Keep Life Local	
	CK3 Walkable Neighbourhoods and Neighbourhood Facilities	-	-	
	<i>Corporate and Partnership Strategies</i>	Miscellaneous Matters Dec 14	Updated reasoned justification	
31 Fostering Vitality	CF1 Location of New Shop Uses	-	-	CF1 Location of New Shop Uses
	CF2 Retail Development within Town Centres	-	-	CF2 Retail Development within Town Centres

Core Strategy / Local Plan Chapter	Existing Local Plan Policies			Local Plan Partial Review (LPPR) Policy which supersedes existing Local Plan Policy
	Original Core Strategy (and Extant UDP) Policies	Already been subject to Core Strategy Review?	Resultant Existing Local Plan Policies	
	CF3 Diversity of uses within Town Centres	-	-	CF3 Diversity of uses within Town Centres
	CF4 Street Markets	-	-	CF4 Street Markets
	CF5 Location of Business Uses	-	-	CF5 Business Uses
	CF6 Creative and Cultural Businesses	-	-	CF6 Creative and Cultural Businesses
	CF7 Arts and Cultural Uses	-	-	CF7 Arts and Cultural Uses
	CF8 Hotels	-	-	CF8 Hotels
	-	Miscellaneous Matters Dec 14	CF9 Temporary Sleeping Accommodation	Not reviewed in LPPR
	-	Miscellaneous Matters Dec 14	CF10 Diplomatic and Allied Uses	
	CF9 The South Kensington Strategic Cultural Area	Miscellaneous Matters Dec 14	CF11 The South Kensington Strategic Cultural Area	CF11 The South Kensington Strategic Cultural Area
	UDP E8 To resist the loss of those existing general industrial uses where they have no significant adverse effect on residential amenity	-	-	CF5 Business Uses
	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	-	-	
	UDP E12 To encourage the refurbishment of existing office and industrial buildings, particularly where this would involve conversion into small units	-	-	
	UDP E13 To encourage the provision of premises, and improvement of existing premises, for small locally-based service industries and offices	-	-	
	UDP E15 To seek the provision of light industrial uses as part of appropriate business development in North Kensington	-	-	
	UDP E19 Normally to refuse to release conditions which limit premises in North Kensington to industrial use	-	-	
	UDP E22 Normally to refuse to release conditions which limit premises in the Employment Zones to industrial use	-	-	
	UDP E26 To encourage the refurbishment and improvement of existing office and light industrial buildings in the Employment Zones, particularly where this would provide a range of unit sizes	-	-	
	UDP H4 To resist the encroachment into residential areas of commercial activities which would be inappropriate by virtue of size, scale, hours of operation, traffic generation or nature of use	-	-	
	UDP H4 To resist the encroachment into residential areas of commercial activities which would be inappropriate by virtue of size, scale, hours of operation, traffic generation or nature of use	-	-	
32 Better Travel Choices	CT1 Improving alternatives to car use	Miscellaneous Matters Dec 14	CT1 Improving alternatives to car use	Not reviewed in LPPR

Core Strategy / Local Plan Chapter	Existing Local Plan Policies			Local Plan Partial Review (LPPR) Policy which supersedes existing Local Plan Policy
	Original Core Strategy (and Extant UDP) Policies	Already been subject to Core Strategy Review?	Resultant Existing Local Plan Policies	
	CT2 New and enhanced rail infrastructure	-	-	CT2 New and enhanced rail infrastructure
33 An Engaging Public Realm	CR1 Street Network	-	-	Not reviewed in LPPR
	CR2 Three-dimensional Street Form	-	-	
	CR3 Street and Outdoor Life	-	-	
	CR4 Streetscape	Conservation and Design Dec 14	CR4 Streetscape	CR4 Streetscape
	CR5 Parks, Gardens, Open Spaces and Waterways	Conservation and Design Dec 14	CR5 Parks, Gardens, Open Spaces and Waterways	CR5 Parks, Gardens, Open Spaces and Waterways
	CR6 Trees and landscape	-	-	Not reviewed in LPPR
	CR7 Servicing	Miscellaneous Matters Dec 14	CR7 Servicing	
34 Renewing the Legacy	CL1 Context and Character	Pubs and Local Character Oct 13	Updated reasoned justification CL1 Context and Character	Not reviewed in LPPR
		Conservation and Design Dec 14		
	CL2 New Buildings, Extensions and Modifications to Existing Buildings	Conservation and Design Dec 14	CL2 Design Quality	
	CL3 Heritage Assets – Conservation Areas and Historic Spaces	Pubs and Local Character Oct 13	CL3 Heritage Assets – Conservation Areas and Historic Spaces	
		Conservation and Design Dec 14		
	CL4 Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology	Conservation and Design Dec 14	CL4 Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology	CL4 Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology
	CL5 Amenity	Conservation and Design Dec 14	CL5 Living Conditions	Not reviewed in LPPR
	CL6 Small-scale Alterations and Additions	Conservation and Design Dec 14	CL6 Small-scale Alterations and Additions	
	-	Basements Jan 15	CL7 Basements	
	-	Conservation and Design Dec 14	CL8 Existing Buildings – Roof Alterations/Additional Storeys	
	-	Conservation and Design Dec 14	CL9 Existing Buildings – Extensions and Modifications	
	-	Conservation and Design Dec 14	CL10 Shopfronts	
	-	Conservation and Design Dec 14	CL11 Views	
-	Conservation and Design Dec 14	CL12 Building Heights		
<i>Corporate and Partnership Strategies</i>	Miscellaneous Matters Dec 14	Updated reasoned justification		
35 Diversity of Housing	CH1 Housing Targets	-	-	CH1 Increasing Housing Supply
	CH2 Housing Diversity Housing Mix and Type a, b, h	-	-	CH3 Housing Size, Mix and Standards
	Housing Mix and Type c, d, e	-	-	CH4 Specific Housing Needs
	Housing Mix and Type f, g	-	-	CH1 Increasing Housing Supply
	Affordable Housing l, j, k, l, m, n, o, p, q, r	-	-	CH2 Affordable Housing

Existing Local Plan Policies				Local Plan Partial Review (LPPR) Policy which supersedes existing Local Plan Policy
Core Strategy / Local Plan Chapter	Original Core Strategy (and Extant UDP) Policies	Already been subject to Core Strategy Review?	Resultant Existing Local Plan Policies	
	Gypsies and Travellers	-	-	CH6 Gypsy and Traveller Accommodation
	CH3 Protection of Residential Uses	-	-	CH1 Increasing Housing Supply
	CH4 Estate Renewal	-	-	CH5 Estate Renewal
	UDP H17 To resist the loss of existing, small, self-contained flats of one or two habitable rooms	-	-	CH1 Increasing Housing Supply CH3 Housing Size Mix and Standards
36 Respecting Environmental Limits	CE1 Climate Change	Miscellaneous Matters Dec 14	CE1 Climate Change	CE1 Climate Change
	CE2 Flooding	-	-	CE2 Flooding
	CE3 Waste	-	-	CE3 Waste
	CE4 Biodiversity	Miscellaneous Matters Dec 14	CE4 Biodiversity	Not reviewed in LPPR
	CE5 Air Quality	Miscellaneous Matters Dec 14	CE5 Air Quality	CE5 Air Quality
	CE6 Noise and Vibration	Miscellaneous Matters Dec 14	CE6 Noise and Vibration	Not reviewed in LPPR
-	Miscellaneous Matters Dec 14	CE7 Contaminated Land		
Section 2C Infrastructure				
37 Infrastructure	-	-	-	Updated reasoned justification and table
Section 2D Monitoring, Risks and Contingencies				
38 Monitoring	-	As part of above reviews	Consequential changes	Updated reasoned justification and table
39 Contingencies and Risks	-	-	-	Updated reasoned justification and table
Section 3 Supporting Information				
40 Housing Trajectory and Supporting Information	-	-	-	Updated reasoned justification and table
41 Policy Replacement Schedule	-	As part of above reviews	Consequential changes	Updated reasoned justification and table
42 Town Centre Maps	-	-	-	Updated maps
43 Evidence Base	-	-	-	Updated table
44 Relationship to the Community Strategy	-	-	-	Deleted
45 Glossary	-	As part of above reviews	Consequential changes	Updated text

Chapter 30 Town Centre Maps

30.1 Higher Order Town Centres

Please note the solid lines illustrate the primary frontages, the dotted the secondary frontages. The **red colouring** indicate those changes which have occurred through the LPPR process. **These maps will be redrawn in the final desk top published document, where the changes will be fully integrated and presented in the same colour.**

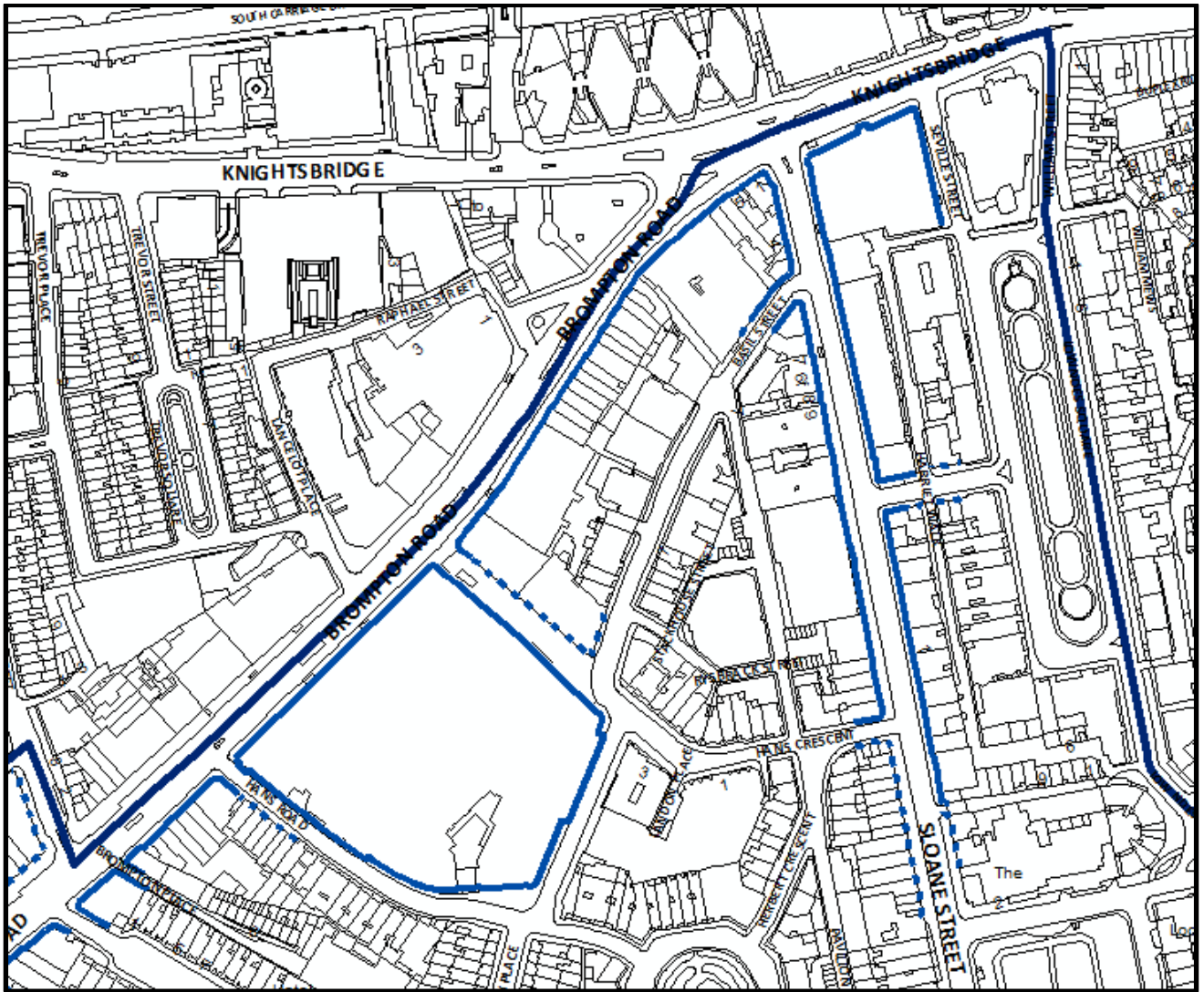
Knightsbridge International Centre

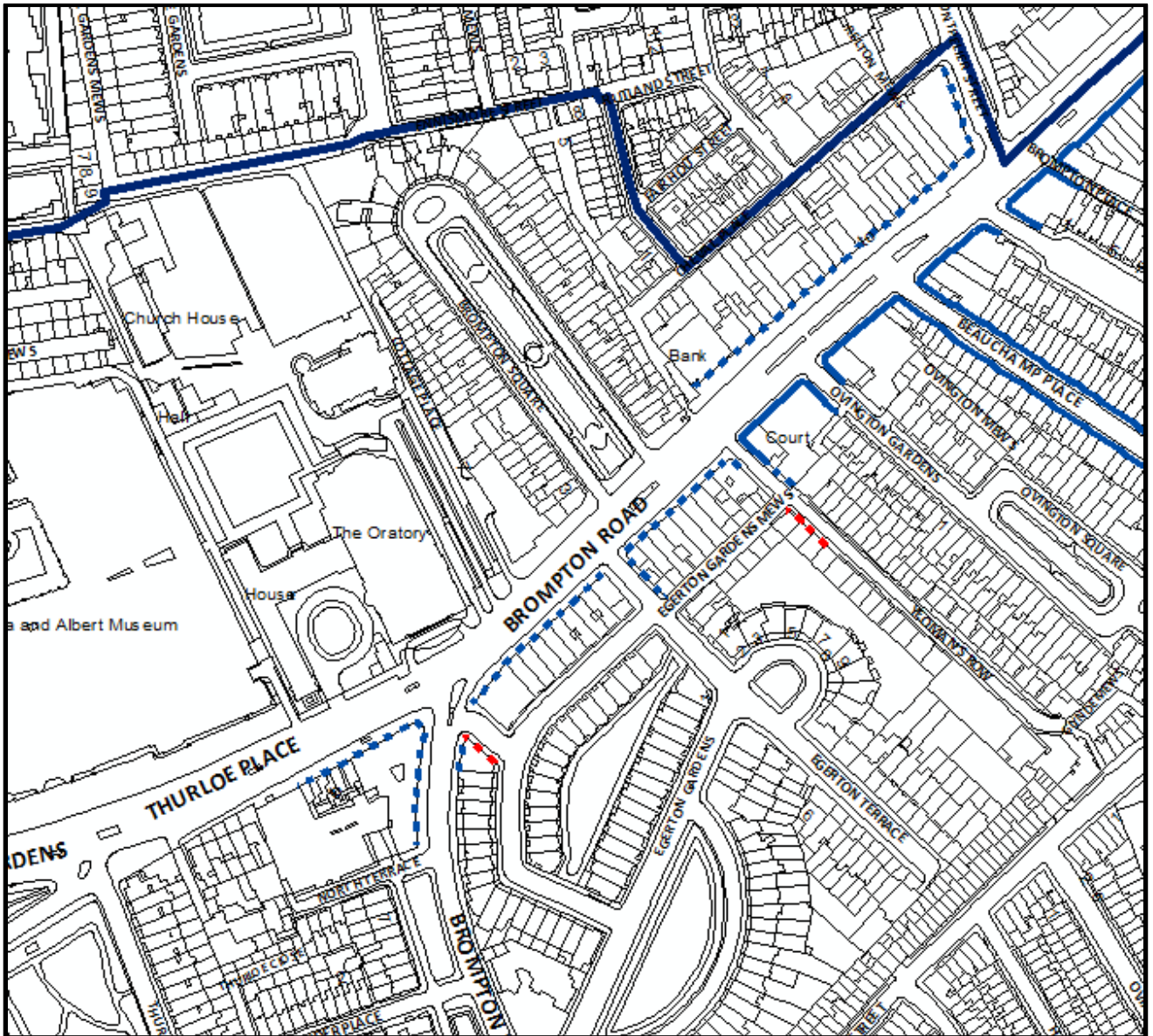
Primary Shopping Frontage

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) Yeoman's Row
2-4 (even) Yeoman's Row





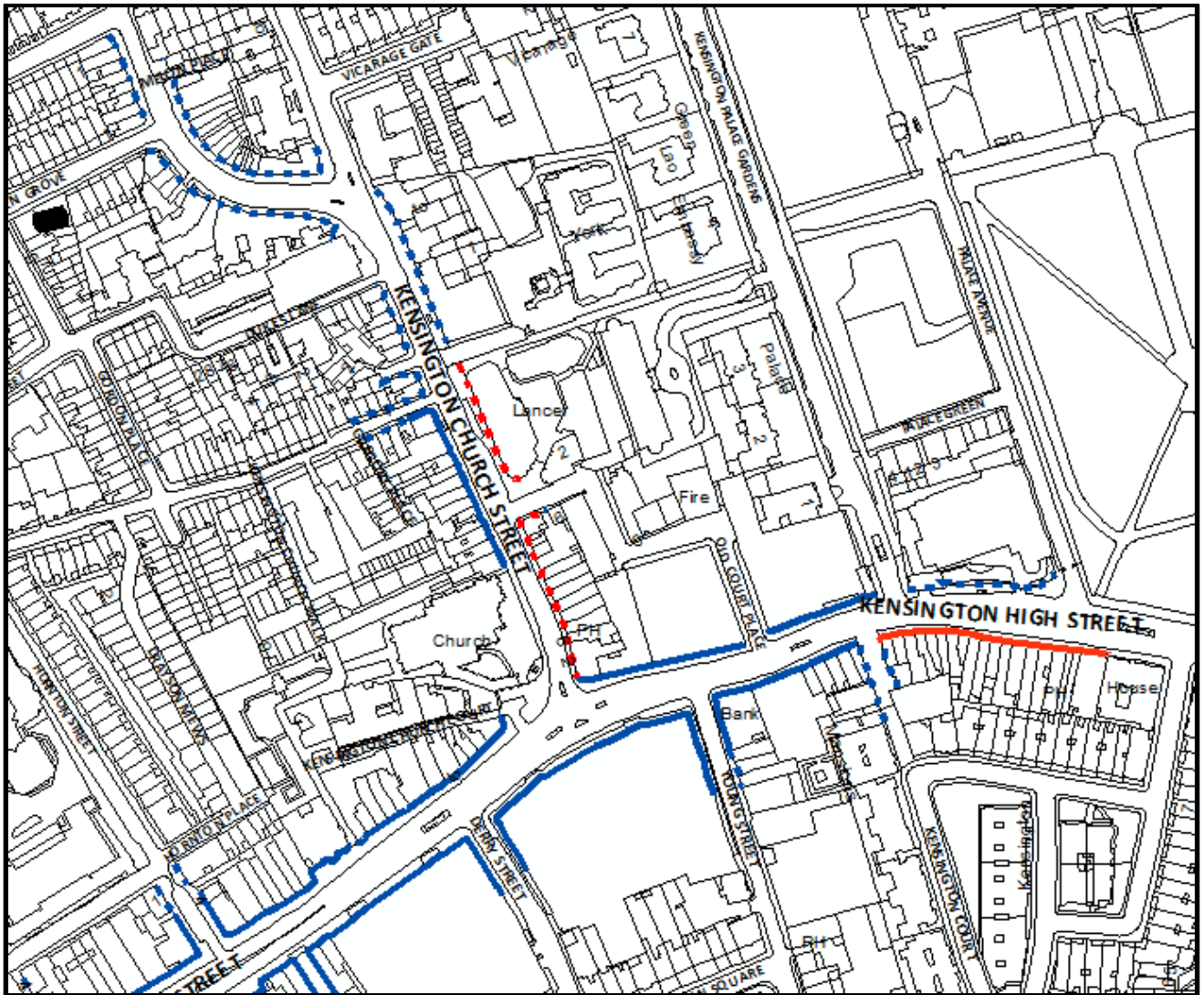
Kensington High Street Major Centre

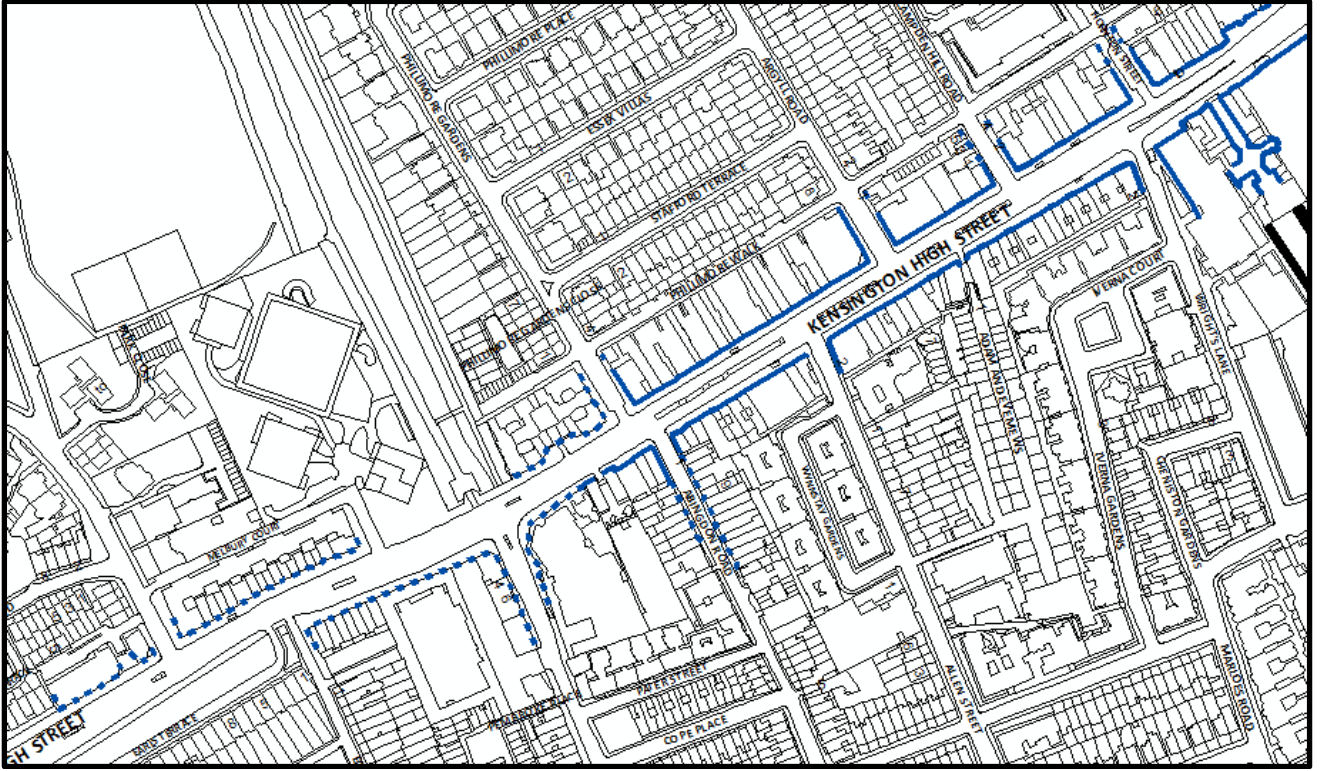
Primary Shopping Frontage

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 Earls Court Road)
208-222 Kensington High Street (Troy Court)
255-281 (odd) Kensington High Street
240-296 (even) Kensington High Street
5-9 (odd) Young Street
1-25 (odd) Abingdon Road
2-14 (even) Abingdon Road
1a,2 Phillimore Gardens
4-14 (even) Earl's Court Road
32 Melbury Road
255-281 (odd) Kensington High Street





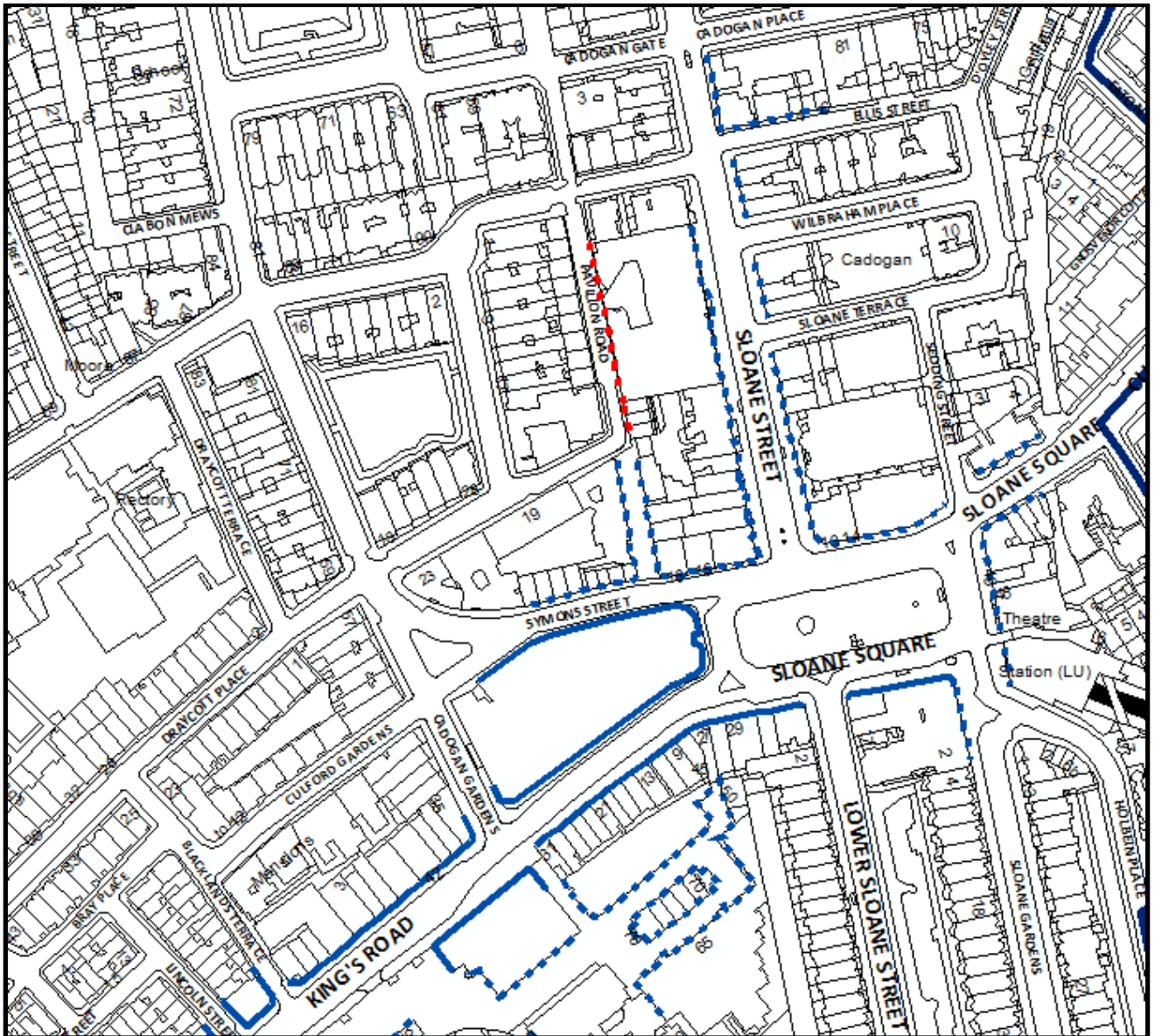
King's Road (East) Major Centre

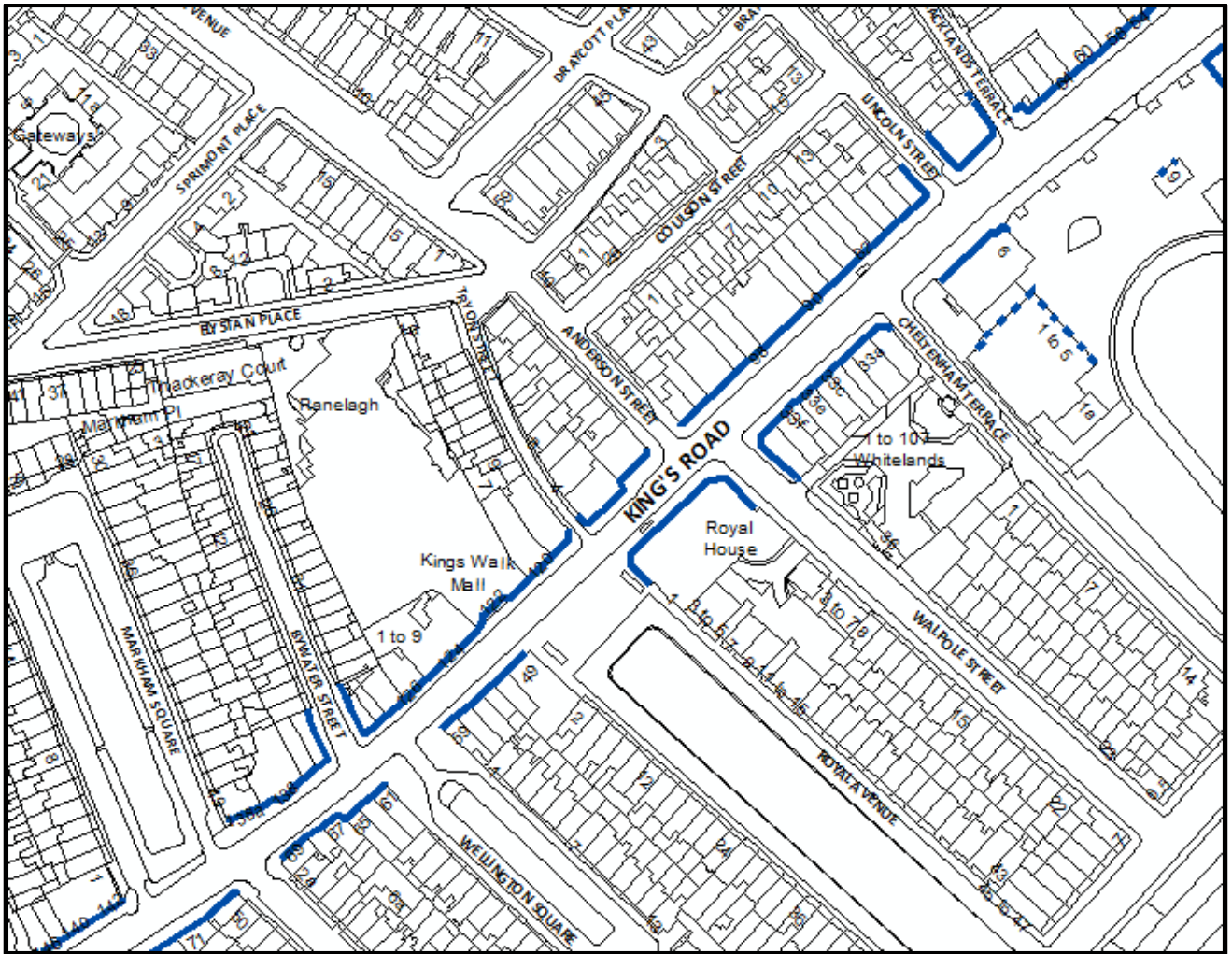
Primary Shopping Frontage

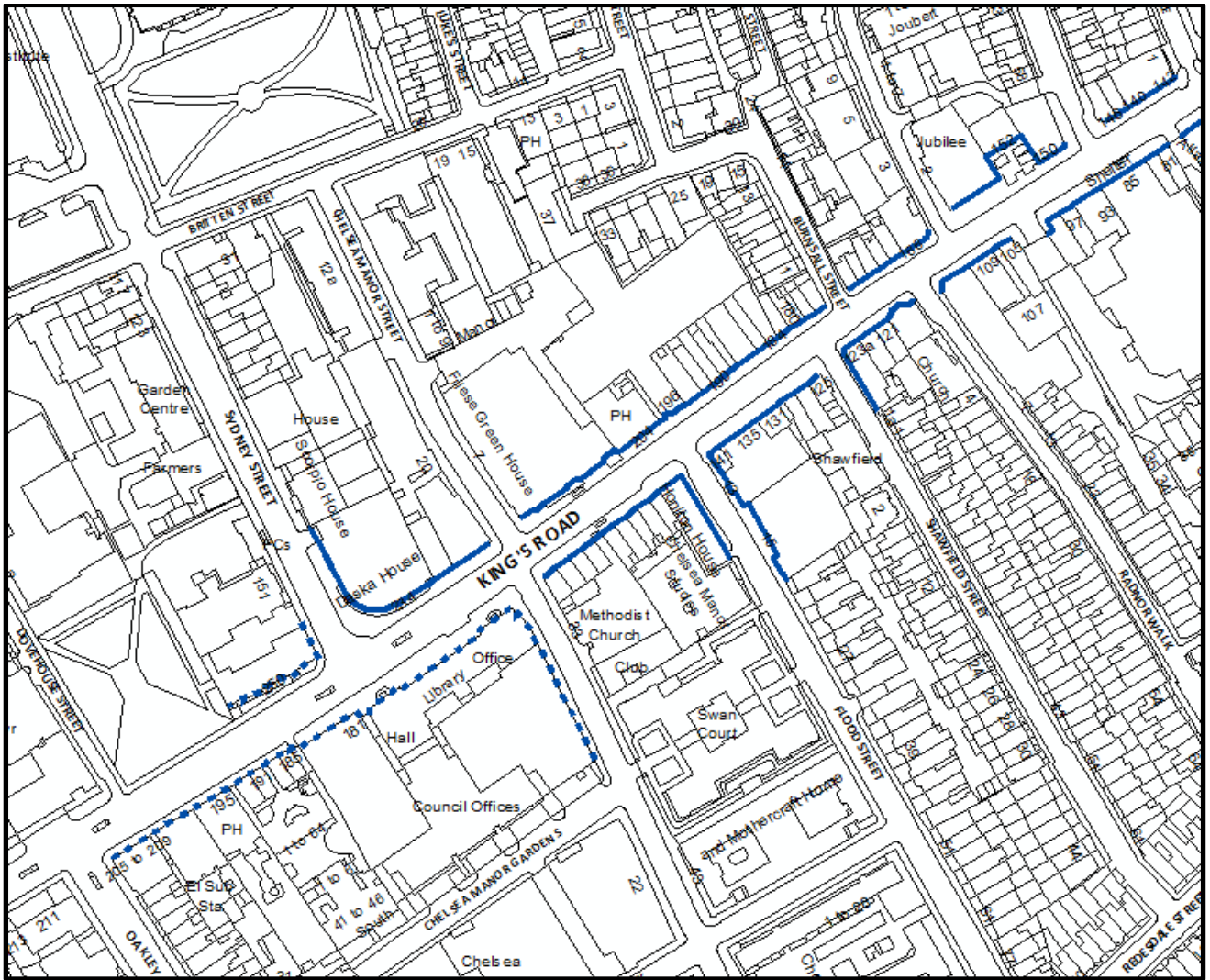
9-97a (odd) King's Road
105-115 (odd) King's Road
119-163 (odd) King's Road
2-234 (even) King's Road
King's Walk Mall (all units), 122 King's Road
15 Flood Street
27a-36 (inclusive) Sloane Square
Block A, Duke of York HQ, King's Road
6 Duke of York's Square

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







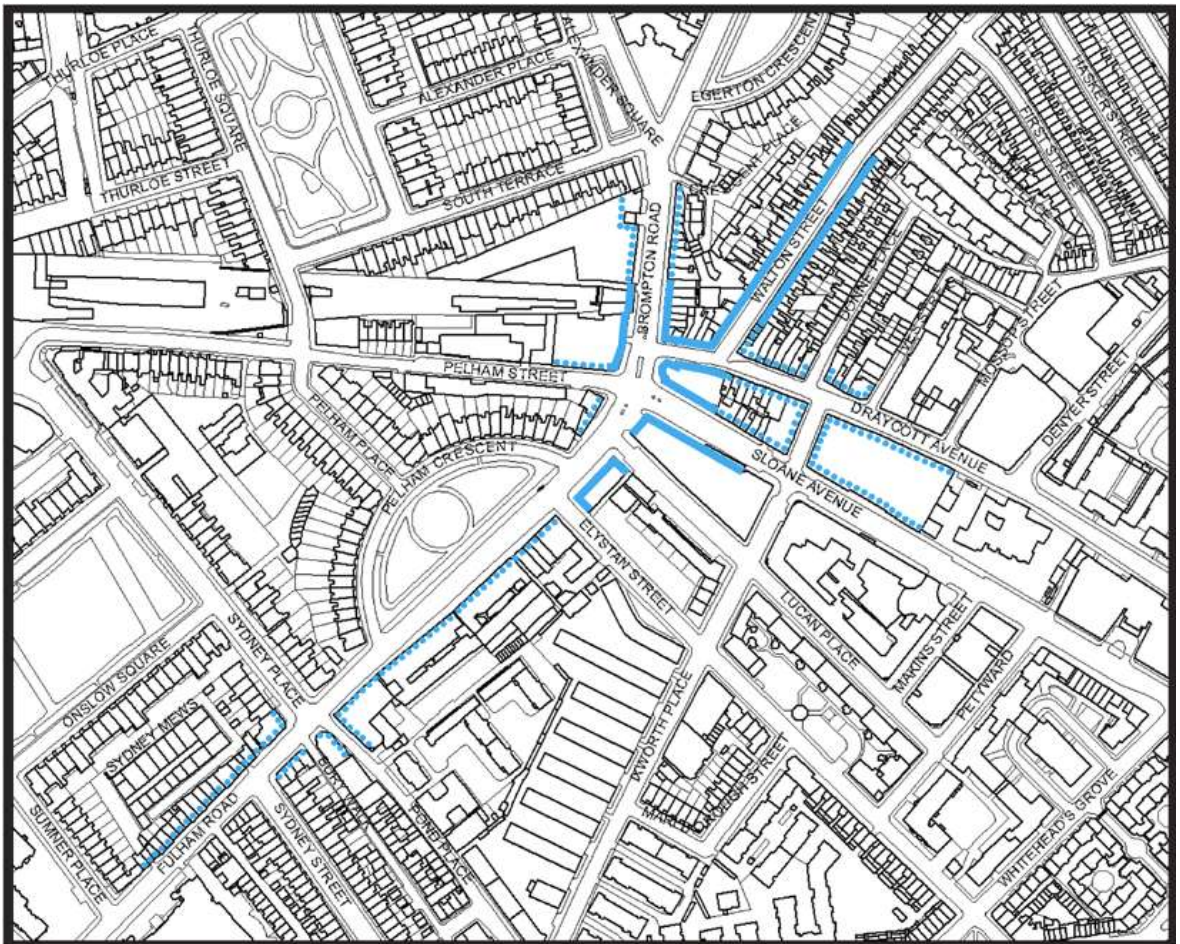
Brompton Cross District Centre

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



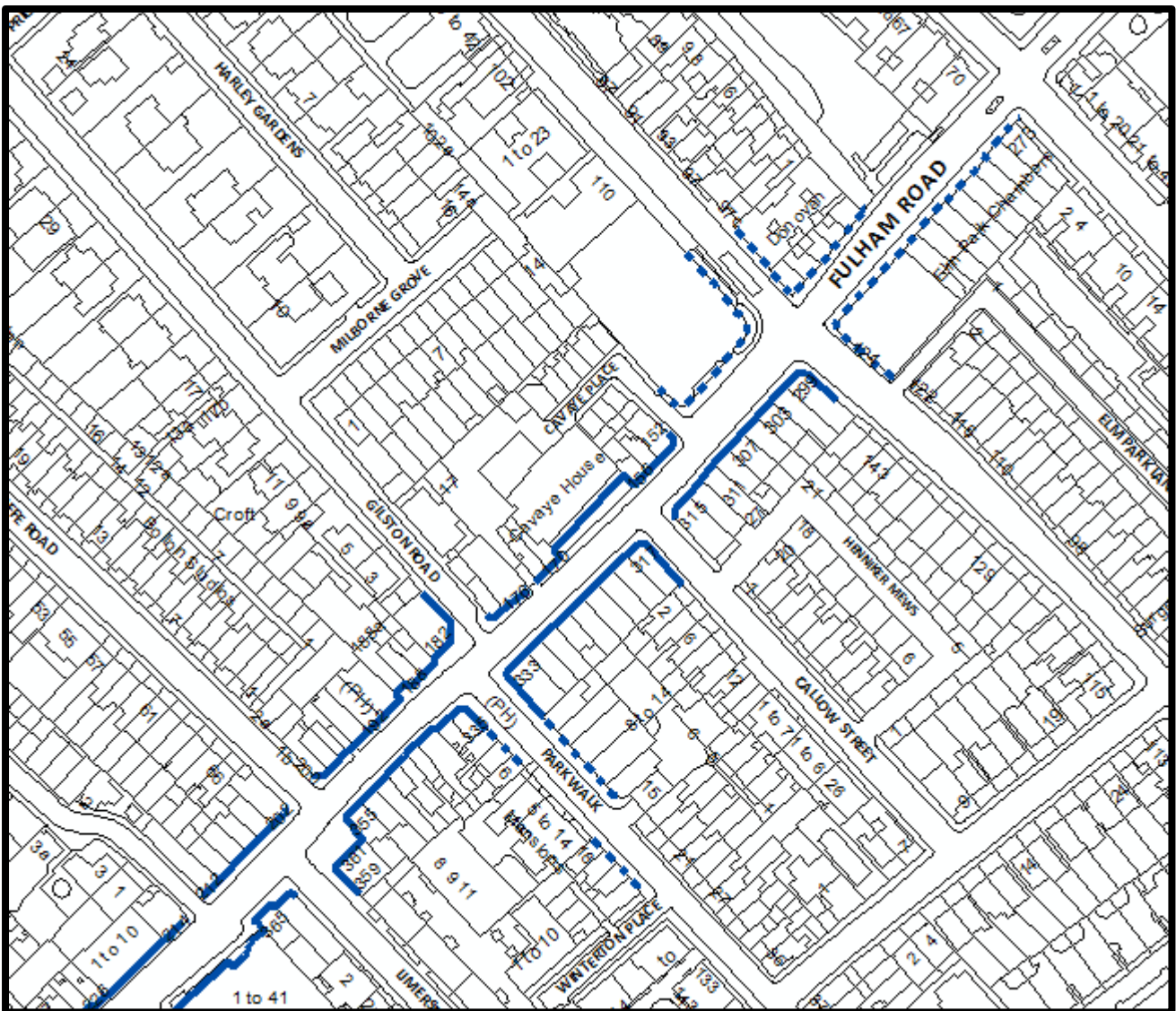
Fulham Road District Centre

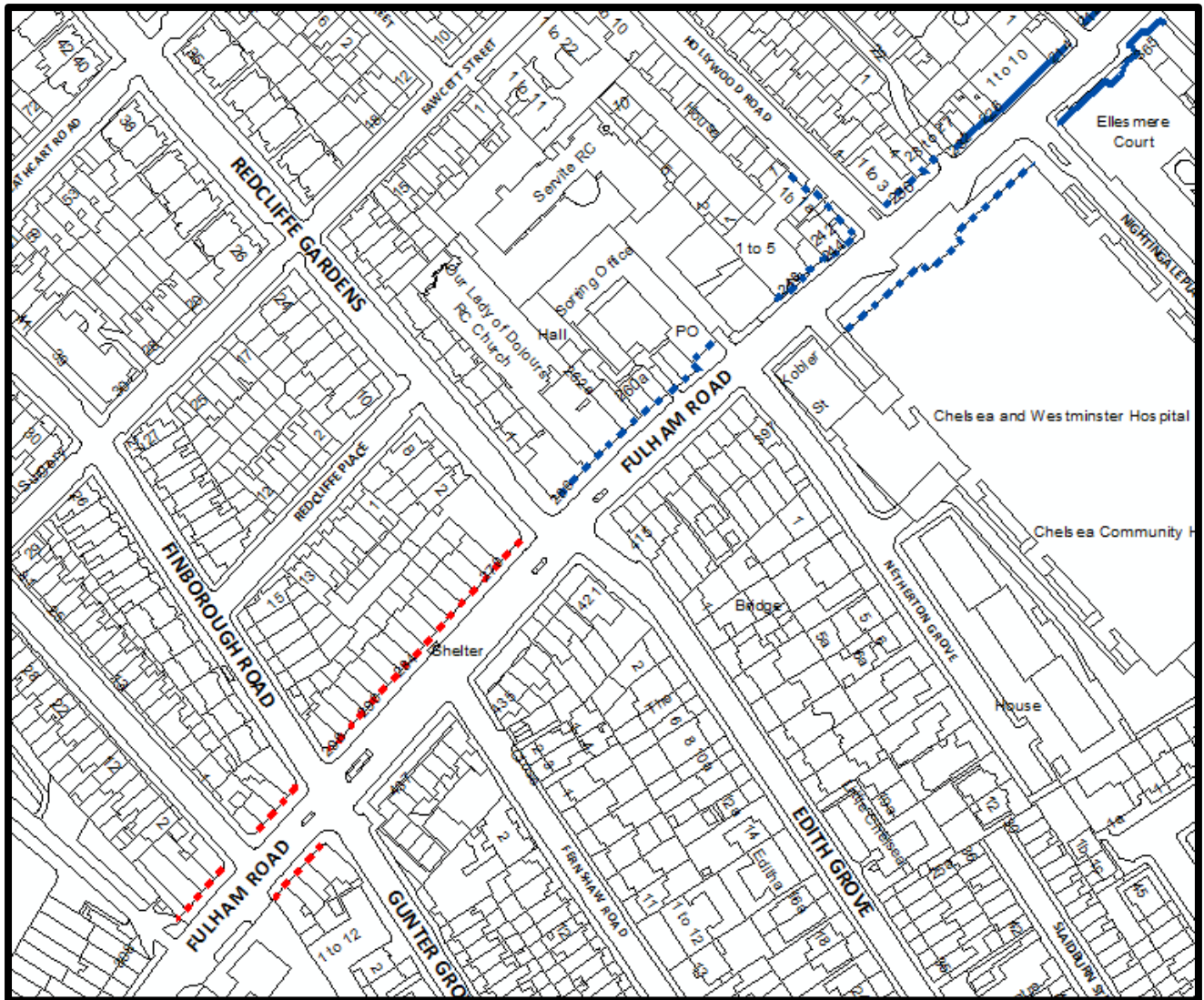
Primary Shopping Frontage

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





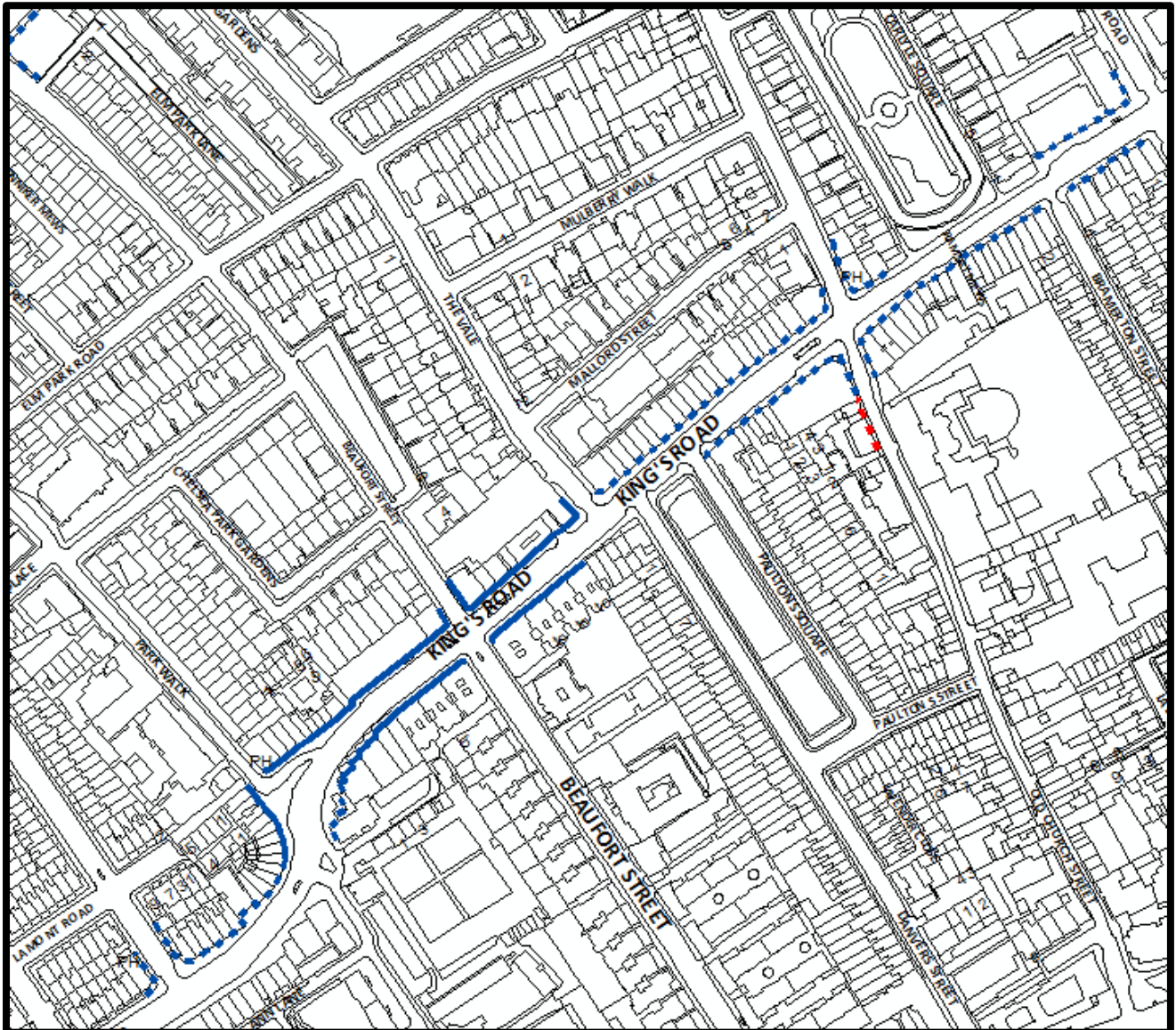
King's Road (West) District Centre

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



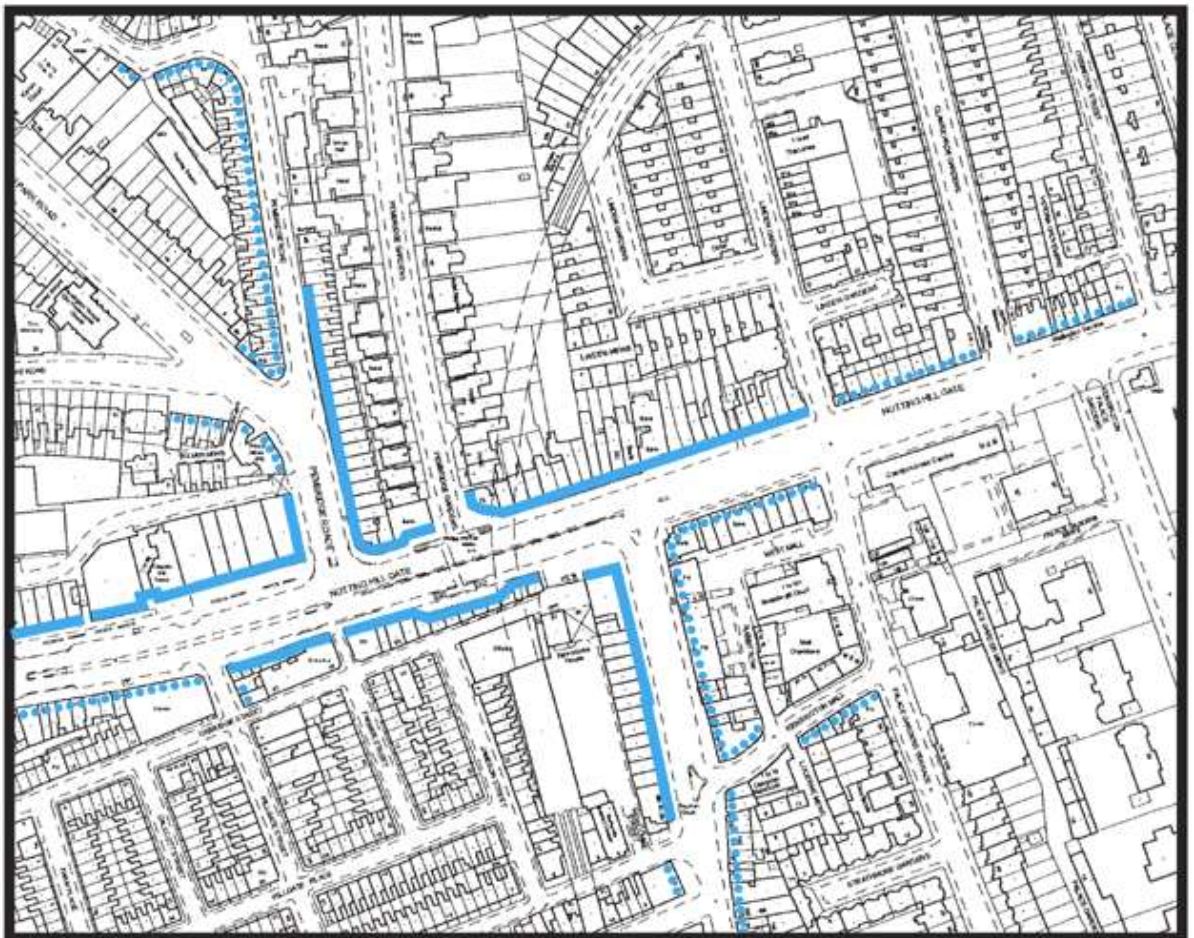
Notting Hill Gate District Centre

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) Ladbrooke Road
7-15 (odd) Portobello Road
2-6 (even) Kensington Park Road
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





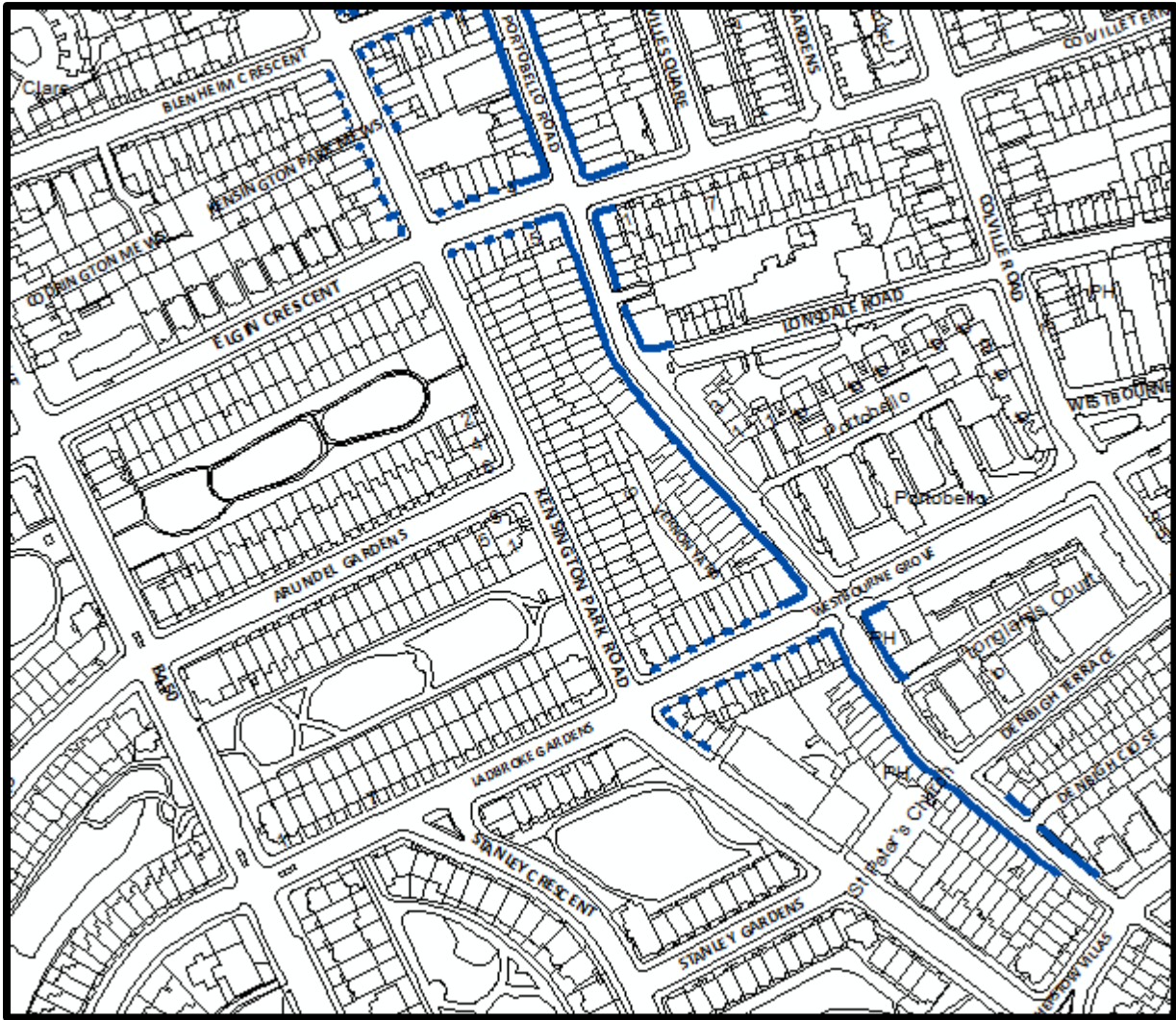
Portobello Road Special District Centre

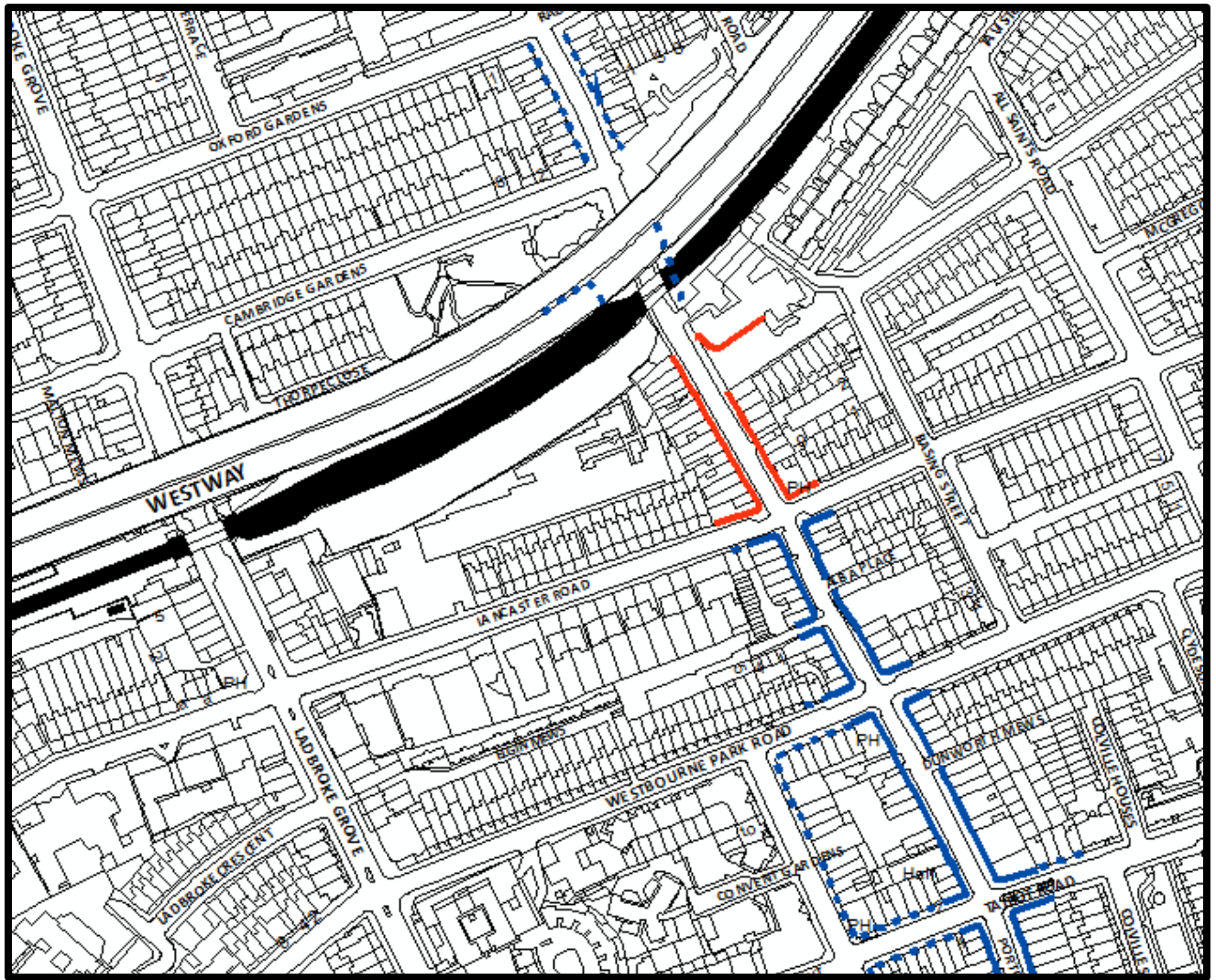
Primary Shopping Frontage

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

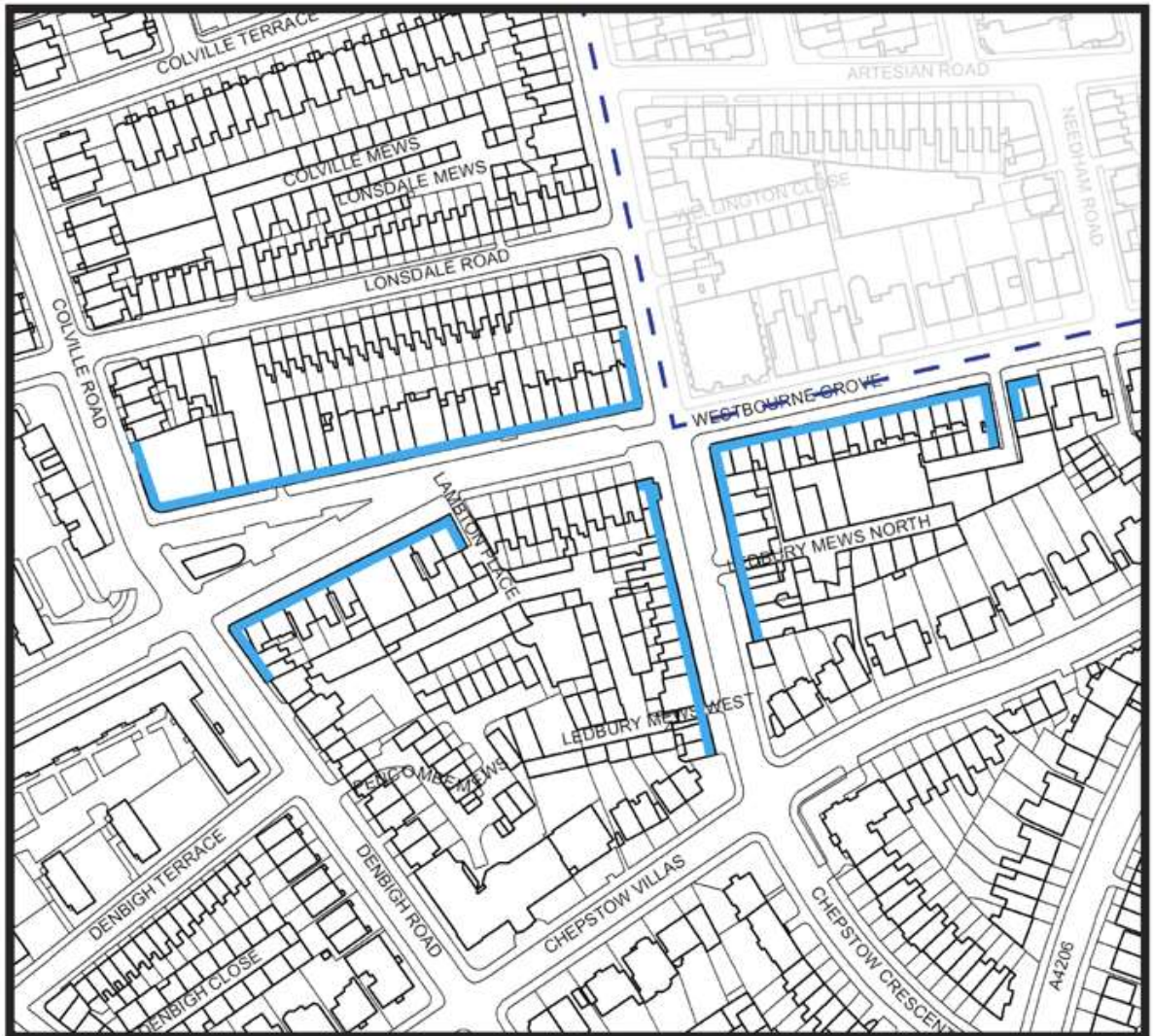
1-141 Old Brompton Road
 99-115 (odd) Old Brompton Road
 88-92a (even) Old Brompton Road
 3-17 (odd) Glendower Place
 2-12 (even) Glendower Place
 21-37 (odd) Harrington Road
 1-13 (odd) South Kensington Station Arcade
 2-8 (even) South Kensington Station Arcade
 20-36 (even) Thurloe Street
 25-45 (odd) 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



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



Borough Boundary - - - - -

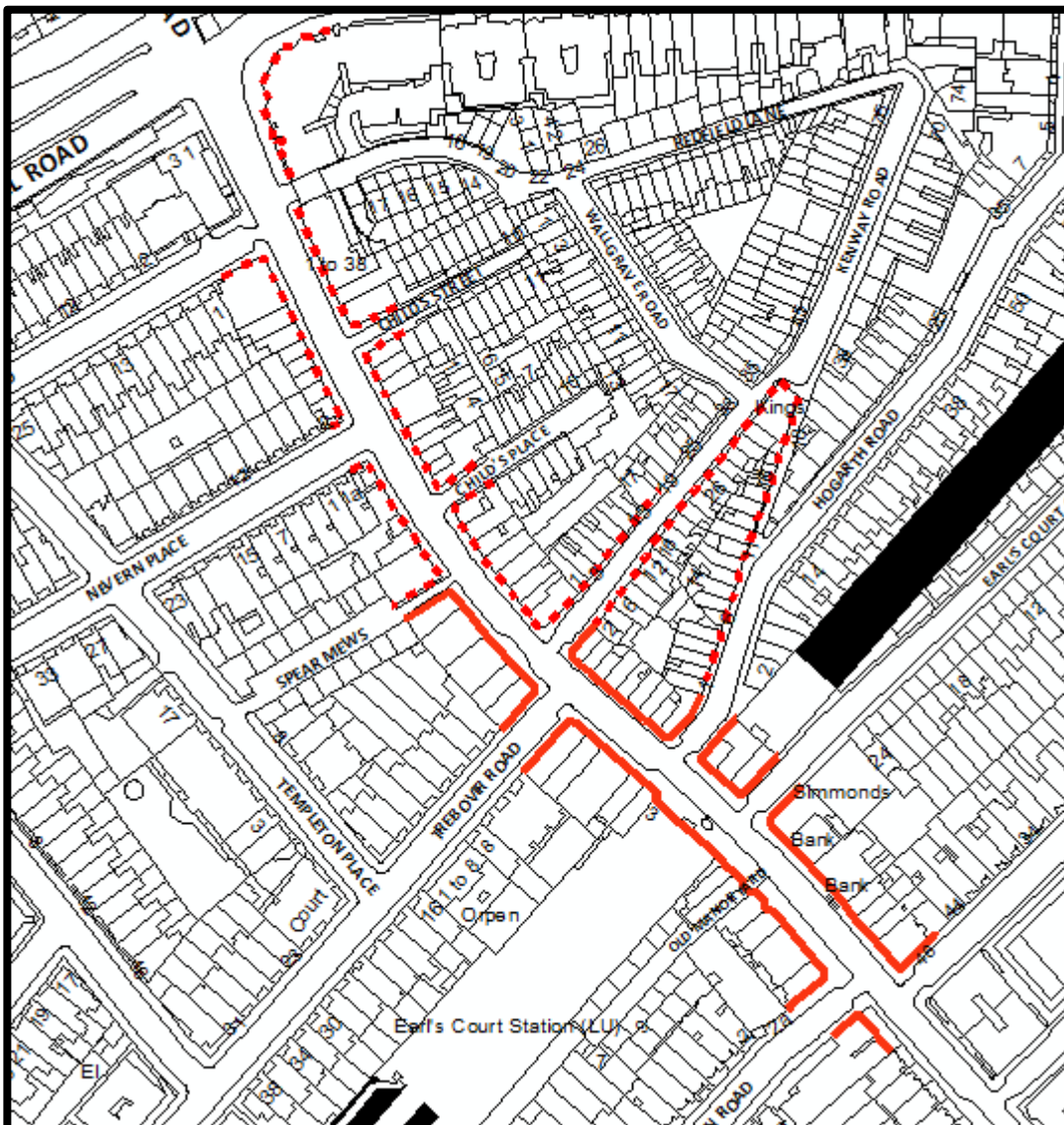
Earl's Court Road District Centre

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



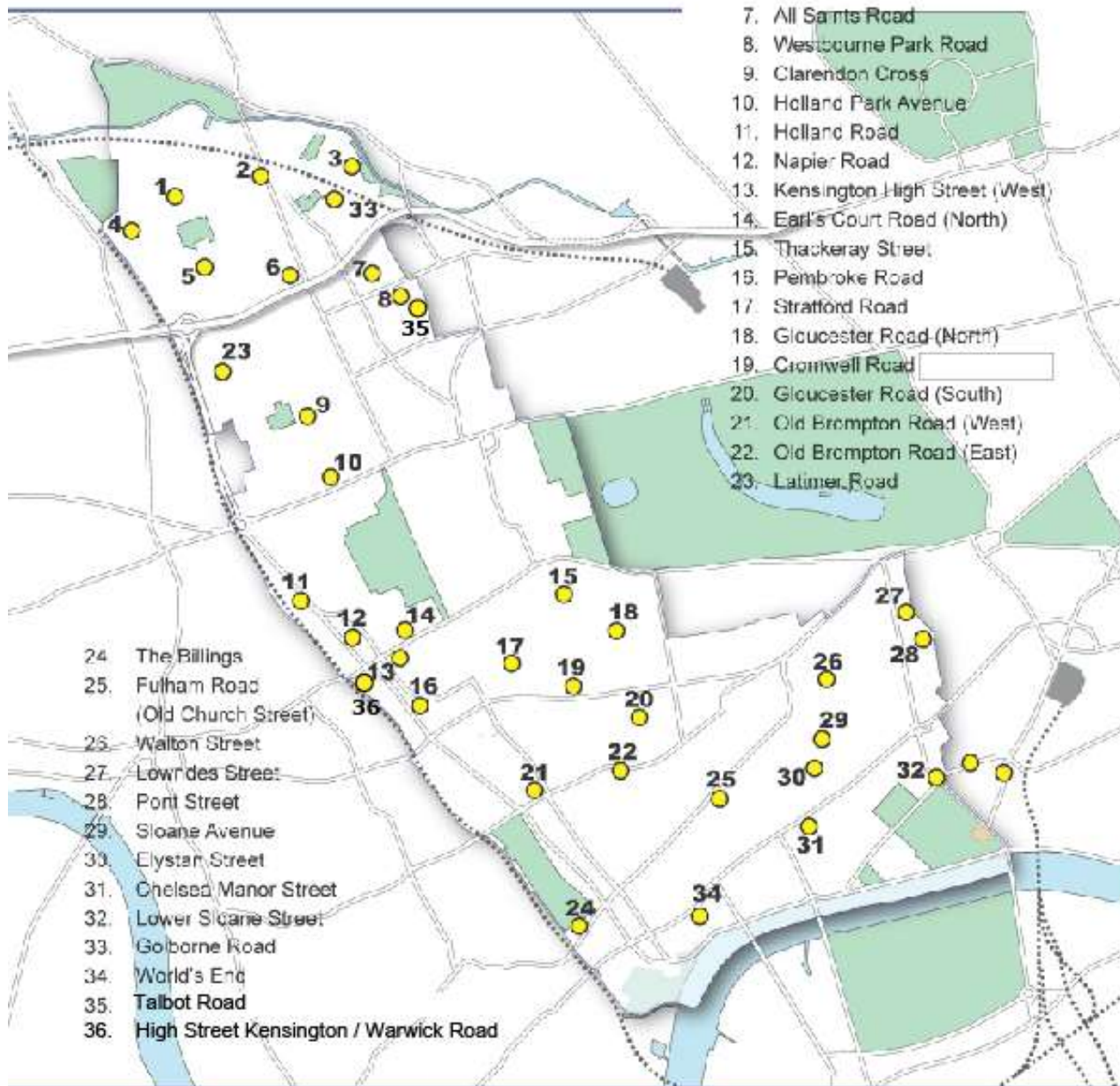
30.2 Neighbourhood Town Centres

Please note the map quality will be improved when the Local Plan is desk top published.

Neighbourhood Shopping Centres

 Neighbourhood Shopping Centres

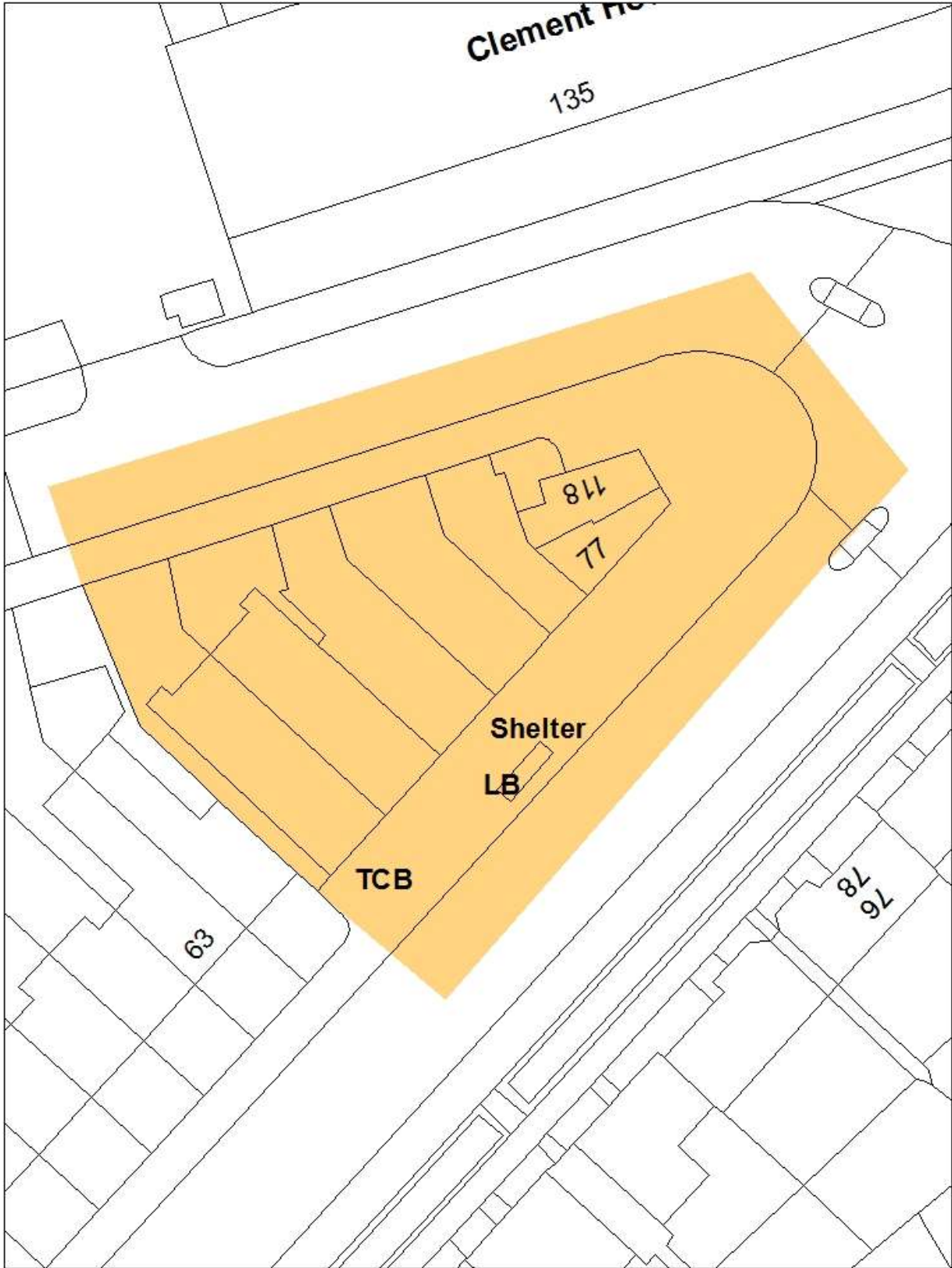
1. Barlby Road
2. Ladbroke Grove (North)
3. Golborne Road (North)
4. North Pole Road
5. St Helens Gardens
6. Ladbroke Grove Station
7. All Saints Road
8. Westcurne Park Road
9. Clarendon Cross
10. Holland Park Avenue
11. Holland Road
12. Napier Road
13. Kensington High Street (West)
14. Earl's Court Road (North)
15. Thackeray Street
15. Pembroke Road
17. Stratford Road
18. Gloucester Road (North)
19. Cromwell Road
20. Gloucester Road (South)
21. Old Brompton Road (West)
22. Old Brompton Road (East)
23. Lalmier Road







24. The Billings
25. Fulham Road (Old Church Street)
26. Walton Street
27. Lowndes Street
28. Port Street
29. Sloane Avenue
30. Elystan Street
31. Chelsea Manor Street
32. Lower Sloane Street
33. Golborne Road
34. World's End
35. Talbot Road
36. High Street Kensington / Warwick Road

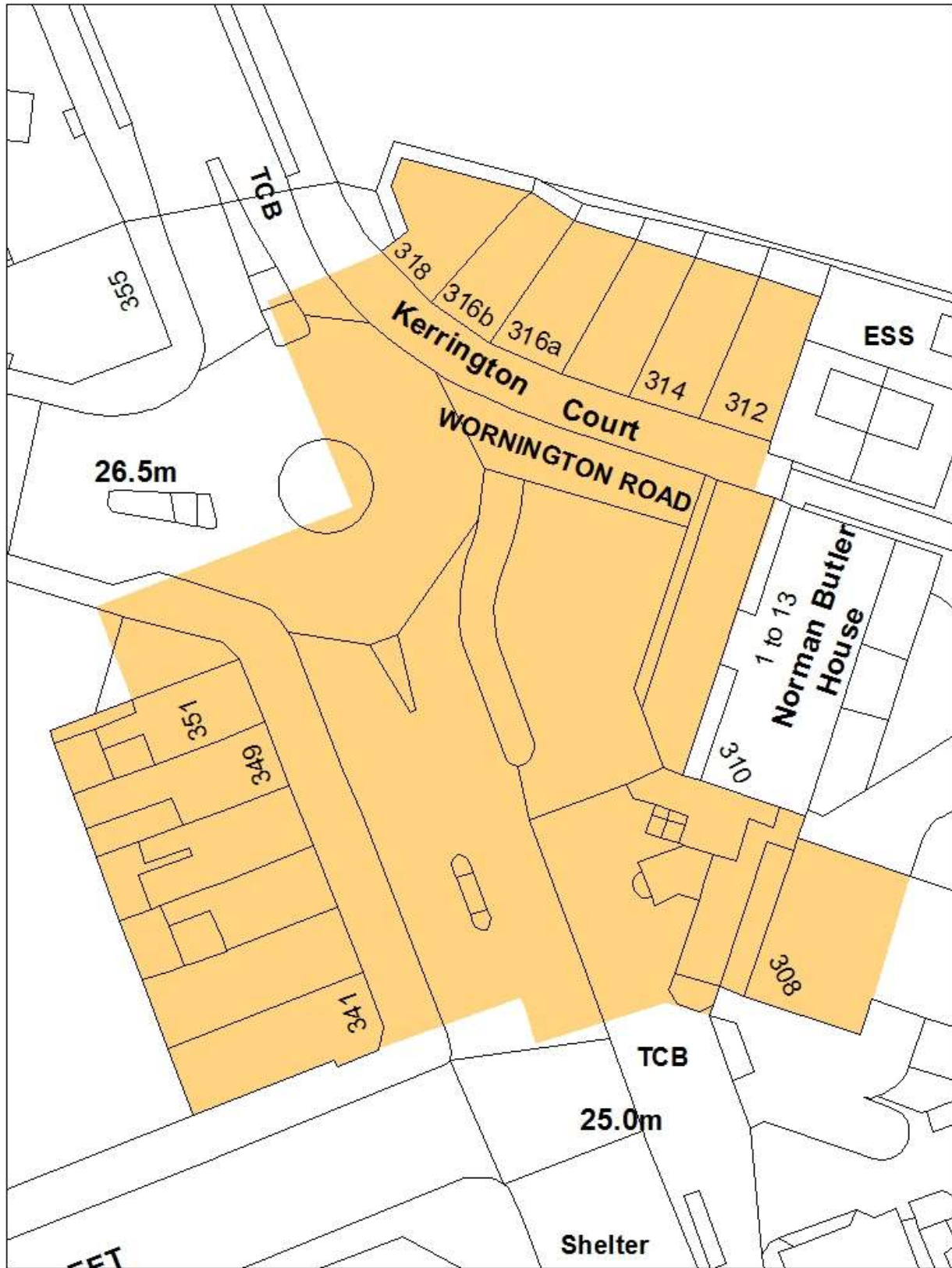
Neighbourhood Town Centres	
1. Barlby Road 67-77 Barlby Road 118 Dalgarno Gardens	2. Ladbroke Grove (North) 341-351 Ladbroke Road 310-320 Ladbroke Grove
3. Golborne Road (North) 12-30 Golborne Road 7-19a Golborne Road	4. North Pole Road 2-24 North Pole Road 13-21 North Pole Road 485-493 Latimer Road 1a St Quintins Gardens
5. St Helens Gardens 53-75 St Helens Gardens	6. Ladbroke Grove Station 102-156 Ladbroke Grove 131-181 Ladbroke Grove 103, 134/134a - 136/136a Lancaster Road
7. All Saints Road 3-45 All Saints Road 4-32 All Saints Road 230-236 Westbourne Park Road	8. Westbourne Park Road 209 Westbourne Park Road 213-225 Westbourne Park Road 20-24 Powis Terrace
9. Clarendon Cross 5-10 (inc.) Clarendon Cross 73 and 73a Clarendon Cross 96-104 Portland Road 129-141 Portland Road	10. Holland Park Avenue 80-150 Holland Park Avenue 1-2 Holland Park Terrace 1a Portland Road 2-14 Portland Road 2-10 Clarendon Road 1a Clarendon Road
11. Holland Road 11a-11b Russell Gardens 1-10 (inc.) Russell Gardens	12. Napier Road 1-6 (inc.) Napier Road 34/38 Holland Road
13. Kensington High Street 343-353 Kensington High Street	14. Earl's Court (North) 32-56/56a Earls Court Road 21-45 Earls Court Road
15. Thackeray Street 16-17 Kensington Court Place 1-9 Thackeray Street 2-26 Thackeray Street 8-10 (inc.) Kensington Square	16. Pembroke Road 50-72 Pembroke Road
17. Stratford Road 3-13 and 13b Stratford Road 2-20 Stratford Road 37 Marloes Road	18. Gloucester Road (North) 1/a/ b/c - 5 (inc.) Kynance Place 10-72 Gloucester Road 1/3-5/5a Gloucester Road 9/9a-35 Gloucester Road 2-5 (inc.) Victoria Grove 27-29 (inc.) Victoria Grove
19. Cromwell Road 118-156 and 158a Cromwell Road	20. Gloucester Road (South) 85 Cromwell Road 71-127 Gloucester Road 134-156 Gloucester Road Units 1-31(inc.) Gloucester Rd Arcade
21. Old Brompton Road (West) 229-239 Earls Court Road 304-326 Earls Court Road 219-279 Old Brompton Road 232-246 Old Brompton Road 256-324 Old Brompton Road	22. Old Brompton Road (East) 142-176 Old Brompton Road 153-165 Old Brompton Road

<p>23. Latimer Road Station 3-11 Bramley Road 21- 41 Bramley Road 86 and 92 Bramley Road 25 Lockton Street</p>	<p>24. The Billings 346-366 Fulham Road 340-342 Fulham Road</p>
<p>25. Fulham Road - Old Church Street 2/6 Queens Elm Parade 239a-267 Fulham Road 80-126 Fulham Road</p>	<p>26. Walton Street 46-56 Walton Street 1-25 Walton Street</p>
<p>27. Lowndes Street 25 a-g - 31 (inc.) Lowndes Street 12/12a Cadogan Place</p>	<p>28. Pont Street 4-16 Pont Street 1-17 Pont Street 20 Lowndes Street</p>
<p>29. Sloane Avenue 45- 81 Sloane Avenue</p>	<p>30. Elystan Street 1-43 Elystan Street 2-8 Elystan Street 1-17, 23 Cale Street 2-30 Cale Street 1, 53 Godfrey Street</p>
<p>31. Chelsea Manor Street 47-65 Chelsea Manor Street</p>	<p>32. Lower Sloane Street 54-66 Lower Sloane Street 61-97 Lower Sloane Street 76-92 Pimlico Road 8-24 Holbein Place</p>
<p>33. Golborne Road (Special District) 51-105 Golborne Road 38-112 Golborne Road 308-332 – 342 Portobello Road 319- 373 Portobello Road</p>	<p>34. Worlds End 488-512 King's Road 385-487 King's Road</p>
<p>35. Talbot Road 104- 120 Talbot Road 99 to 111 Talbot Road 123/125 and 127 Ledbury Road</p>	<p>36. High Street Kensington/ Warwick Road 346- 348 Kensington High Street 360 Kensington High Street 361 – 375 and 383, 389 and 391 Kensington High St 195 – 199 Warwick Road</p>




Barlby Road Neighbourhood Centre


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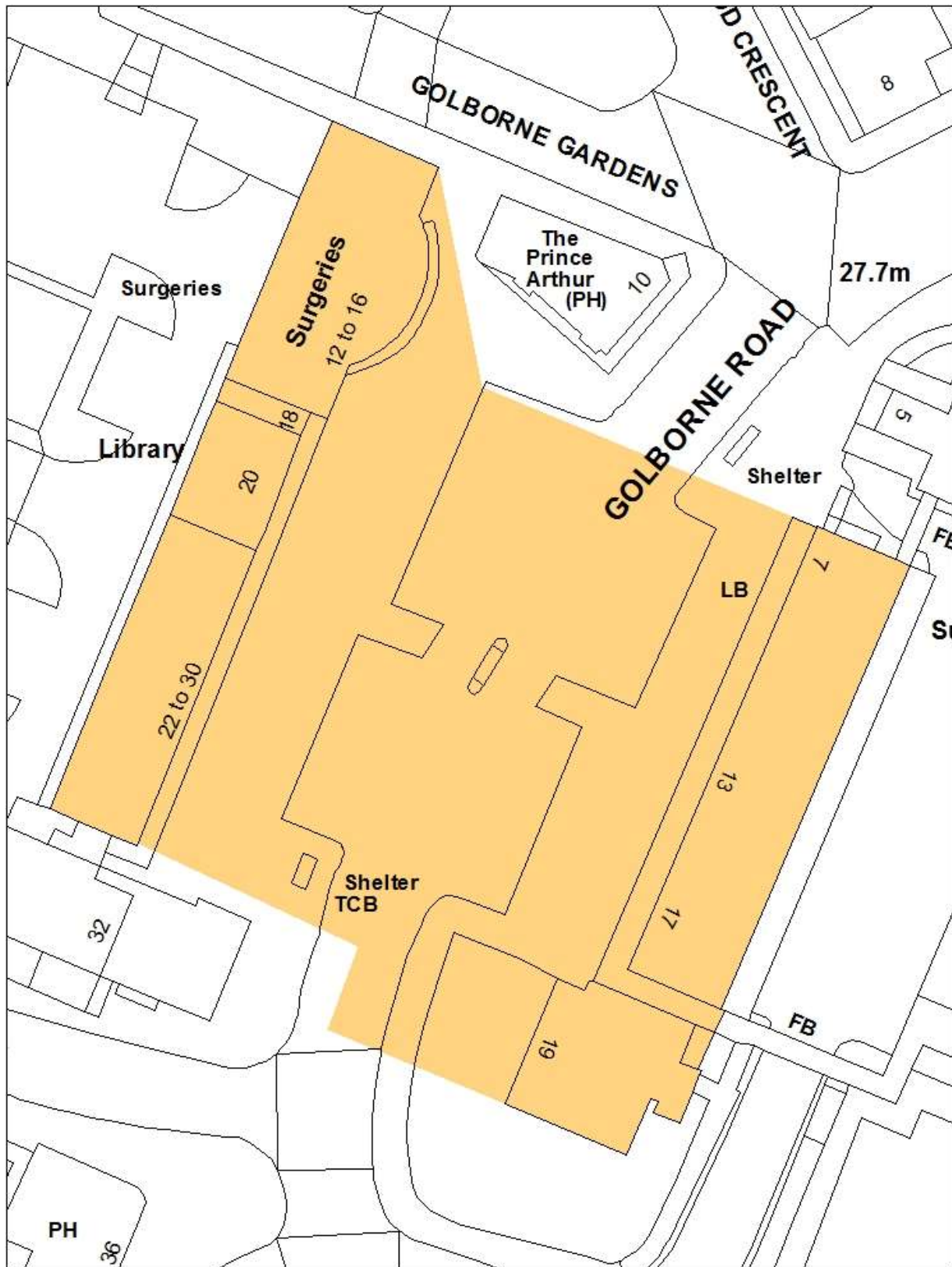


Ladbroke Grove (North) Neighbourhood Centre

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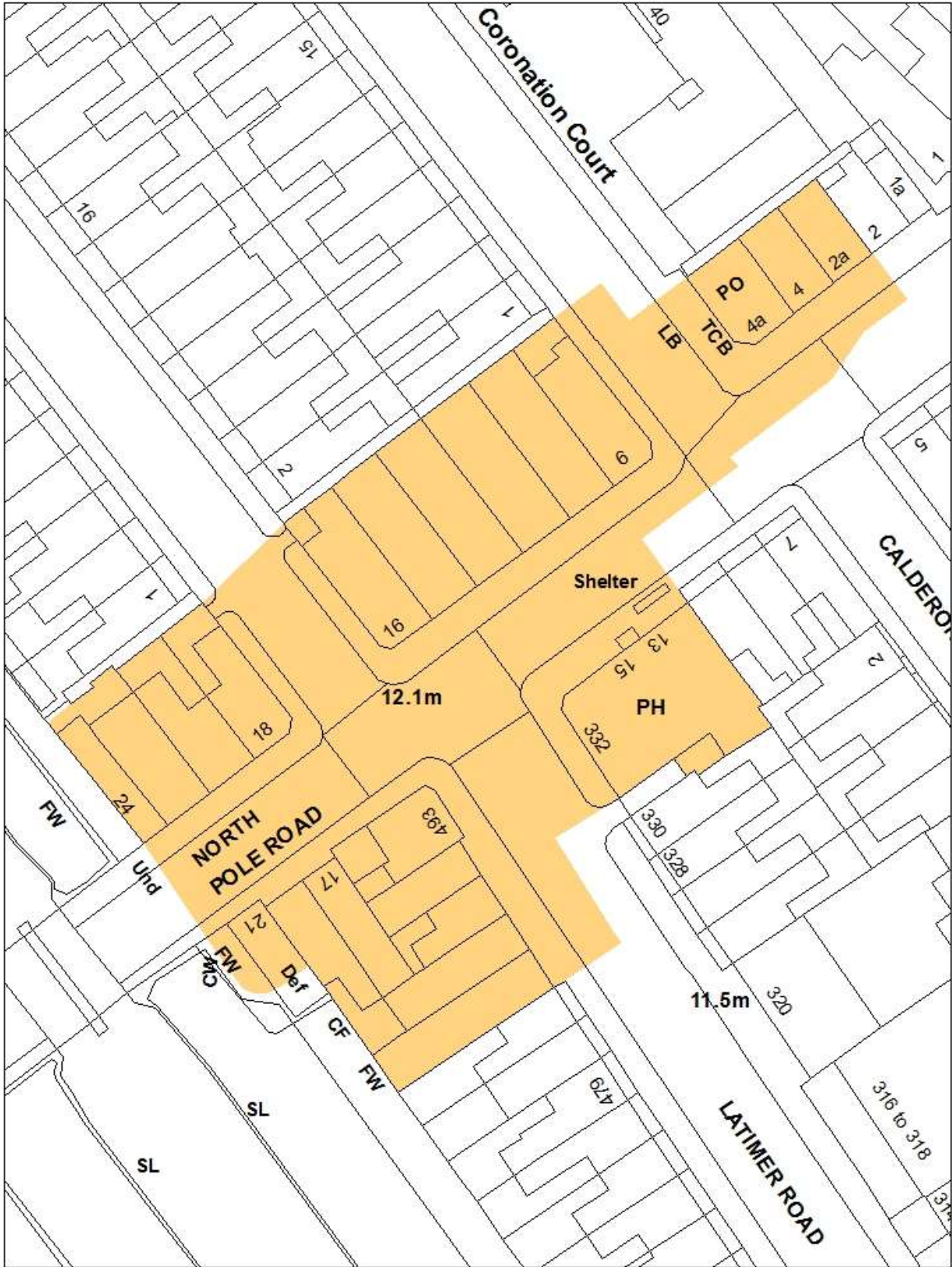
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Golborne Road (North) Neighbourhood Centre

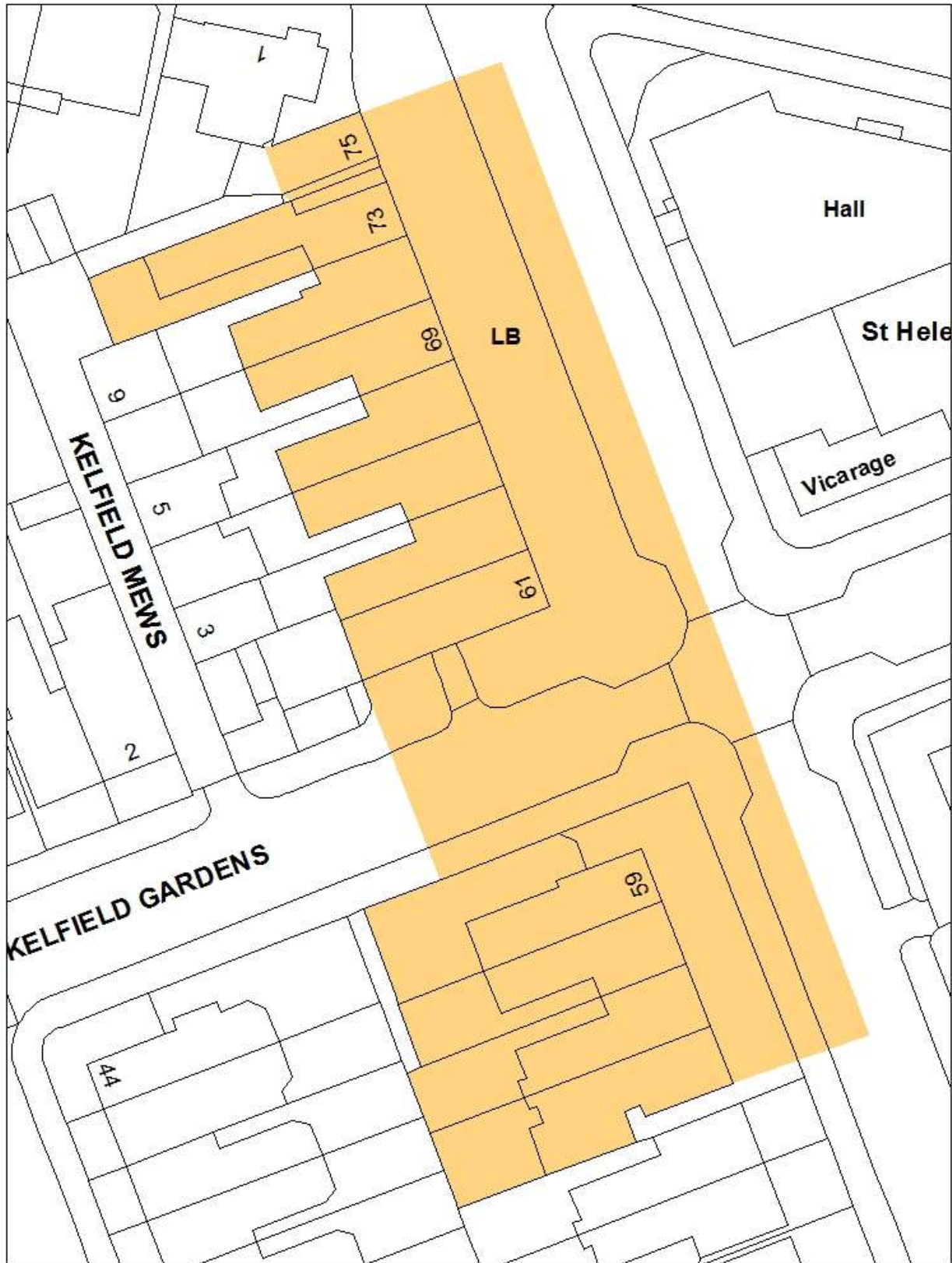

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


North Pole Road Neighbourhood Centre

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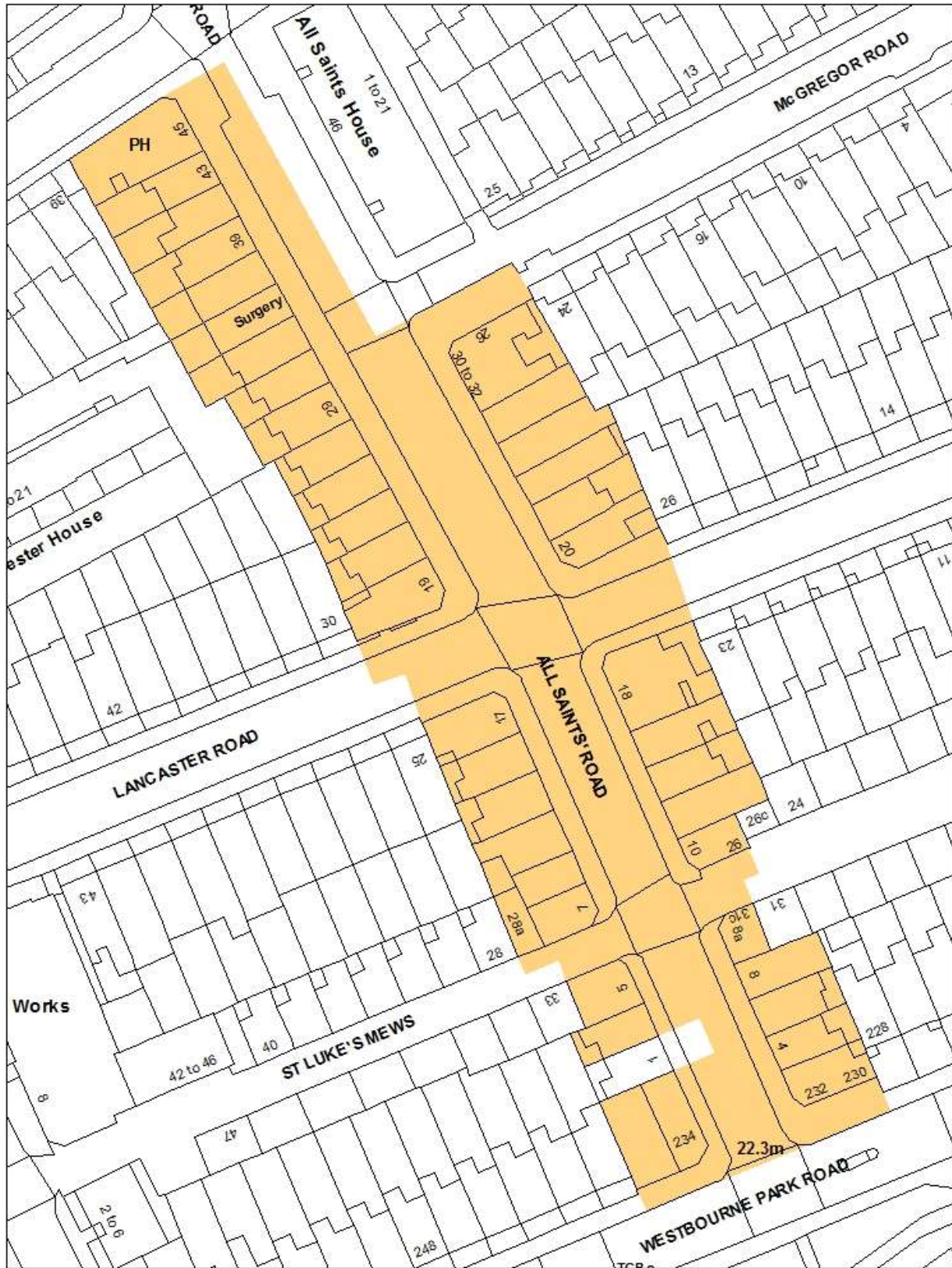

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


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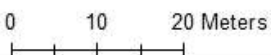

Ladbroke Grove Station Neighbourhood Centre

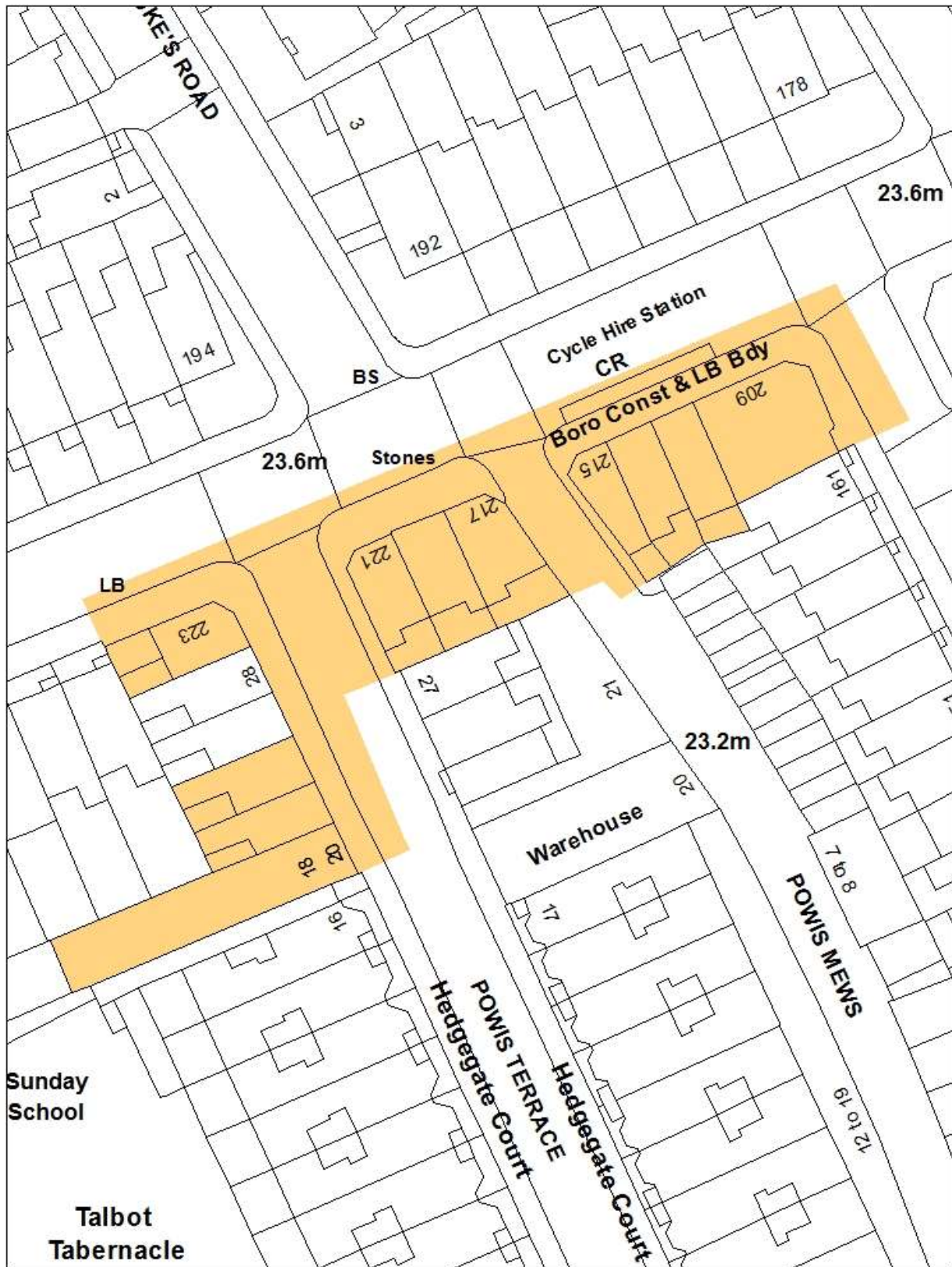

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All Saints Road Neighbourhood Centre


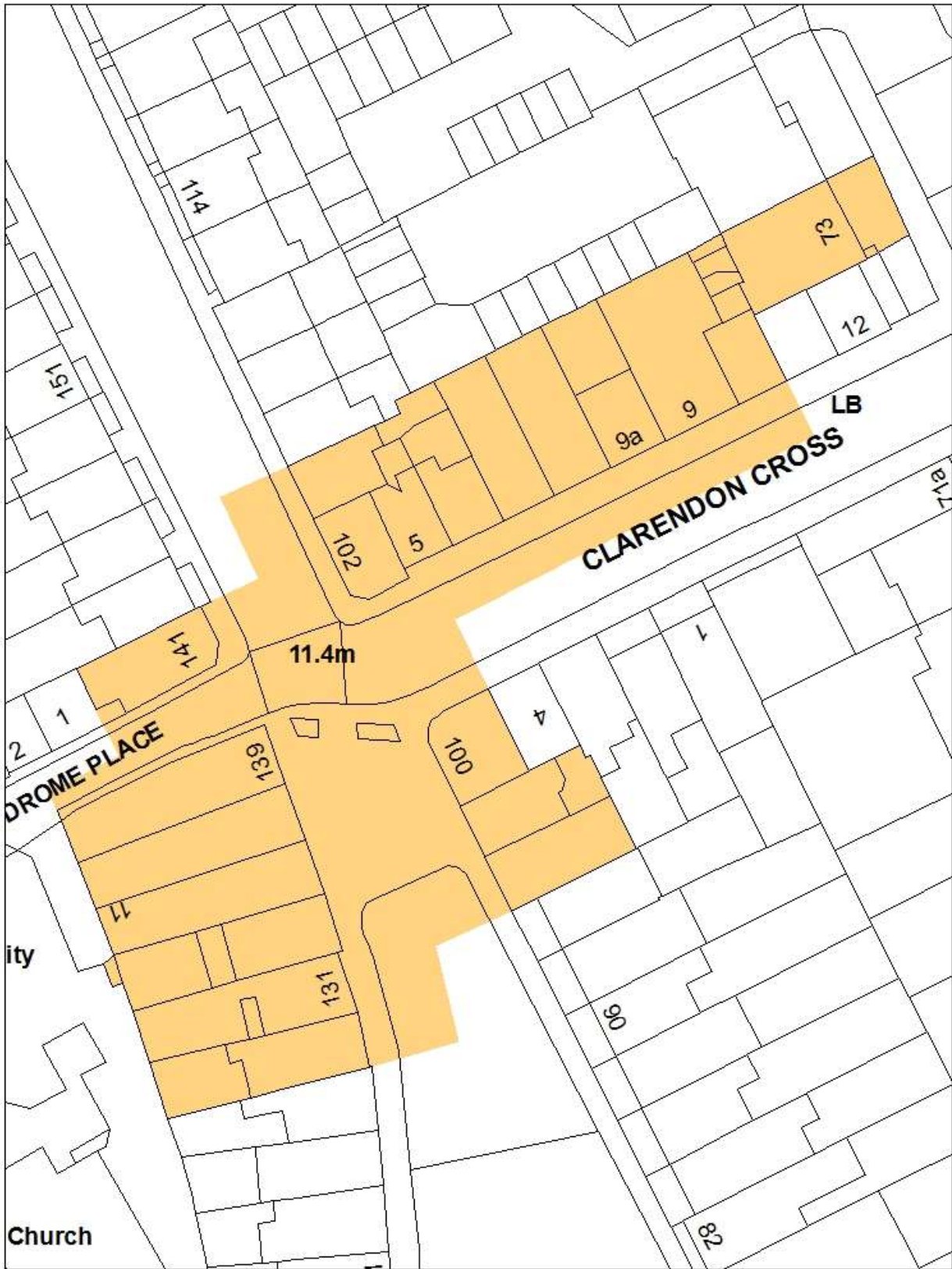
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Westbourne Park Road Neighbourhood Centre




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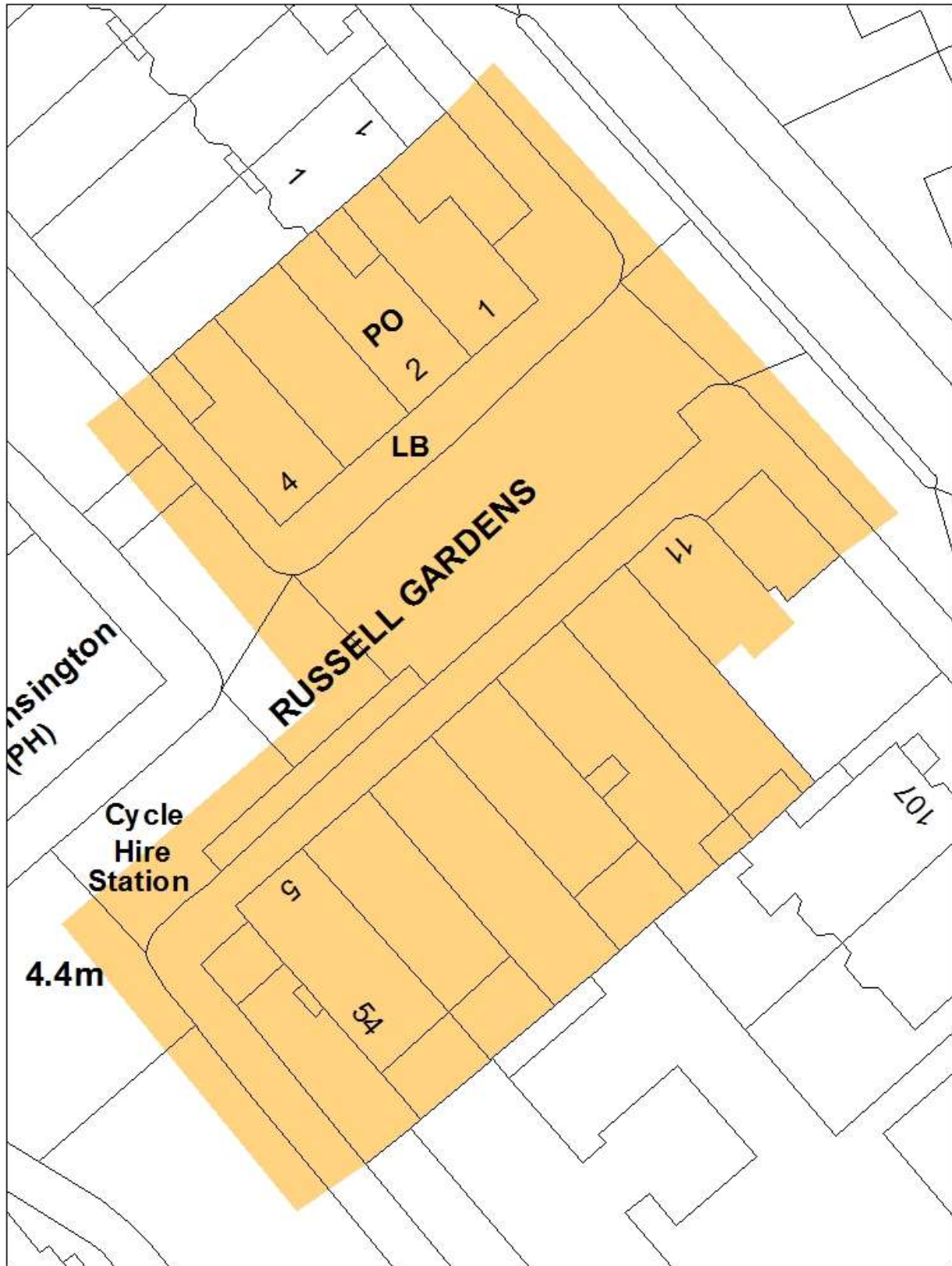

Clarendon Cross Neighbourhood Centre


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Holland Park Avenue Neighbourhood Centre


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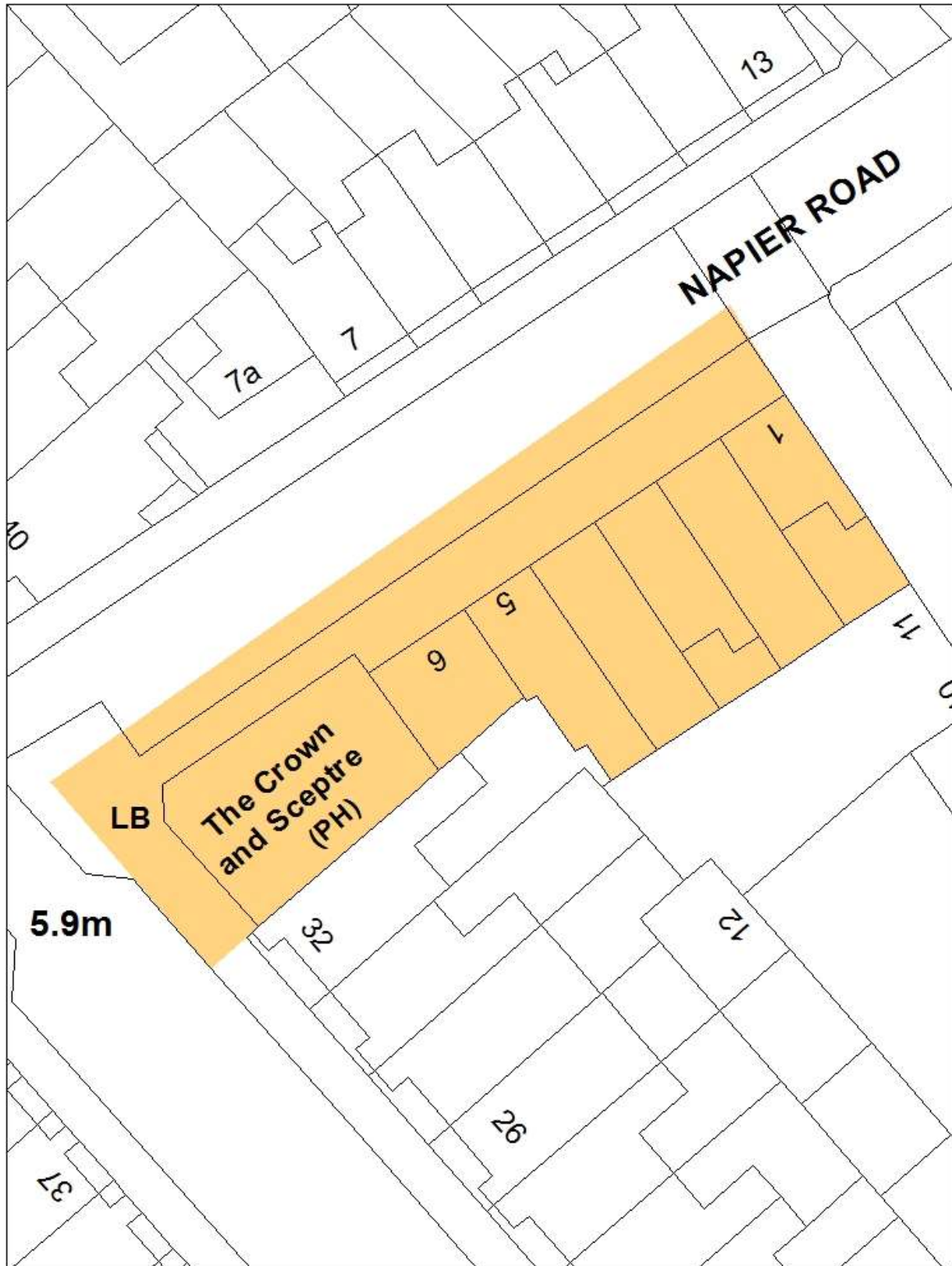


Holland Road Neighbourhood Centre

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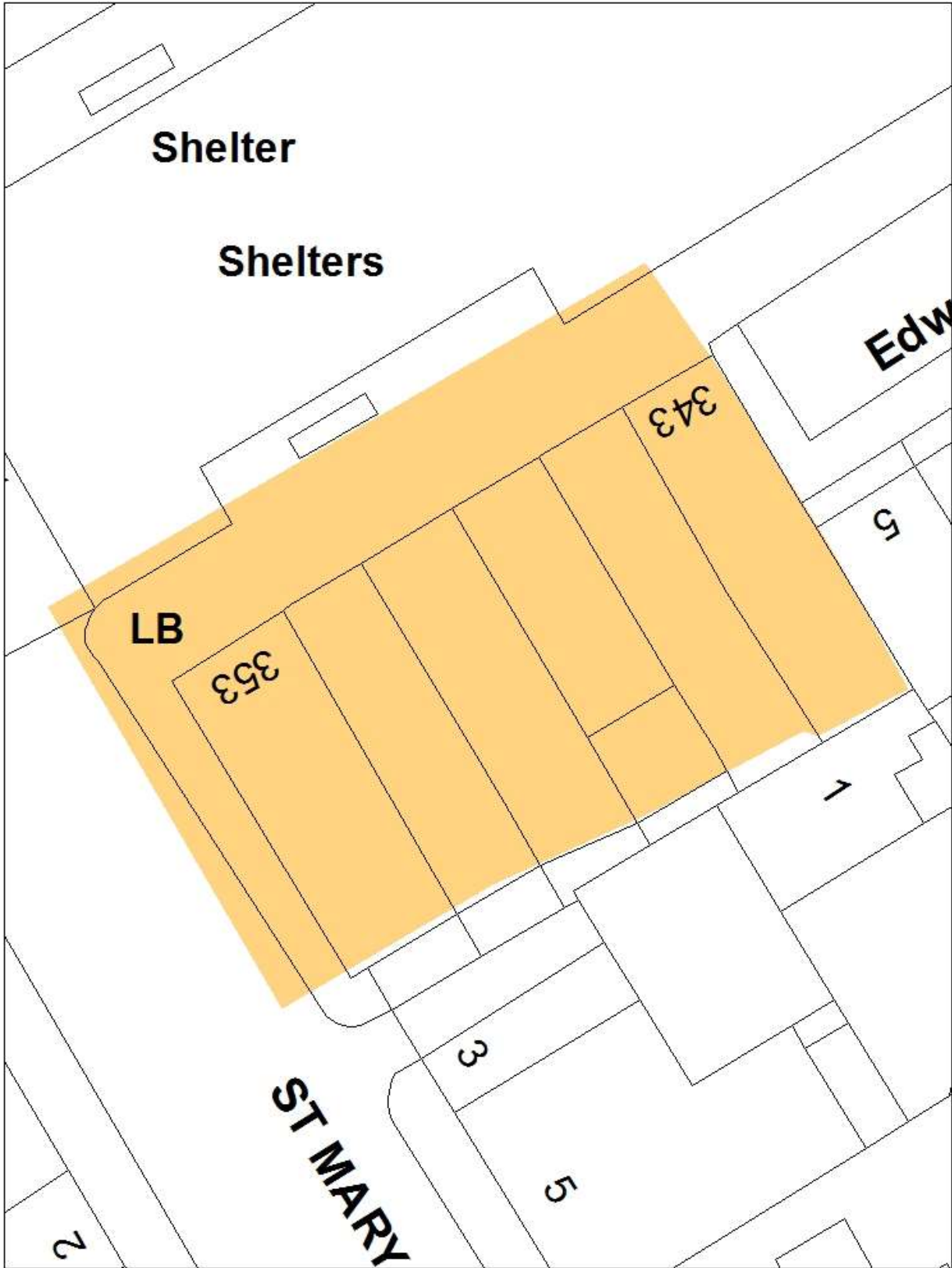


Napier Road Neighbourhood Centre

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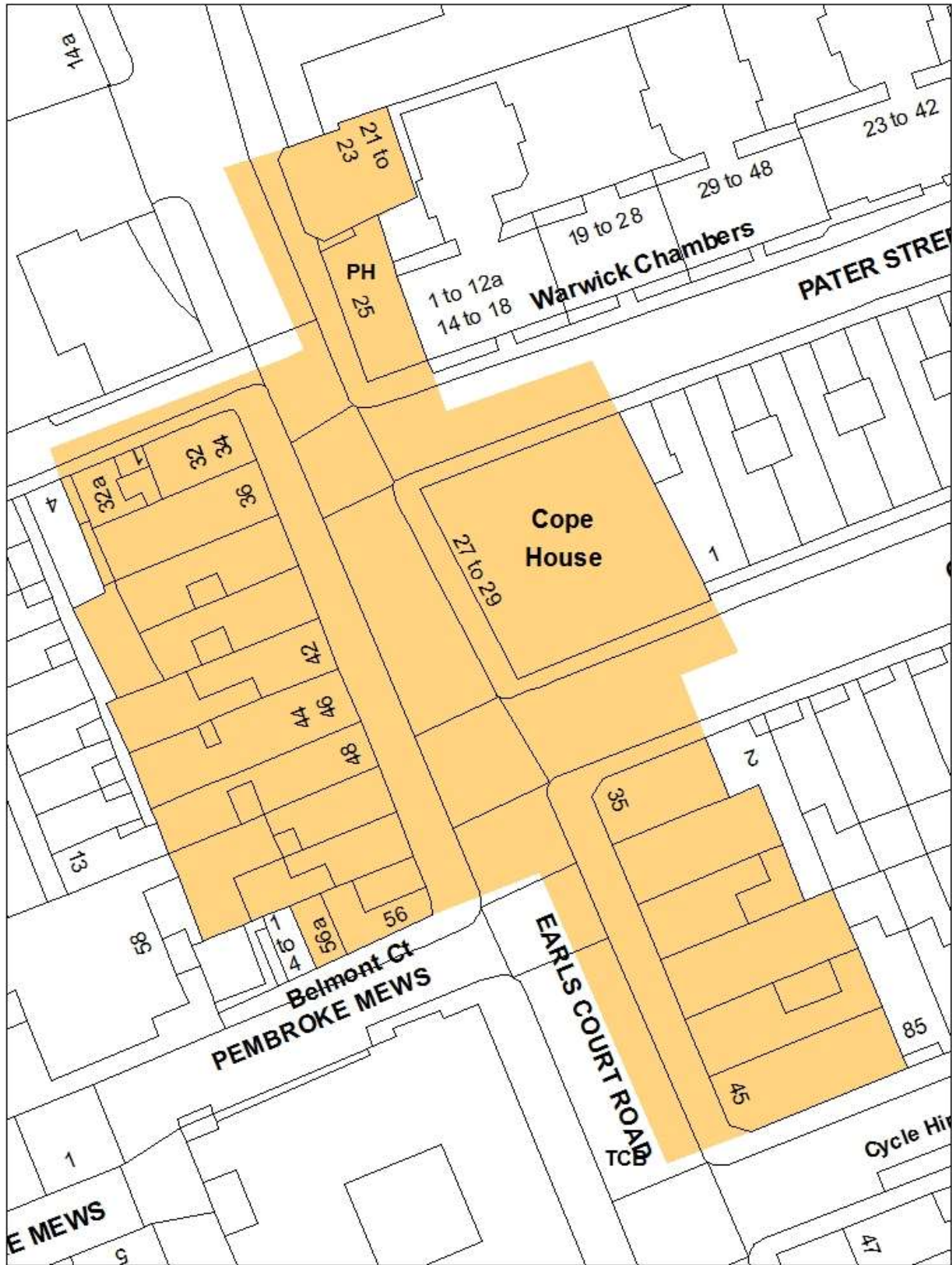
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



Kensington High Street Neighbourhood Centre


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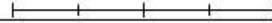



Earls Court Road (North) Neighbourhood Centre



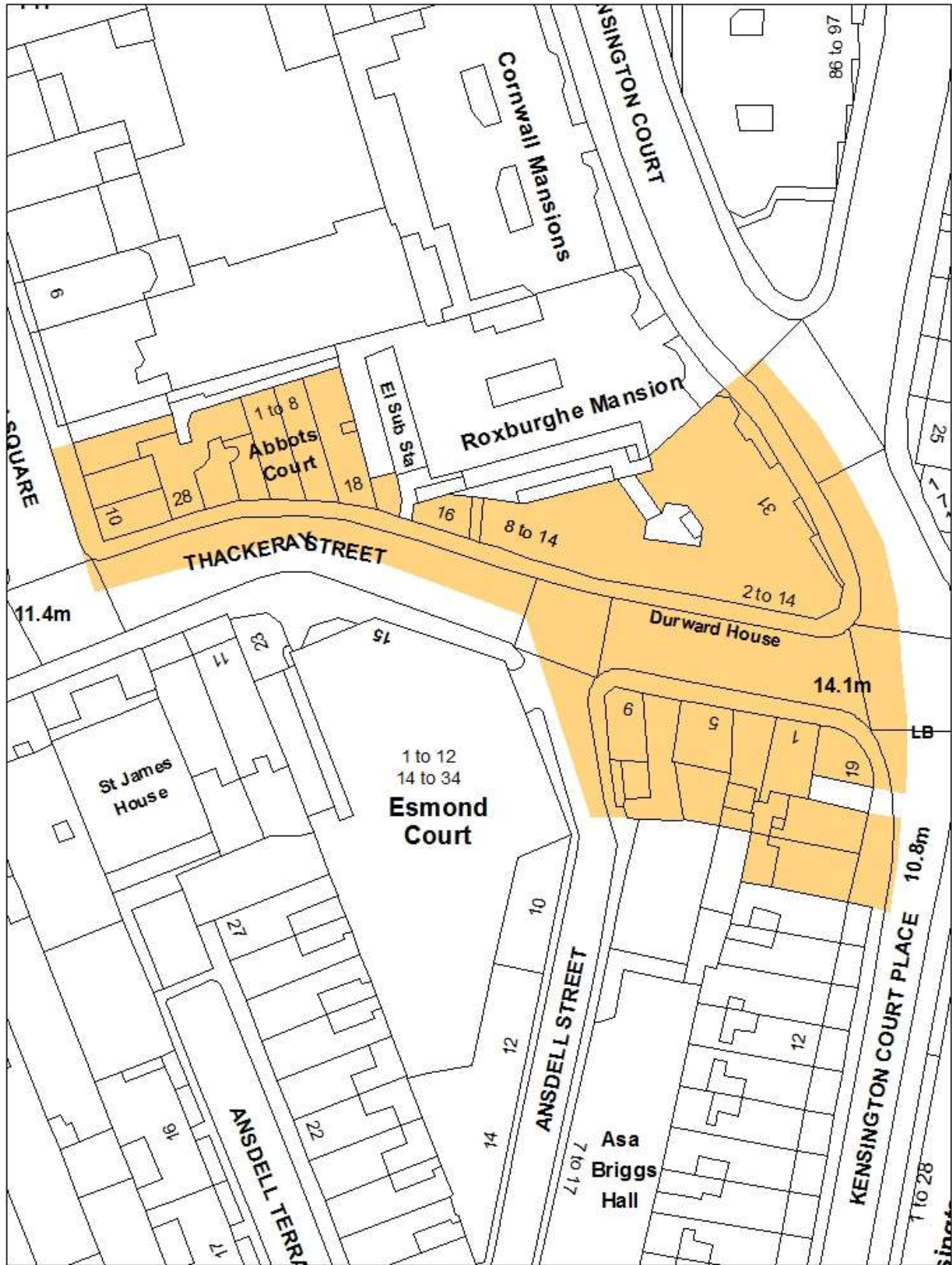
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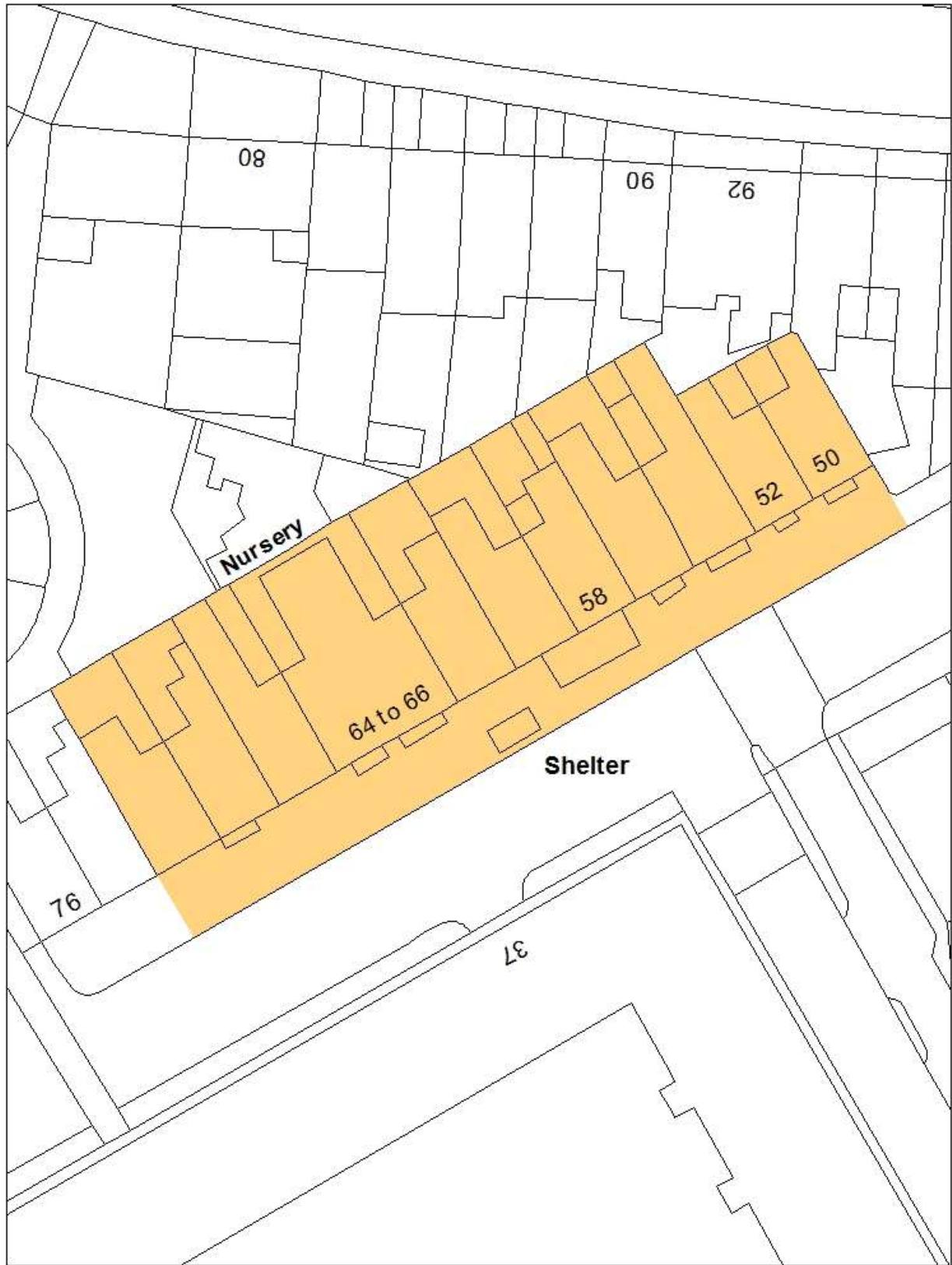



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Thackeray Street Neighbourhood Centre




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



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

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Stratford Road Neighbourhood Centre


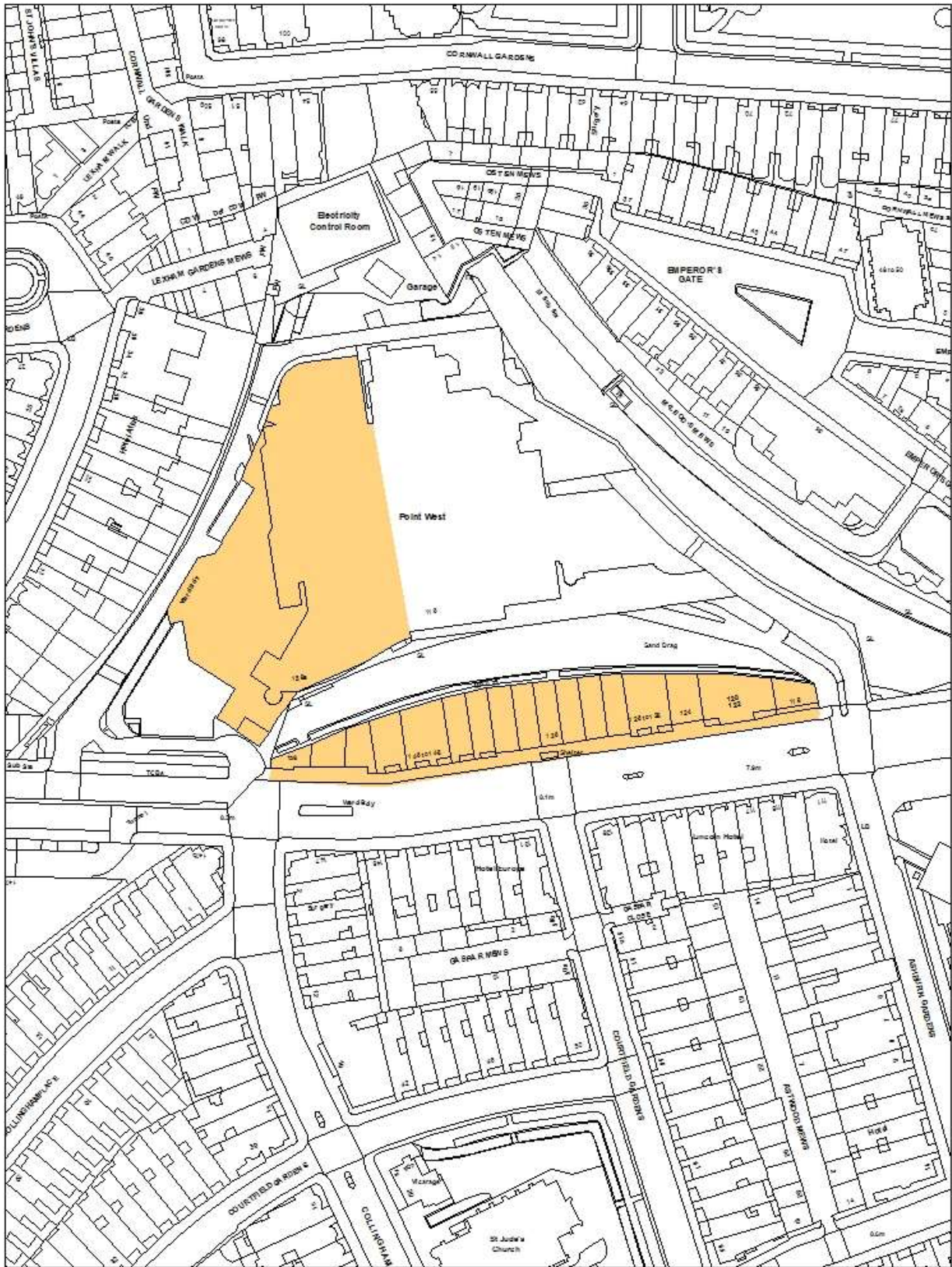
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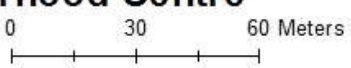




Gloucester Road (North) Neighbourhood Centre

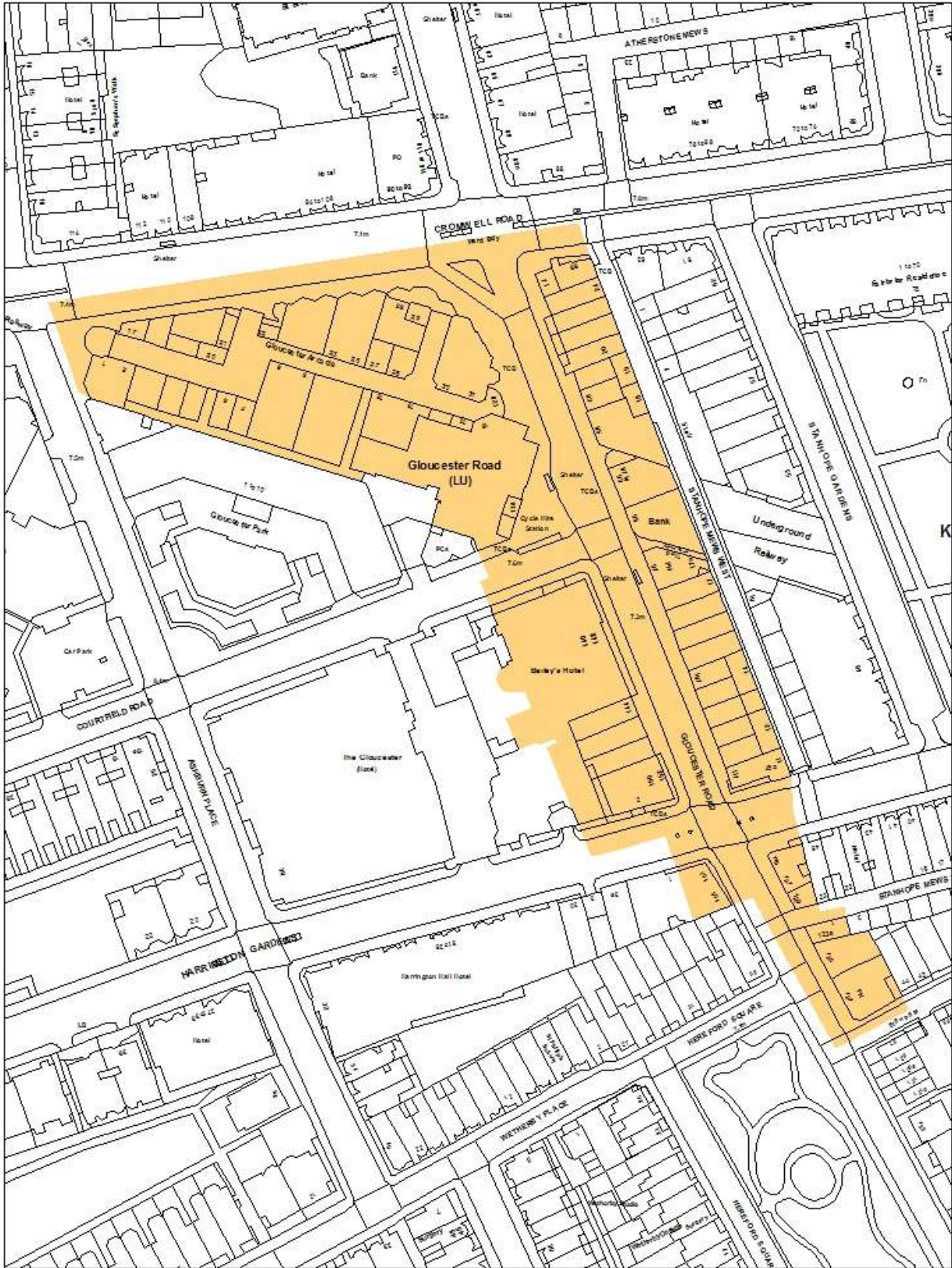

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Cromwell Road Neighbourhood Centre



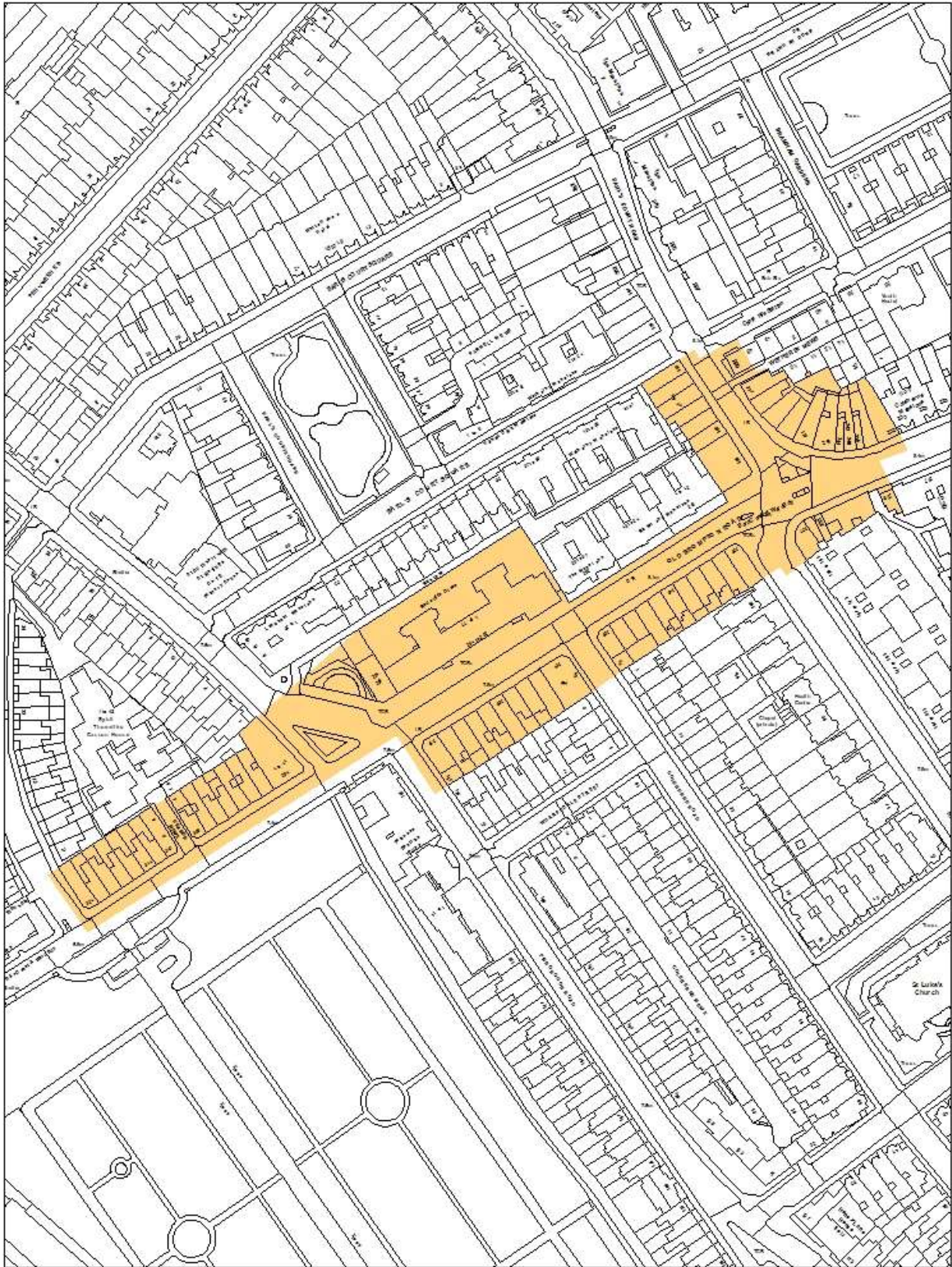
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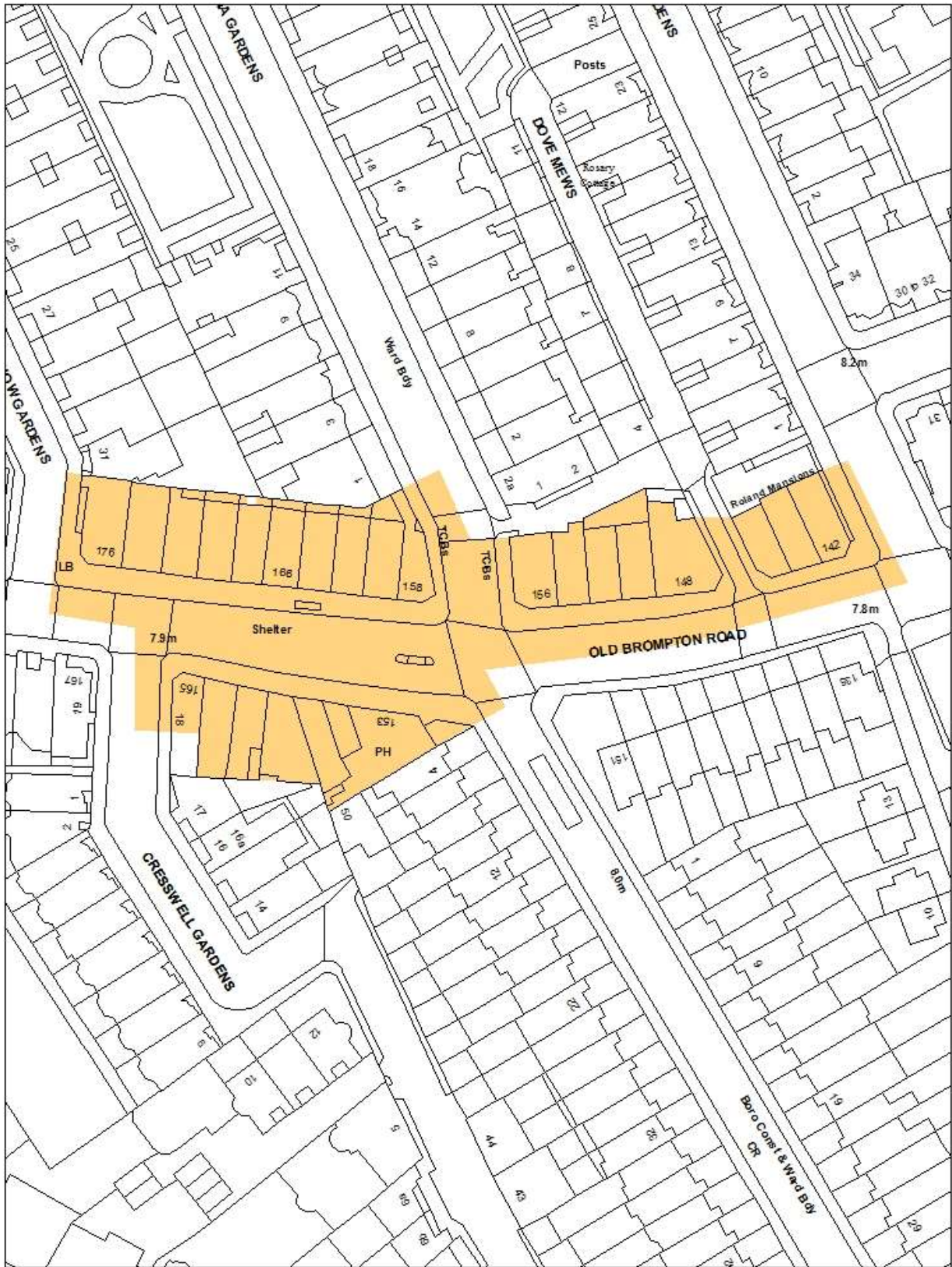

Gloucester Road (South) Neighbourhood Centre




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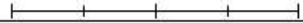
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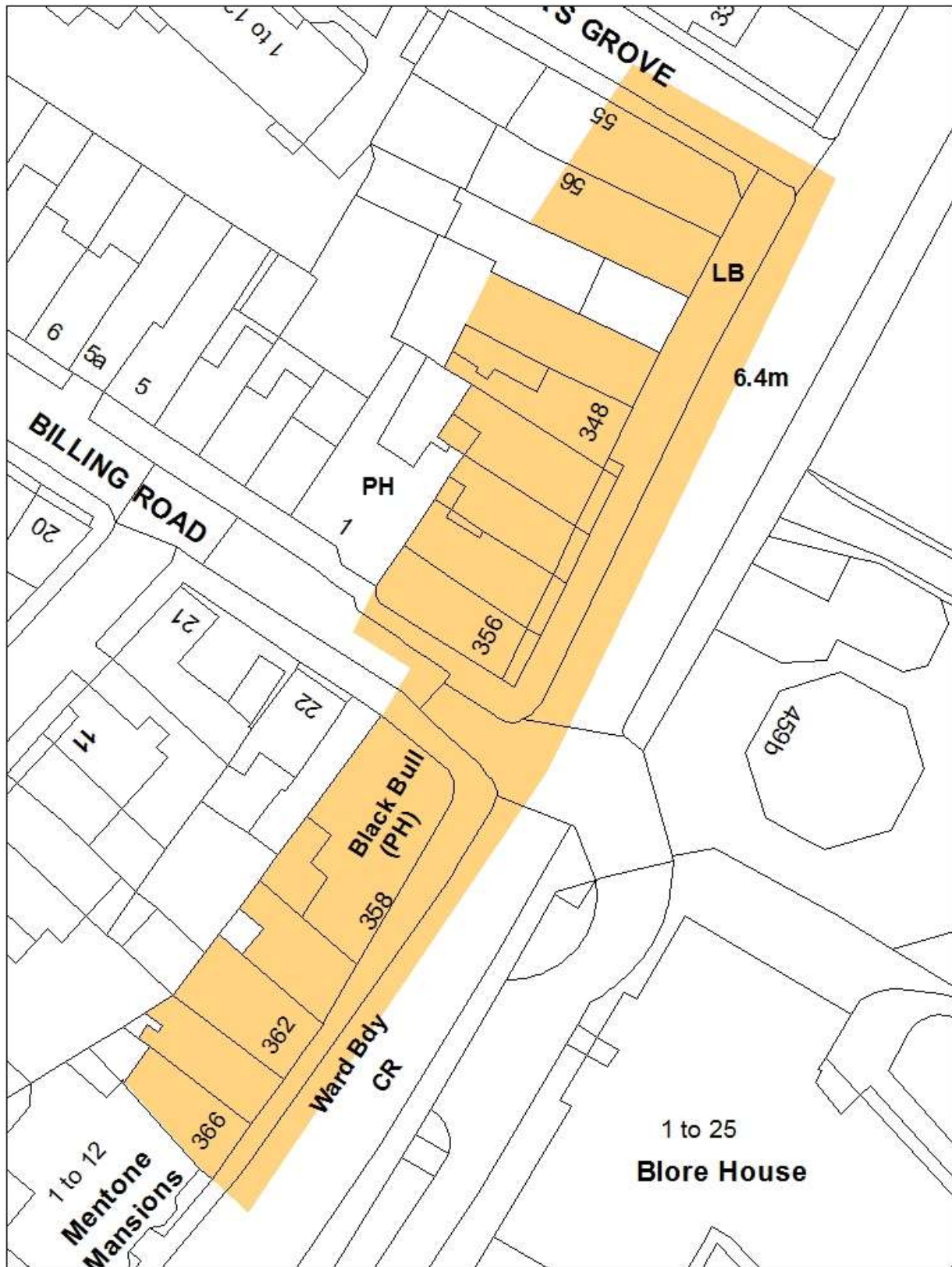
 **Old Brompton Road (West) Neighbourhood Centre** 
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Old Brompton Road (East) Neighbourhood Centre


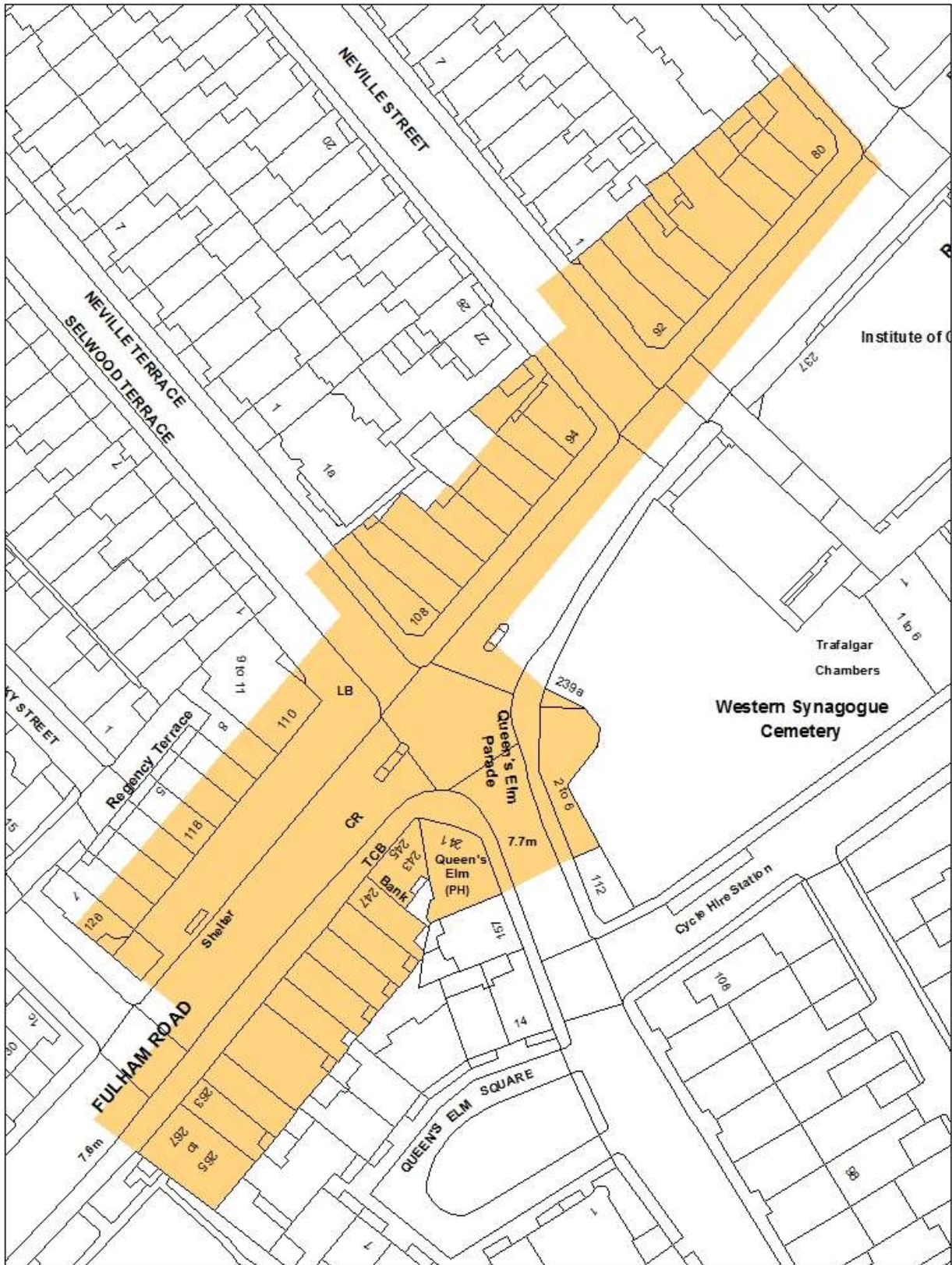
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


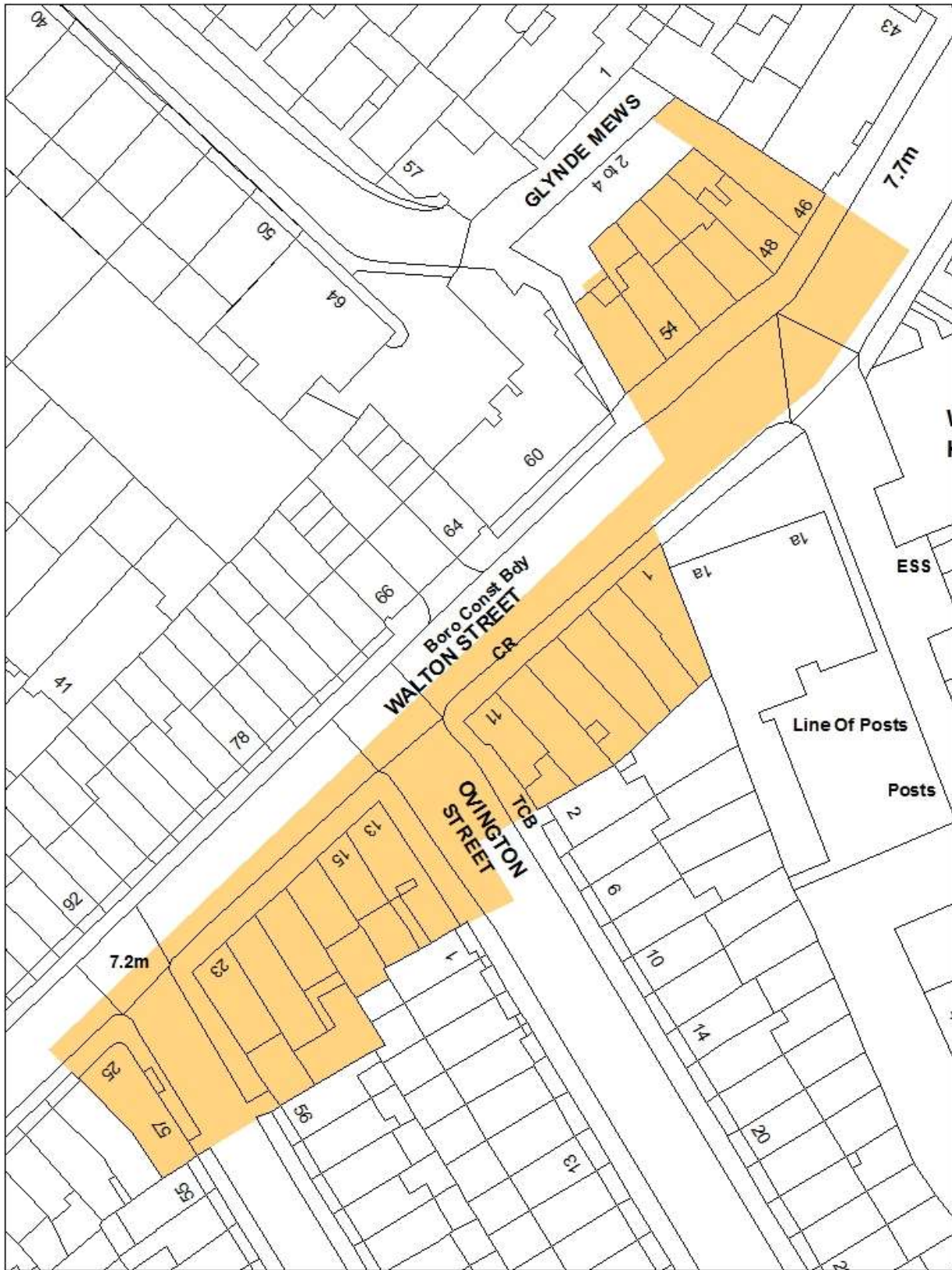

The Billings Neighbourhood Centre



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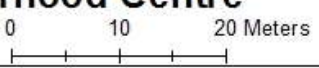


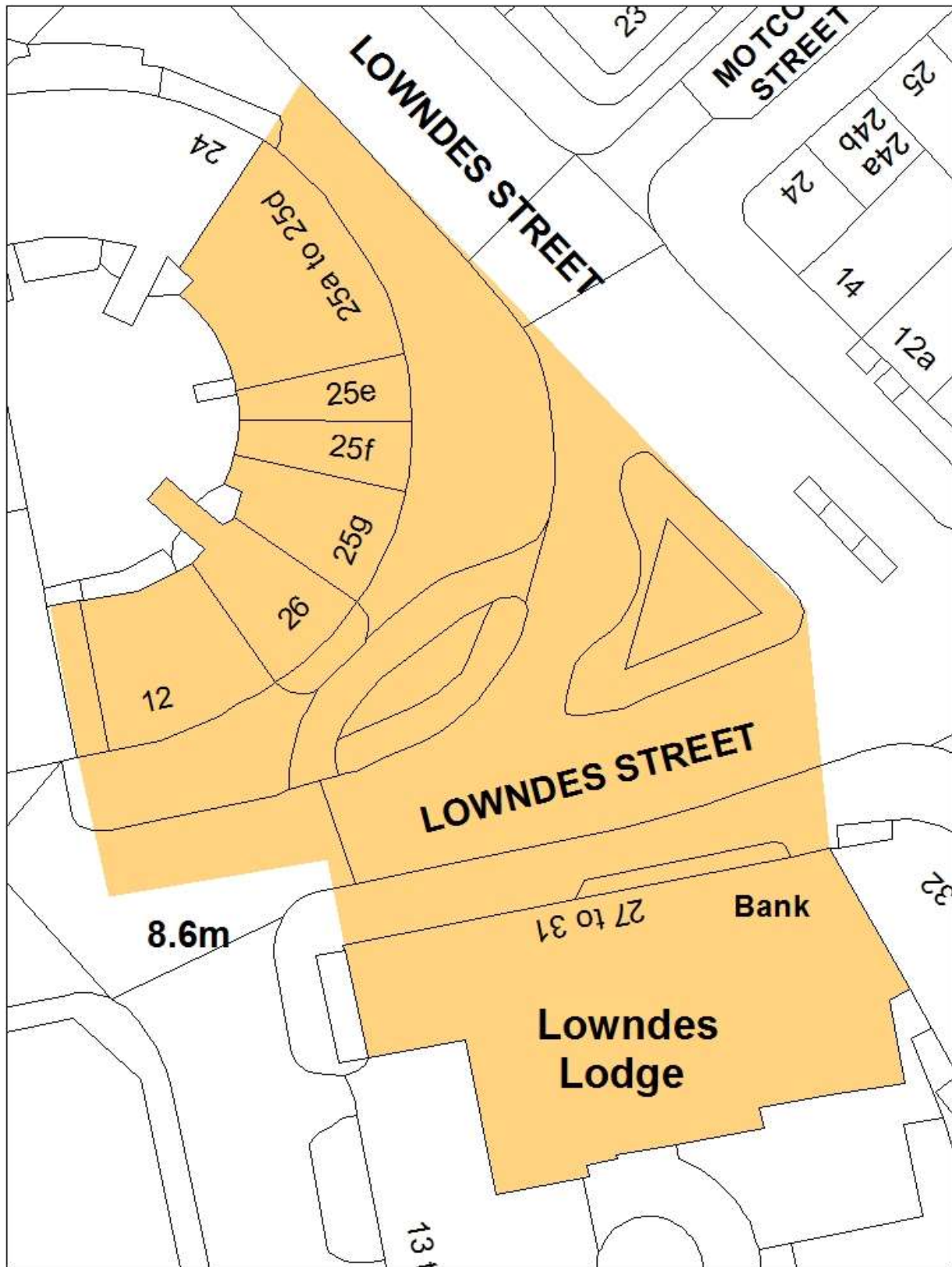

Fulham Road - Old Church Street Neighbourhood Centre


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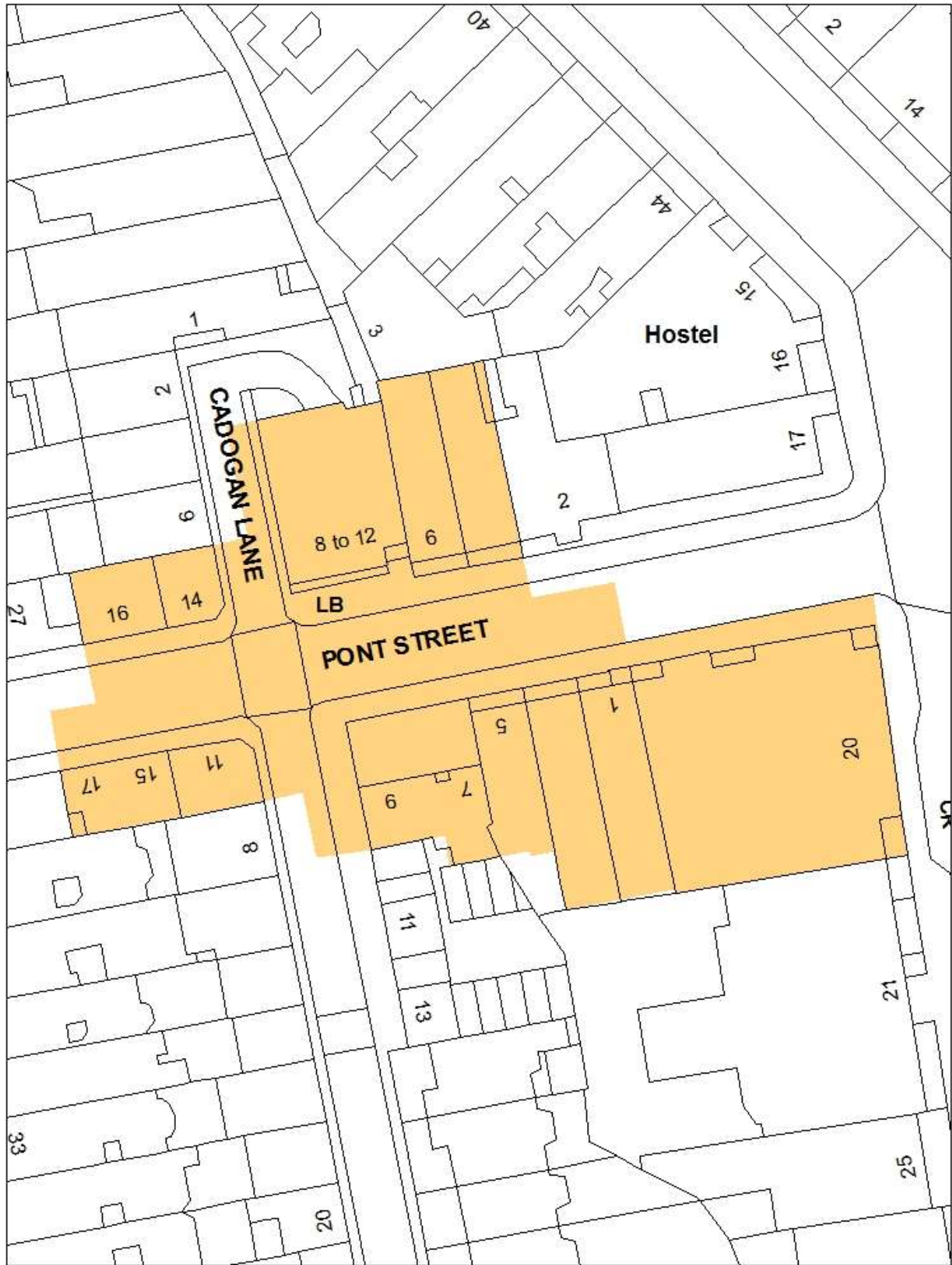

Walton Street Neighbourhood Centre




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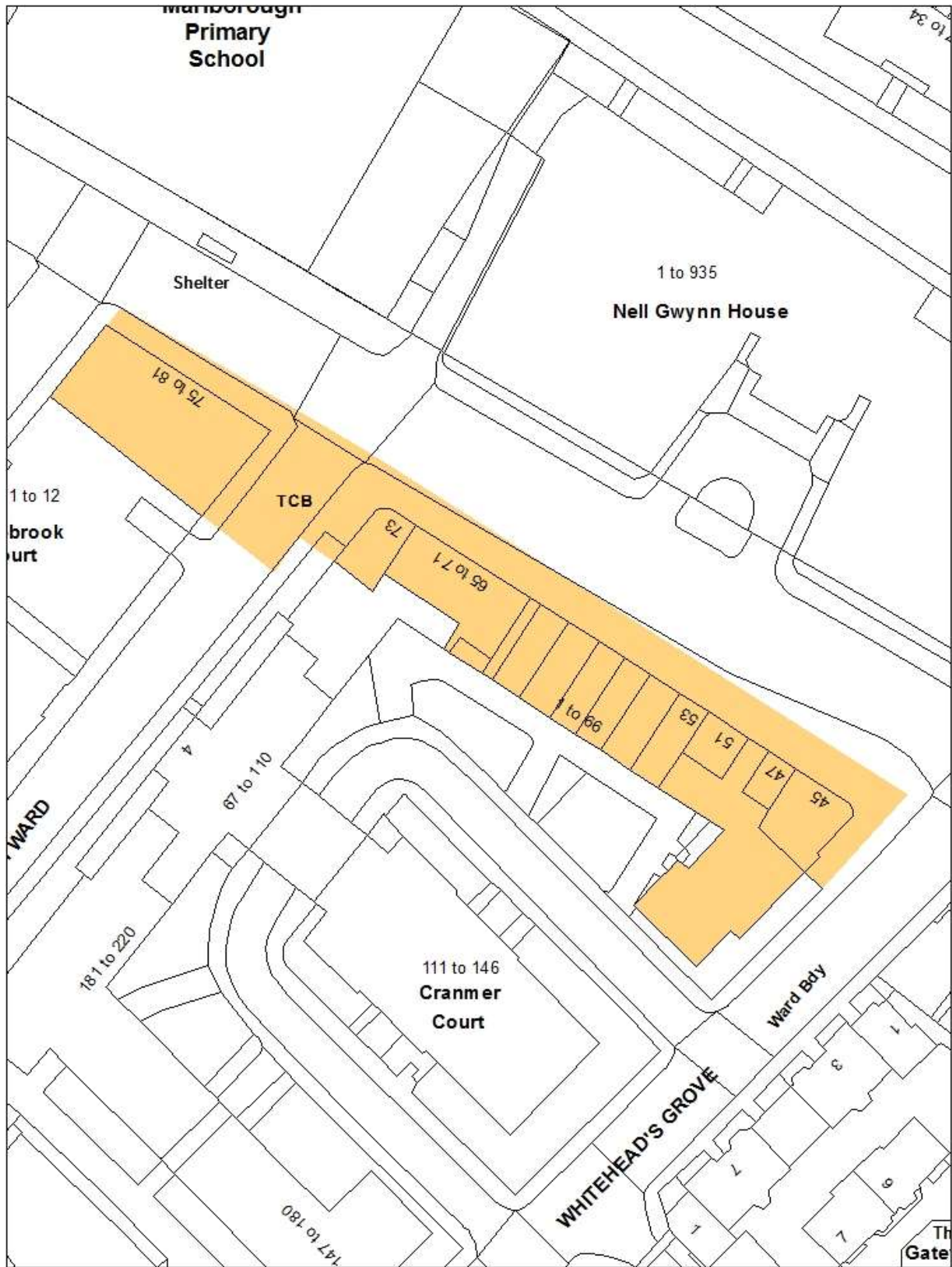

Lowndes Street Neighbourhood Centre


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Pont Street Neighbourhood Centre


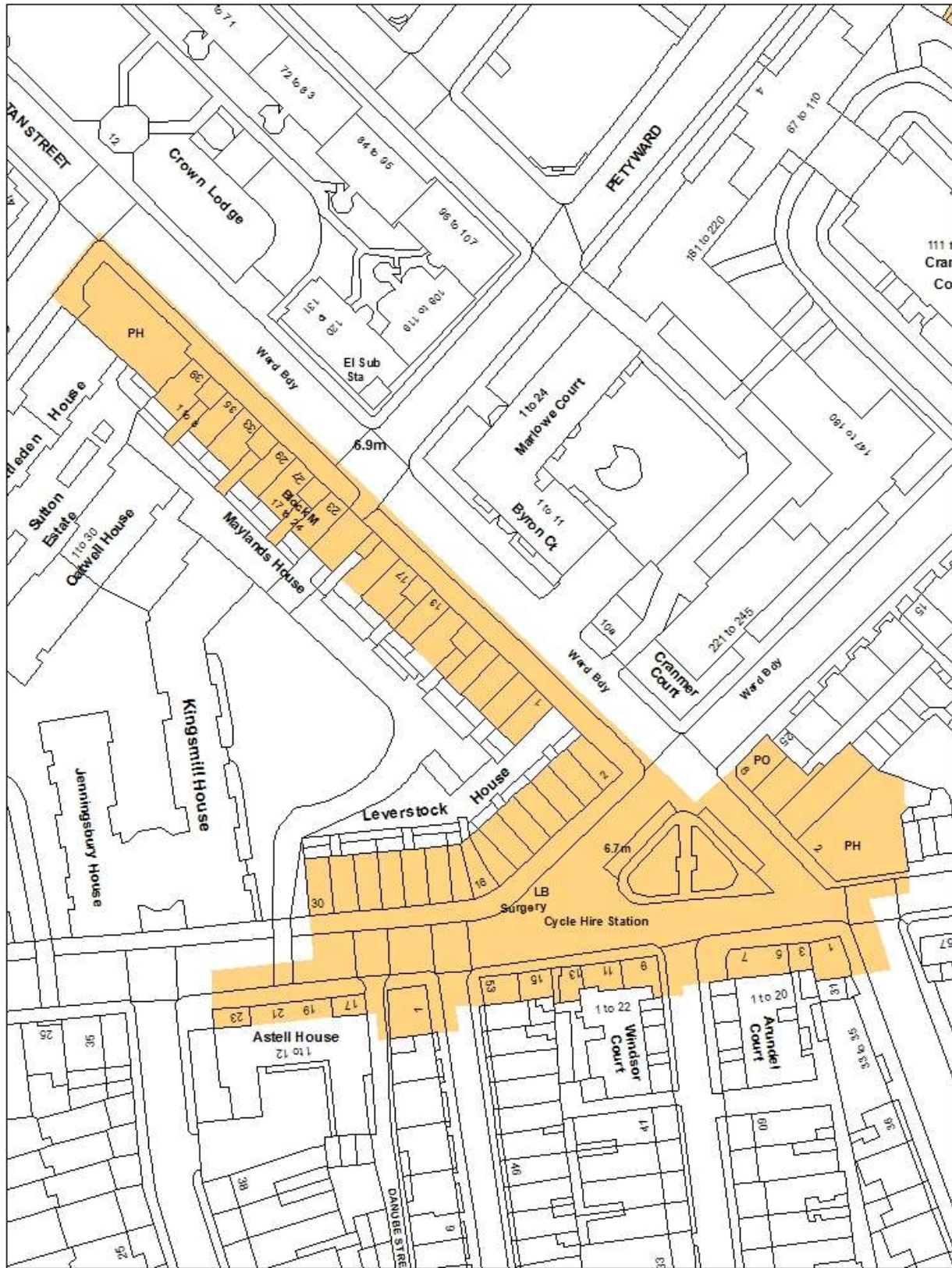
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Sloane Avenue Neighbourhood Centre

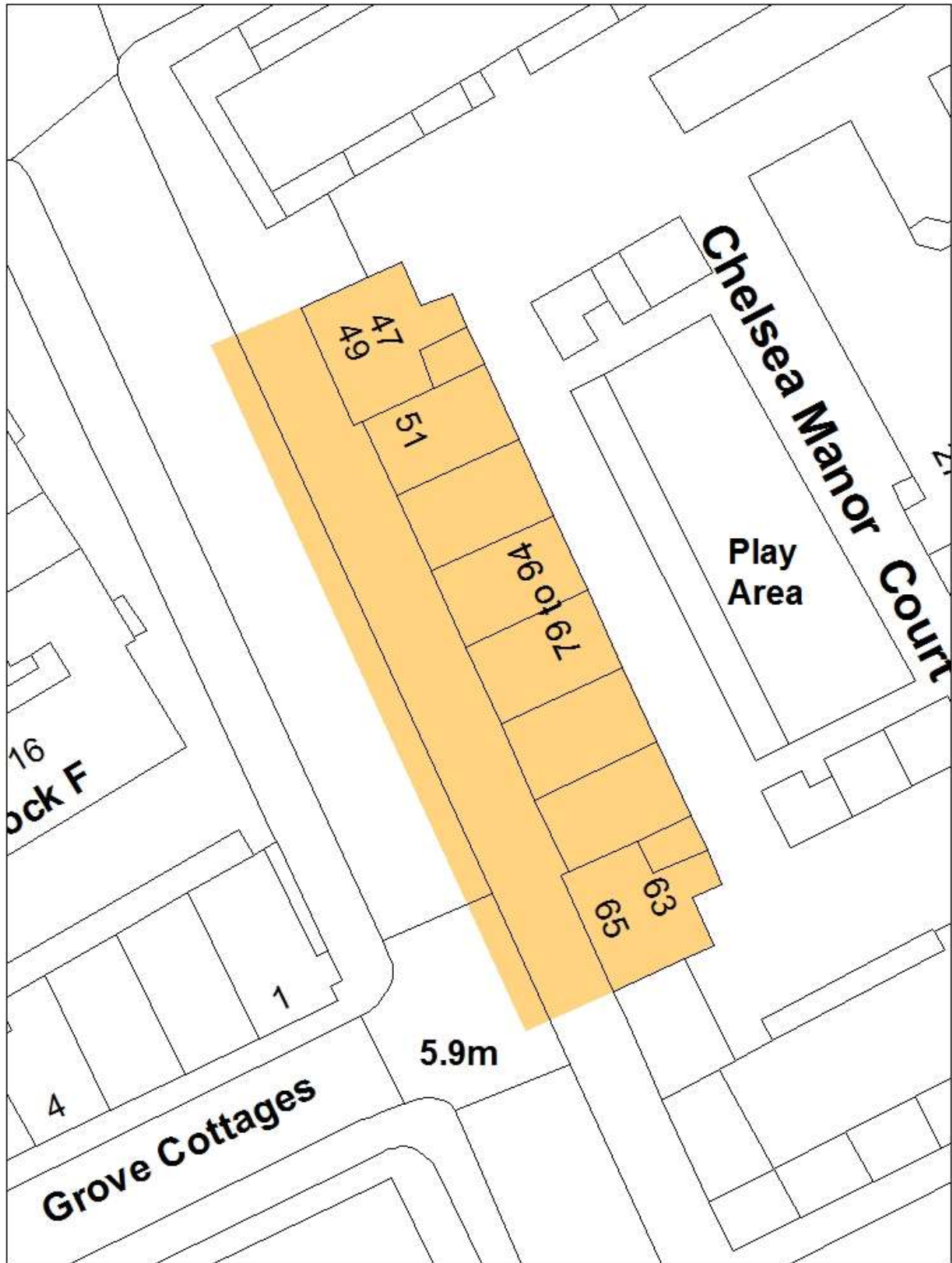
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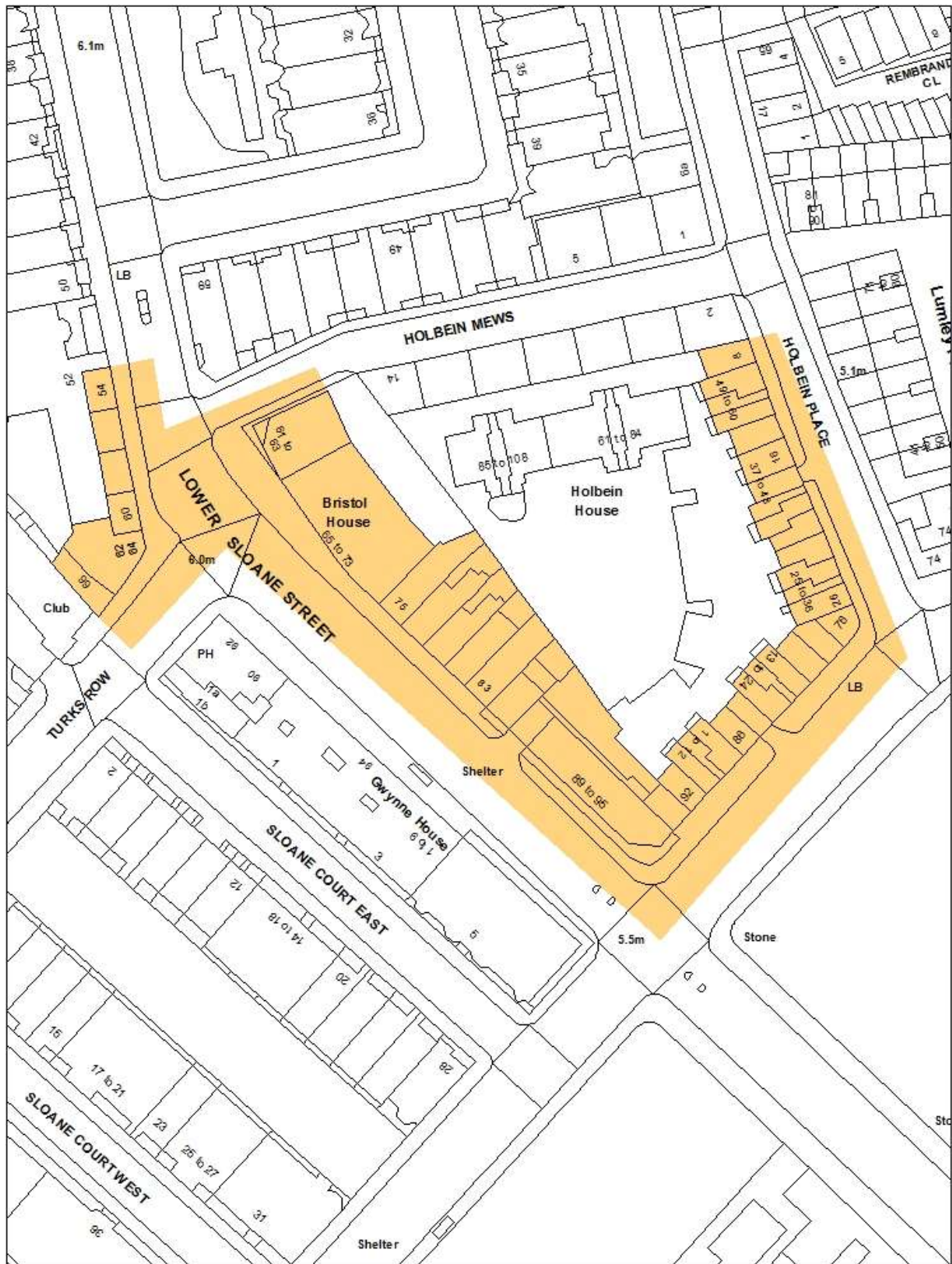

Elystan Street Neighbourhood Centre


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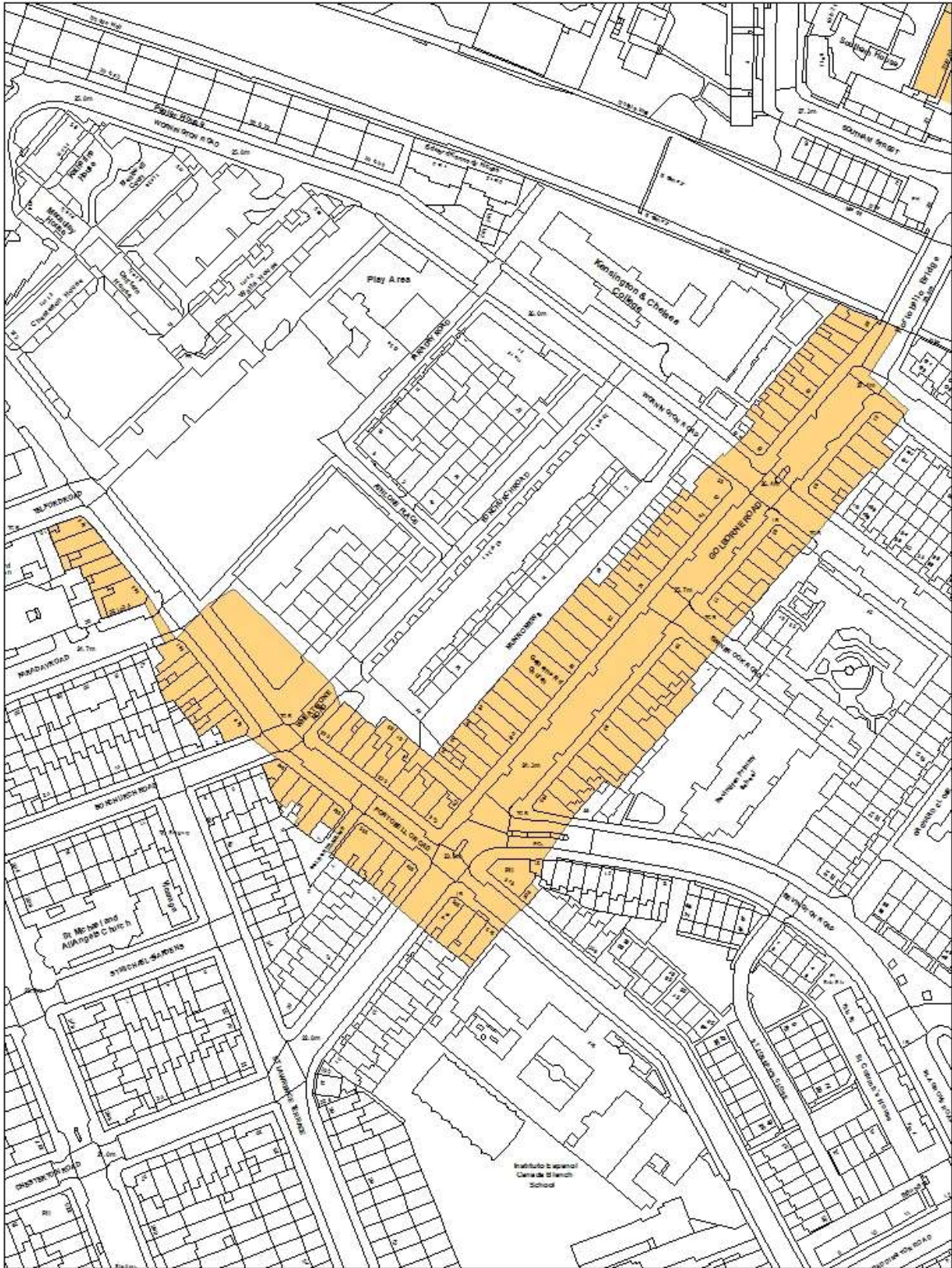

Chelsea Manor Street Neighbourhood Centre


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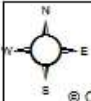

Lower Sloane Street Neighbourhood Centre


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Golborne Special Neighbourhood Centre

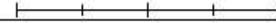

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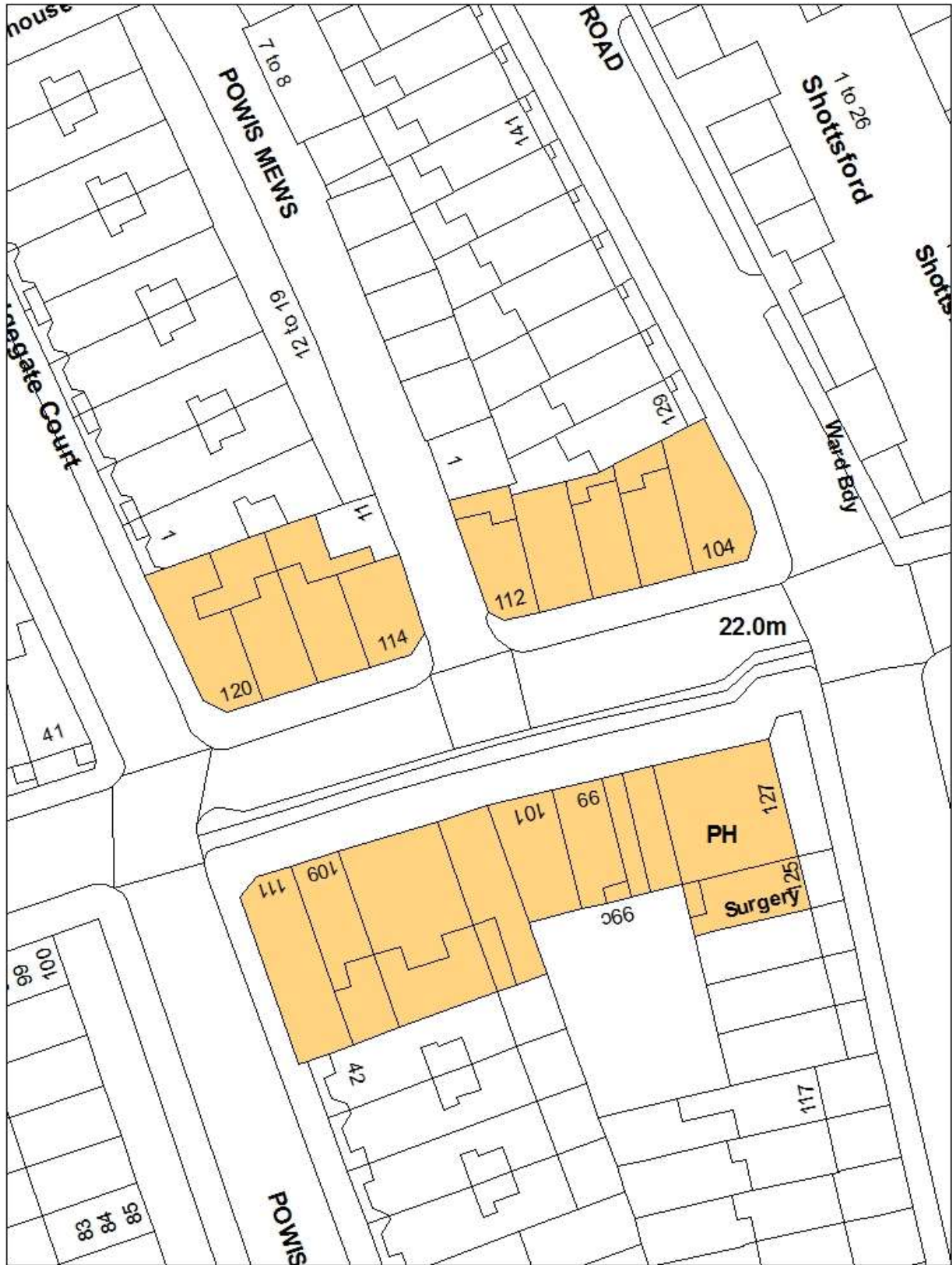




Worlds End Neighbourhood Centre


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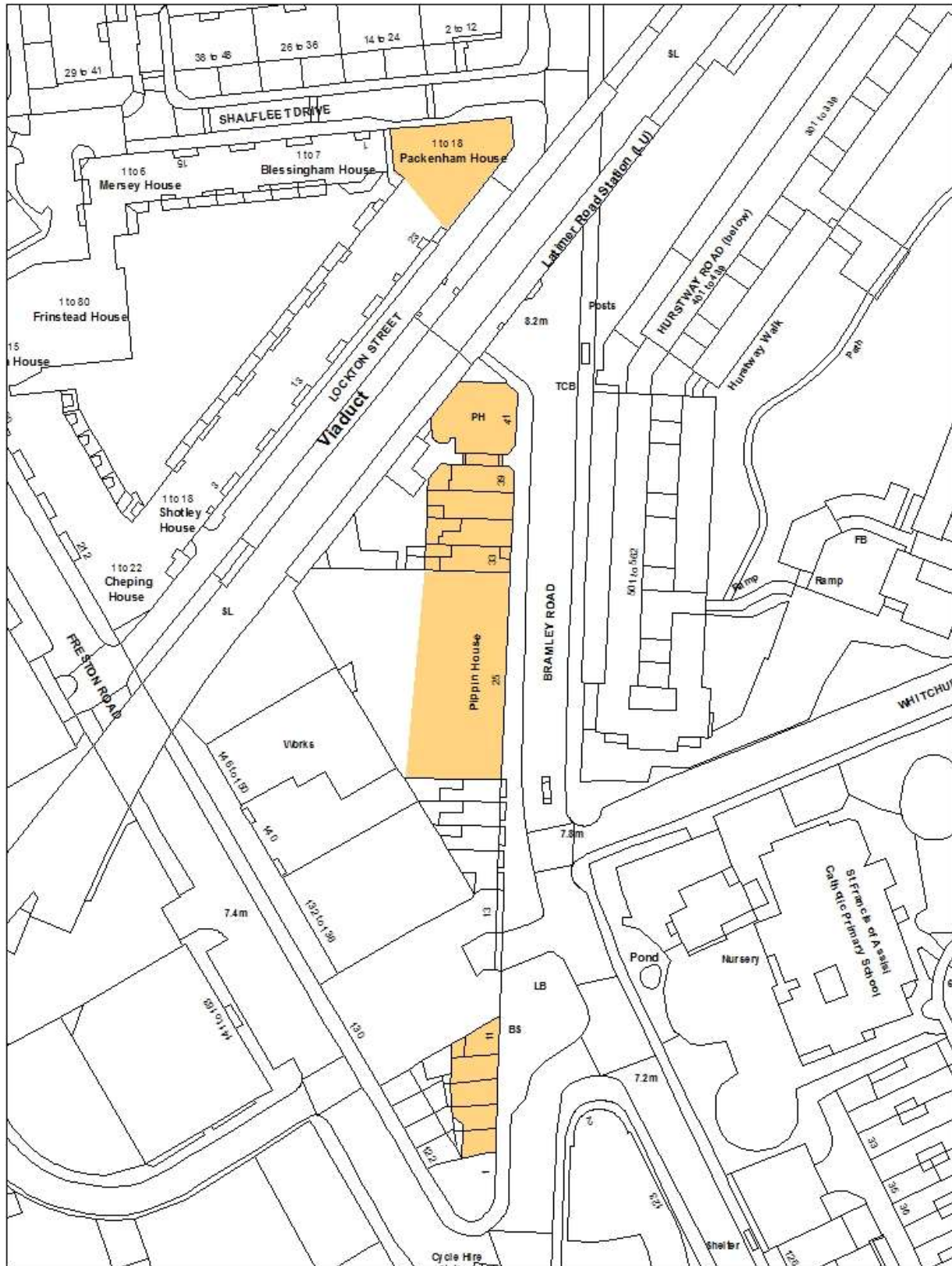
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Talbot Road Neighbourhood Centre


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Latimer Road Station Neighbourhood Centre


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Kensington High Street/ Warwick Road Neighbourhood Centre

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Chapter 31 Evidence Base

Keeping Life Local
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Chapter 32 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. Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions for: affordable housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership.

Affordable Housing for Rent. Affordable housing for rent meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

Affordable private rent housing. Affordable private rent housing is housing that is made available for rent at a level which is at least 20 per cent below local market rent. Eligibility is determined with regard to local incomes and local house prices. Provision should be made to ensure that affordable private rent housing remains available for rent at a discount for future eligible households or for alternative affordable housing provision to be made if the discount is withdrawn. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

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.

Apartment-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 sqm (GEA).

Small office/business development. A B1(a)/ B Class development with a total floor area between 100 sqm and 300 sqm (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 sqm and 1,000 sqm (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 sqm (GEA). This may be a development which will contain a single occupier or one which will contain a number of smaller units.

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.

Creek Sewer Flood Alleviation Scheme. A sewer infrastructure project proposed by Thames Water to address sewer flooding in the borough. It included four elements: a new storm relief sewer to increase the sewer capacity (currently under review); 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. 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 Quarter. An area where a critical mass of cultural activities and related uses exist or are emerging.

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, footnote 11).

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, footnote 12).

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.

Discounted market sales. Discounted market sales housing is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

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.

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.

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.

E-economy/e-commerce. A sector of business which comprises companies deriving at least some portion of their revenues from internet related products and services.

Elizabeth Line. The first line in the Crossrail project (see also Crossrail 2). Opening in December 2018 the Elizabeth Line is an east–west, cross-central London rail link between Paddington and Whitechapel serving Heathrow Airport, Canary Wharf and Stratford. It will serve major development and regeneration corridors, and improve access to large areas of central and suburban London. Crossrail 1 will be known solely as the Elizabeth Line on commencement of operations in 2018.

Embodied energy. The total life cycle energy used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product.

Employment Zones. Designated areas where specific policies apply in order to protect employment uses, particularly light industrial and research and development uses, and encourage new activities.

Enabling development. Development used to cross subsidise/fund another type of development within a mixed use or mixed housing tenure scheme. Often this will involve using the revenue from the sale of market housing to fund new affordable housing or a social or community use.

Energy efficiency. This is about making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience. This does not necessitate the use of less energy, in which respect it differs from the concept of energy conservation.

Energy recovery / Energy from Waste. To recover energy is to gain useful energy, in the form of heat and/or electric power, from waste. It can include 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.

Existing Use Value plus. 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 the premium is set out in paragraphs 015 and 016 of the PPG on Viability and the Mayor's Affordable Housing and Viability SPG, August 2017.

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 1837.

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.

Green Infrastructure. The multifunctional, interdependent network of open and green spaces and green features (e.g. green roofs). It includes the Blue Ribbon Network but excludes the hard-surfaced public realm. This network lies within the urban environment and the urban fringe, connecting to the surrounding countryside. It provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole.

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 10mph). 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 discount market sales, affordable private rent housing and other housing that meets the following criteria: housing that is provided for sale and rent at a cost above rents set by Government policy, but below market levels. Eligibility is determined with regard to local incomes and local house prices. It should also include provisions to remain at an affordable price for future eligible households or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement. These can include other affordable routes to home ownership

such as shared Ownership, equity loans, other low cost homes for sale and intermediate rent (including Rent to Buy housing).

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 (LEP). 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. Major development is defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015. Generally major developments are:

- Residential development where 10 or more homes are to be provided, or the site area is 0.5 hectares or more;
- Non-residential development, where the floorspace is 1,000 sq m or more, or the site area is 1 hectare 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 borough, the term is related to the local effects on climate of the surrounding townscape, particularly the effect of high or large buildings.

Mixed-use development. Development containing a variety of activities on single sites or across wider areas.

Multiple retailer. A shop which is part of a chain of at least nine.

Municipal solid waste (MSW). This is the same as Municipal waste but does not include liquids.

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).

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 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 (NO_x). 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.

Parking for essential needs. Essential parking includes: servicing vehicles essential for a site to function in its designated role, including both goods and non- goods vehicles depending on the land use; and car parking facilities for those who cannot realistically use alternative (public) forms of transport, generally those with special mobility needs.

Particulates (or fine particles). Are microscopic particles of varying composition. PM10 is particulate matter less than 10 micrometers in diameter. PM2.5 is particulate matter less than 2.5micrometers in diameter.

Permeability. The degree to which one can connect to, or pass through an area.

Permit-free. A restriction that removes the eligibility of residents within permit-free developments to have on-street residents' parking permits.

Photovoltaics. The direct conversion of solar radiation into electricity by the interaction of light with electrons in a semiconductor device or cell.

PLA: Port of London Authority. The Port of London Authority is a self-financing statutory authority. Their responsibilities include ensuring navigational safety along the Tidal Thames, promoting use of the River and safeguarding the environment.

Planning 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.

Residual waste. Waste remaining after materials for re-use, recycling and composting have been removed.

Retail. For the Local Plan 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 Government's rent policy. 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. The revised NPPF includes social rented housing i.e. rent set in accordance with the Government's rent policy as affordable housing for rent. (see definition above).

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.

Starter Homes. Starter homes is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute at the time of plan-preparation or decision-making. Income restrictions should be used to limit a household's eligibility to purchase a starter home to those who have maximum household incomes of £80,000 a year or less (or £90,000 a year or less in Greater London).

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 cross-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 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.



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA