



New Local Plan Review Publication (Regulation 19)

October 2022



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Key information about this consultation

What is the New Local Plan Review?	<p>A Local Plan is the key planning policy document setting a vision for the future development of the Borough. It identifies development sites and planning policies to achieve this vision. It is used to determine planning applications in the Borough. We are now undertaking a review to produce a new Local Plan for the next 20 years.</p>
What is this consultation about?	<p>We have undertaken a lot of engagement through a variety of means in developing the New Local Plan Review (NLPR). Three rounds of consultation have been undertaken, two of which were non statutory. The two early engagement stages were very helpful to understand the issues important to our residents and other stakeholders and to get their views on options to develop policies. The previous stage of consultation was on draft policies (known as Regulation 18). We have considered the responses from the last stage alongside the evidence and have now produced “Publication” planning policies (known as Regulation 19).</p> <p>The purpose of this consultation is to ask if you consider the NLPR to be “sound”. Plans are “sound” if they are - positively prepared, justified, effective and consistent with national policy. Further details of these nationally defined tests are set out in the accompanying response form.</p> <p>Following this consultation, we will submit the NLPR to the Secretary of State for examination. You can indicate on the response form if you would like to attend the examination as a participant.</p>
Who is this consultation for?	<p>We want to hear from our communities, businesses and other stakeholders about shaping future development in the Borough.</p>
Duration of consultation	<p>This consultation will run for eight weeks, from 27 October to 11:59pm 22 December 2022.</p>
How do I respond?	<p>You can respond on-line by going to our website https://planningconsult.rbkc.gov.uk/</p> <p>By email, completing the response form available on the link above and emailing it to planningpolicy@rbkc.gov.uk</p> <p>By post, by completing the response form and posting it to: NLPR: Publication Policies, Planning Policy Team, Planning and Place, Kensington Town Hall, Hornton Street London W8 7NX</p>



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Foreword

The Grenfell Tower tragedy showed us just how important key place shaping documents like our Local Plan can be. They are a vehicle for ensuring the needs and priorities of our residents are protected. They set the tone for the development and changes to our shared place, and make sure that they work for all of our communities.

This is why I am so pleased to have heard from so many members of our community while shaping these policies. We have put our communities at the heart of their development and have heard from people through traditional and modern routes of engagement, with more than 1,500 individuals using a new digital platform enabling us to hear from a much wider audience.

Our approach to the Local Plan has evolved significantly over the last 5 years. The bereaved and survivors from Grenfell challenged us to build more social rented housing as a proportion of affordable housing provision in the Borough. When we adopted the current Local Plan in September 2019, I made a commitment to do this and have it ready for examination within the next three years. We undertook early work to bring this forward as a policy and adopted the Community Housing Supplementary Planning Document (SPD) in June 2020. The publication of these NLPR - Draft Policies delivers on those commitments. As promised, we are now at the “publication” stage after which the NLPR will be submitted for examination early next year.

From the feedback we have had recently, it is clear that green issues, affordability of homes and the architecture, historic streets and townscape of the Borough are very important to our communities. I recognise what a special place Kensington and Chelsea is; I want to protect its unique character for all our communities, and this will be a driving vision through this Local Plan.

Our plan has three key strands to deliver this vision: Green, Inclusive and Liveable.

- **Green** in that we will put the environment at the heart of all new developments, following through on our net-zero commitments and saving our residents money on their energy bills. We will do this in a sensitive way that protects the character of our buildings and embraces modern technology and constructions methods to minimise the impact on the climate.
- **Inclusive** in that we commit to providing truly affordable homes (a significant proportion at social rent), employment opportunities and ensure that access to a range of social and leisure facilities are provided. Narrowing the equality gap that exists in our borough and providing the best services for all our residents.

We will push back on building houses for the sake of hitting housing targets, and instead focus on building the homes/places that residents need. Our housing policies set out a trajectory for delivering homes that will meet and exceed our ten-year housing target of 4,480 homes set by the London Plan. Our approach recognises the unique constraints and character of the Borough with a lower figure delivered in the first five year and delivery ramping up as the Opportunity Area sites start to deliver much needed homes.

- **Liveable** in that we recognise that we need to protect and indeed enhance the Borough’s outstanding special townscape by ensuring that the design of new development is of the highest quality and safety standards, reinforcing an area’s character.

We will develop our cultural offer and support our internationally recognised town centres and their shops, theatres, museums, events, festivals, and markets so we create a highly attractive place to live, work and learn.

We will also ensure they retain the vibrancy and mix of uses so cherished by our residents and visitors and embed the positive changes that were introduced in the pandemic, such as alfresco dining. It is a joy to walk around the beautiful streets, garden squares and public piazzas of the Borough and so we also want to encourage more walking and cycling.

As the Leader of the Council, I take the stewardship of our outstanding built-environment very seriously. We have the most historic streets in London, and it is vital that we both protect them and keep them accessible for all of our communities. This is something that is highly valued and makes the Borough one of the most liveable, diverse, and desirable areas of London attracting people from all over the world.

I believe the NLPR will provide a firm foundation for the future as it delivers on our ambitions, and most importantly, our resident and community aspirations. We look forward to hearing more from you in this final stage of consultation too.



A handwritten signature in black ink that reads "Elizabeth Campbell". The signature is written in a cursive, flowing style.

Cllr Elizabeth Campbell
Leader of Royal Borough of Kensington and Chelsea

1. Introduction

What is a Local Plan?

- 1.1 The Local Plan sets out the vision for future development in the Borough over a 20 year period and includes the planning policies to help achieve this vision. It can do so by identifying locations that are suitable for good growth as well as for conservation and by setting clear guidelines for appropriate land uses, the form and design of development. The aim is to achieve good accessible placemaking that protects and improves residents' health and well-being, provides good quality homes, enhancing the economy and the environment.

Why are we reviewing the Local Plan now?

- 1.2 The Council is required to review its Local Plan every five years. Our current Local Plan was adopted in September 2019. We are undertaking an early review to reflect the Council's new priorities and values following the Grenfell Tower tragedy. As a Council we have adopted new values which are putting communities first, respecting others, acting with integrity and working together.
- 1.3 Our New Local Plan Review (NLPR) will contribute to recovery from the crisis caused by the Covid-19 pandemic. It will do so by providing the planning framework for our businesses to bounce back and for our town centres to remain relevant in a very different world.
- 1.4 In May 2022 the Government published the Levelling Up and Regeneration Bill. This will change the nature of Local Plans and of the wider planning system. We do not know the final form that these reforms will take but we have written the policies in this Local Plan so they are deliverable and flexible and do not duplicate policies elsewhere nationally or in the London Plan.

What are publication policies?

- 1.5 These publication policies are the policies that we intend to submit to the Secretary of State for examination in early 2023. They are the local development plan policies which we expect to form our new Local Plan.
- 1.6 The previous Regulation 18 "Draft Policy" consultation was the opportunity for stakeholders to comment on the nature of the proposed or draft policies.
- 1.7 The purpose of this Regulation 19 consultation is to ask if you consider the NLPR to be "sound". Plans are "sound" if they are – positively prepared,

justified, effective and consistent with national policy¹. Further details of these nationally defined tests are set out in the accompanying response form.

- 1.8 Following this consultation, the NLPR will be submitted to the Secretary of State for examination in early 2023. Local plans are examined to assess whether they have been prepared in accordance with legal and procedural requirements, and whether they are “sound”. The Secretary of State will appoint a Planning Inspector to conduct the examination. All comments received will be passed to the Planning Inspectorate, and will be considered in the forthcoming examination.
- 1.9 A number of other documents will also be submitted. These include technical evidence, an Integrated Impact Assessment (IIA) which includes a Sustainability Appraisal of the policies and an Equalities Impact Assessment as well as a series of policy formulation reports providing the detailed justification for the submitted policies.

What are saved policies?

- 1.10 In addition, we are proposing to “save” some policies which means that these existing policies are still fit for purpose and will be retained. As we are not inviting comments on these “saved” policies they are not repeated in this document, but the title is included in the appropriate location. These are also listed together in Appendix 2.

The Local Plan process

- 1.11 The drafting of a Local Plan is not a quick process. It must go through several formal stages before it can be adopted. The various stages are set out in Figure 1.1 below.
- 1.12 We are a Council that puts our communities first in the planning process and we recognise that, if the NLPR is to be successful, it must draw upon the experiences of our residents and local businesses. Details of how we are doing this are set out in our [Statement of Community Involvement](#), published in February 2020. We committed to undertake early engagement so that residents could tell us what was important to them before we started writing planning policies. We undertook two stages of early engagement and issued a set of draft policies. This is the fourth stage, where we have produced “publication policies”, or those which we expect to be the subject of the examination in the spring of 2023.

¹ The tests of soundness are set out in paragraph 35 of the [National Planning Policy Framework](#).

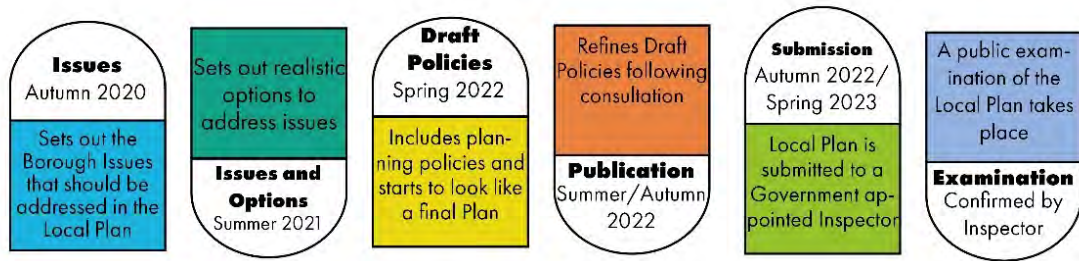


Figure 1.1: The Local Plan Process

How does the Local Plan link with the Council’s priorities?

- 1.13 In 2019 we published our Council Plan. This was a document which recognised the strengths of the Borough, and also acknowledged the need to better engage with our residents in all of our dealings with them. We saw it as a blueprint which reflected what our communities value most, what we wanted to achieve together and what you could expect from the Council.
- 1.14 In March 2022, we published our progress since 2019. Whilst many of our priorities have remained the same, others have emerged. So, alongside our green ambitions, the need for safer and greener streets, the need to build new homes and the need to continue to fund a community-led recovery from the Grenfell tragedy, the new Council Plan reflects the increased emphasis on the need to support the local economy, boost employment opportunities and support physical and mental health.

1.15 The Local Plan will be the spatial expression of the Council Plan and of all the Council's strategies, as explained visually in Figure 1.2 below. It will help us deliver the Council's priorities in new developments.



Figure 1.2: Linking Council Plan priorities to the Local Plan

Overall vision for the Local Plan

1.16 The Planning Acts require that each local planning authority must identify the strategic priorities for the development and use of land in the authority's area. We intend to do this through the Local Plan, with an ambitious and succinct overall vision that reflects our ambitions and our priorities for future development.

1.17 This vision for the Borough is set out below.

V1 Vision for the Borough

The Local Plan will support good growth and future development in the Borough to be:

- **Green.** It will put the environment at the heart of all new development, and support sensitive and safe retrofitting of existing buildings so we can support the health and well-being of our residents and our visitors, now and long into the future;

- ***Inclusive.*** It will narrow the inequality which exists across the Borough, and ensure that we provide the truly affordable homes, the employment opportunities and access to a wide range of facilities that meet our residents' day-to-day needs, including open space, social, education and sports/leisure facilities;
- ***Liveable.*** It will enhance the Borough's outstanding townscape, preserving and conserving the context where required and by ensuring that the design of new development is of the highest quality and safety standards, reinforcing an area's character in addition to developing our cultural offer and supporting our internationally recognised town centres and their shops, theatres, museums, events, festivals and markets to create a highly desirable place to live.

1.18 The vision supports good growth in the Borough and by “Good Growth” we mean growth that is socially and economically inclusive and environmentally sustainable. It means that we need to build new homes and workspaces and provide the services needed by a growing population, but development will not be allowed at any cost. We expect it to be of the highest quality and create successful, inclusive and sustainable places. It must benefit all of those who live here, be sensitive to local context and be environmentally sustainable and physically accessible.

Green

1.19 Climate Change is one of the greatest challenges of our times and in October 2019, the Council declared a Climate Change Emergency.

1.20 The Local Plan will be one of the key documents which will allow us to drive this forward and promote and require best practice in the built environment so that the Borough can meet its commitment to be carbon neutral by 2040. However, we recognise that a “green borough” is more than about mitigating long-term trends. The Local Plan policies can have real and immediate impacts. They can ensure that designers think about minimising the carbon footprint of a scheme right at the outset of planning a development and all the way through the process of design, construction and the finished development. The Local Plan can help improve air quality, support urban greening and sustainable urban drainage, minimise flood risk and promote biodiversity. It can set high energy standards for new developments and support the shift to more electric vehicles by requiring the necessary infrastructure.

1.21 We will use the opportunities associated with being one of the country's smallest boroughs to reduce our dependence on cars. We will improve the built environment to make walking and cycling attractive for local journeys to make it easy to access our town centres, or the hubs for our “village-like” neighbourhoods. Not only does this improve our carbon footprint, but this also helps support the health and well-being of those who live in and visit the Borough.

Inclusive

- 1.22 We value, respect and celebrate the diversity of the communities we serve. We also recognise that Kensington and Chelsea is a borough of contrasts, and narrowing the gap is one of the cross-cutting themes of our Council Plan. If our community is to thrive, the Local Plan must shape development which serves all our residents. The Local Plan will therefore support a range of social and community uses, high standards of accessibility, providing the same standards of access to open space, and the provision of more genuinely affordable homes and workspaces. It will support the “walkable neighbourhood” so that all those living within the Borough will be able to easily walk or cycle to the range of local facilities, open spaces, education, sports and social and community facilities that will meet their day-to-day needs and will reduce health inequality. The Council also recognises the value of education and the role it has in addressing inequalities.
- 1.23 It will provide the premises needed by our businesses, to ensure that the needs of our residents are met and that the Borough plays a full part in contributing to London’s economy.

Liveable

- 1.24 Kensington and Chelsea is one of the most liveable areas of London and attracts people from all over the world to live, work and visit. Part of this attraction comes from the variety in our cultural offer including the Notting Hill Carnival and the museums and also from our internationally renowned town centres. The other element that provides a distinct character to the Borough’s sense of place is the village-like character of some of our neighbourhoods and the large number of historic buildings, townscapes, squares, parks and public spaces. This rich architectural heritage is something unique that new development must respect and therefore be of the highest quality in its own right while conserving and enhancing the historic elements. All new development must drive up the quality of design, constructed to the highest safety standards and improve the Borough’s built environment, its liveability, and the quality of life of its residents.



“The National Model Design Code sets a baseline standard of quality and practice which local planning authorities are expected to take into account when developing local design codes and guides and when determining planning applications.”

Figure 1.3: Elements of a well-designed place (National Model Design Code)

- 1.25 By the same token, the Local Plan will support its town centres, its cultural institutions, its local and its international attractions to make sure the Borough remains special; a place which serve the needs of its residents as well as for visitors from across the world.

Our Strategy to deliver the Vision

- 1.26 The Local Plan first sets out our planning policies that will shape all development in the Borough and help deliver our Vision. There is a distinction between strategic and non-strategic policies as required by national policy and these are listed in Appendix 3.
- 1.27 The Local Plan recognises the many distinctive places within the Borough and includes a vision for each of these Places in Chapter 9. The list of Places in the Local Plan may not be exhaustive as we have focused on those areas where there is some expected growth or change likely to occur during the plan period. These areas are focussed on our two Opportunity Areas where most of the growth will take place, those areas expected to undergo some change – mainly the three employment zones and the Lancaster West Estate and Notting Dale, the larger town centres, some of national or international reputation and other neighbourhoods and local centres that are so important in making the Borough the place that it is.
- 1.28 We have identified sites where development will take place and these are set out in Chapter 10.

- 1.29 We support our policies and growth strategy with the requirement to deliver much needed infrastructure alongside so we can truly achieve good growth.

Key Diagram and Proposals Map

- 1.30 Our broad locations of growth are shown in the context of our distinctive Places in the key diagram (Figure 1.4). A more detailed Proposals Map gives spatial expression to the policies in this Plan, setting out our site allocations, areas of growth, local and national designations. This is available alongside the Local Plan. The specific constraints layers on the Proposals Map will be available in a digital format on the Council's website to provide clear and legible boundaries. All maps in this document have a copyright © Crown copyright and database rights 2022 Ordnance Survey 100021668.

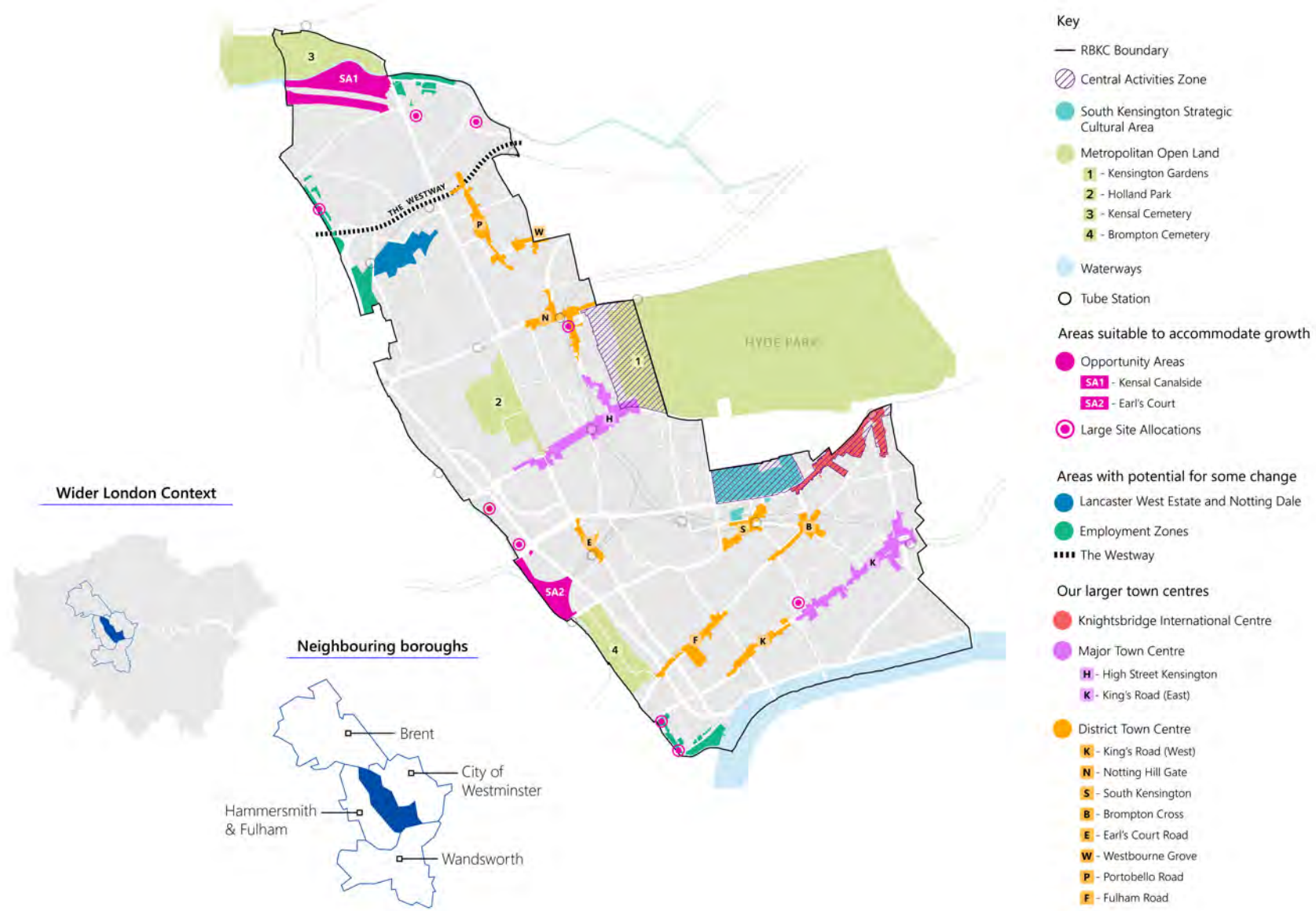


Figure 1.4: Key Diagram

The Development Plan

- 1.31 Planning applications have to be decided in line with the relevant local planning authority's (LPA) development plan, unless there is a very good reason not to do so. Our development plan is made up of the Local Plan, the London Plan and, where relevant, the Neighbourhood Plan.

The Local Plan

- 1.32 This is a locally determined document which sets out how we would like development to take place in the Borough. However, we do not have a free hand as the Local Plan must be consistent with national policy, and particularly the content of the National Planning Policy Framework (NPPF) and of the national Planning Practice Guidance (PPG).

The London Plan

- 1.33 This has been prepared by the Mayor for London. It is a higher level strategic document which both informs the nature of this Local Plan and helps us determine larger planning applications. The Local Plan must be in general conformity with the London Plan.

Neighbourhood Plans

- 1.34 The Localism Act 2011 introduced new rights and powers to allow local communities to shape new development by coming together to prepare Neighbourhood Plans. We currently have two neighbourhood plans, the St Quintin and Woodlands Neighbourhood Plan and the Norland Neighbourhood Plan.
- 1.35 The policies within these plans must be used when determining any planning application within the relevant area. Whilst this Local Plan postdates each Neighbourhood Plan, we fully endorse, and aim to implement, all the policies within the Neighbourhood Plans.
- 1.36 As required by the NPPF, we have set out in Appendix 3 which of our policies are strategic. Neighbourhood Plans must be in general conformity with these strategic policies.

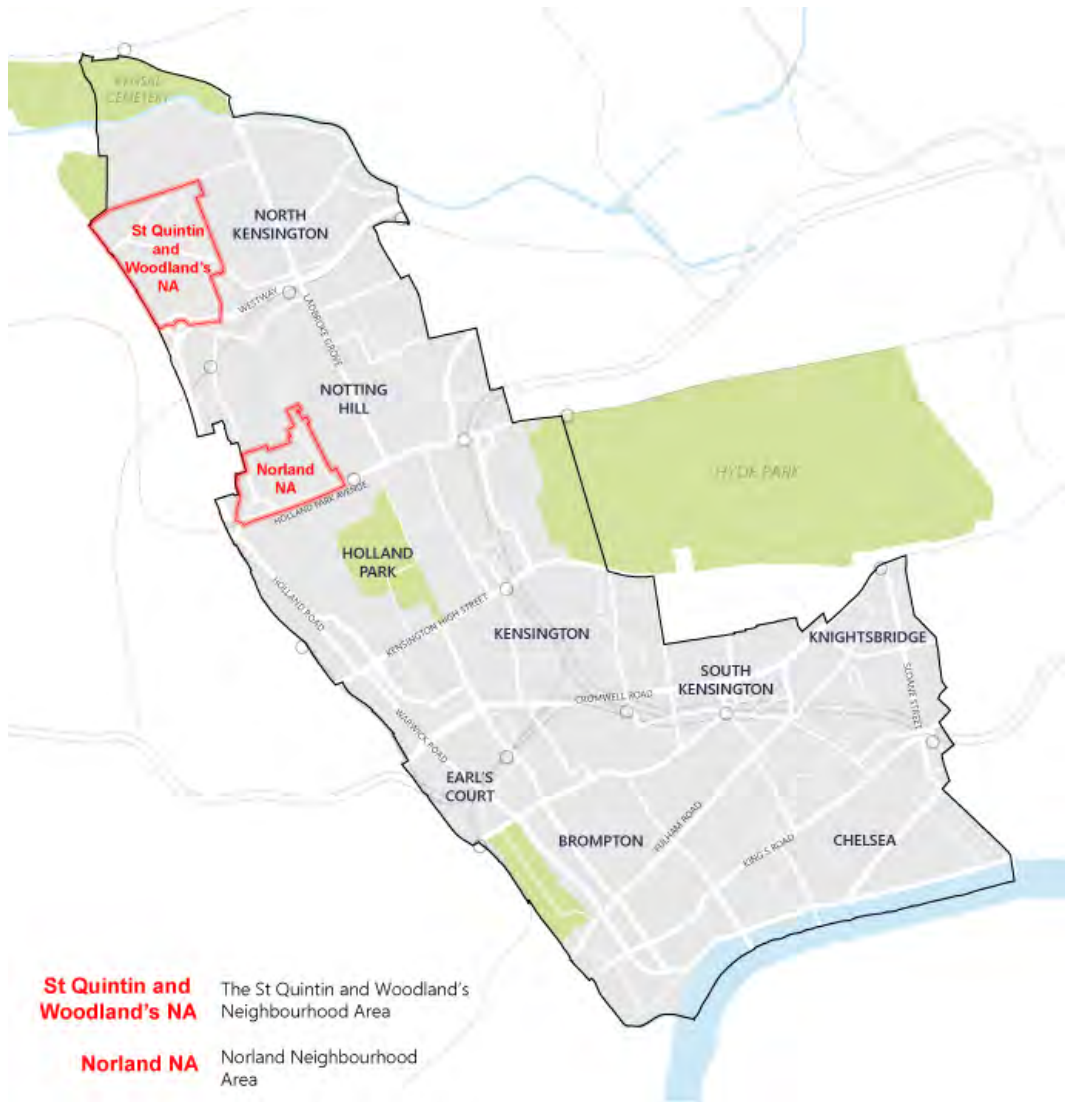


Figure 1.5: Neighbourhood Plan Areas

Communities

56,000 visitors

(prior to the pandemic) on an average day. More people come through **South Kensington tube station** each year than through London Heathrow Terminal 5



1 in 4 children are living in poverty

(24%, which is the 3rd lowest % in London)

1 in 4 residents and **1 in 2** children

in secondary school speak French, Arabic or Spanish as their main language.



Environment

156,000 residents

(2020 projections) in **4.7 square miles** (smallest borough) making it one of the most densely populated areas in Europe

The Council collects rubbish and recycling twice weekly from

93,000 households

24% household waste sent for reuse, recycling and composting



26 parks including **10 green flags**

We have installed **331 lamp column chargers** and 84 Source London chargers.



Culture and heritage

The Council provides **6 libraries and 2 leisure centres**



7 theatres and over **15 museums**, including three of the most visited museums in the UK.



Up to **1 million** people each year come to **Notting Hill Carnival**, the largest street festival in Europe



4,000 listed buildings and **177 English Heritage Blue Plaques**

Education

100% of our schools rated "Good" or "Outstanding" by Ofsted



77%, the highest percentage of students continuing their education after completing their A-Levels in Inner London

4/5 or 80% of RBKC school students secured places at HE, FE or an apprenticeship. This is 5% higher than the London average

Health and Care

The highest life expectancy in the country, for both men and women: more than **five years higher than the national average**



Life expectancy is **highest for men, second highest for women** in the most deprived areas of the borough than in the least deprived areas



1,500 adults receiving social care support

3 in 5 adults

are physically active (as per the definition from PHE of 150mins moderate intensity exercise per week)

Economy

15,300 businesses and **142,000** jobs



Retail, food and beverage, accommodation, head office, real estate, publishing and creative industries

are the borough's key sectors

Second largest number of hotel beds in any London borough



5.7% residents are unemployed, with rates varying significantly by ethnicity and area

Universal Credit Claimants

11,575

Furloughed jobs **7,000**

Transport

We maintain **190 km** of roads and **380 km** of pavements



12 underground stations with over **150 million** entries and exits each year



8km of new "quietways" for safer cycling

All residents are within a **three-minute walk** of a car club

Housing

17,148 households live in social housing and **68,366** private sector dwellings*



Over 2,000 households living in temporary accommodation

*Dwelling Stock 2020: England; 2020; MHCLG

All information shown based on data collected June 2021

Figure 1.6: Key facts about the Borough

2 Green-Blue Future

Introduction

- 2.1 We live in an urban borough where we can sometimes feel detached from the natural world around us. However, our location by the River Thames and some outstanding open spaces helps with our mental and physical well-being. We all have an important role to ensure that the environment is respected and protected for future generations. Climate Change is one of the greatest challenges of our times. In October 2019, the Council declared a Climate Change Emergency and made a commitment to become a carbon neutral Borough by 2040. The Local Plan places the environment at the centre of our consideration of new development proposals to ensure development contributes to the mitigation and adaptation to climate change.
- 2.2 The Council is on a mission to reduce carbon emissions not only through its own operations but also tackling this challenge holistically. It is only by rethinking what and how we build, how we travel, and reduce, reuse and recycle our waste that we will meet this commitment. The Council has already taken a positive step in producing the [Greening Supplementary Planning Document \(SPD\)](#) in June 2021.
- 2.3 This Chapter sets out our policy on the circular economy; whole life-cycle carbon; energy and net zero carbon; controlling air pollution, light pollution, odour, noise and vibration; managing flooding and flood risk; protection and enhancement of green infrastructure, biodiversity and trees; as well as waste and contaminated land. We recognise that greening is a topic that cuts across all themes of the Local Plan. It drives our ambition to support sustainable forms of transport and the need to ensure that the right type of development is directed to the right parts of our Borough.

Key facts

- 22 Sites of Nature Conservation Importance (including the Grand Union Canal, River Thames and Chelsea Creek) home to 62 protected and priority species.
- The entire Borough is an Air Quality Management Area and has three Air Quality Focus Areas.
- The Borough contains some of the Capital's pollution hotspots. Although we have seen a gradual decline in pollutant concentrations in recent years some roadside locations continue to exceed the Government's recommended annual average level of nitrogen dioxide. A recent modelling exercise also predicted that two thirds of the Borough exceeds the World Health Organisation's 2005 air quality guideline value for PM_{2.5}.

- Four critical drainage areas to try to reduce the risk of flooding in the parts of the Borough most prone.
- The Council collected 76,829 tonnes of waste in 2019-20 (including 50,829 tonnes of domestic waste).

Policy GB1: Sustainable Retrofitting

GB1: Sustainable Retrofitting

- A. Sensitive, sustainable and safe retrofitting of all our existing building stock is supported. For large retrofit schemes, third party voluntary standards such as EnerPHit for retrofit projects, the AECB Silver Standard and Energiesprong for whole house retrofit of existing homes should be used.
- B. Retrofitting of historic and listed buildings as well as properties within conservation areas must be carried out so that it does not harm the special historic or architectural interest of the building or character and appearance of the conservation area.
- C. Sensitive installation of double-glazed window replacements is supported subject to fulfilling the Council's statutory duties in relation to conservation areas and listed buildings.
- D. Sensitive installation of solar panels in an appropriate position to maximise solar gain is supported subject to fulfilling the Council's statutory duties in relation to conservation areas and listed buildings.

Sustainable retrofitting

- 2.4 Sustainable retrofitting is when existing buildings can be upgraded to be more energy efficient and use cleaner energy, for example in the form of solar PV panels. In a typical British home up to a third of the heat produced by central heating systems is lost through the roof, walls, floor and windows. For a poorly insulated property, this means that £1 out of every £3 spent on energy is wasted. You can see how much heat your building is losing by viewing the Council's heat loss map². The London Energy Transformation Initiative (LETI) consider that around 18 per cent of our annual national CO2 emissions come from existing homes. Retrofitting existing buildings is critical to achieve the Borough's net zero targets but they can also be a significant cost saving measure for householders in the

² [Heat loss in your home | Royal Borough of Kensington and Chelsea \(rbkc.gov.uk\)](https://www.rbkc.gov.uk/energy/heat-loss-in-your-home)

long term. We have produced a Householder Guide³ to assist our residents to retrofit their homes.

- 2.5 There are a range of voluntary energy standards that have been developed that focus on improving building energy performance. These include the Passivhaus Standard developed by the Passivhaus Trust; its equivalent EnerPHit for retrofit projects; the AECB Silver Standard; and Energiesprong, an established standard for the whole house retrofit of existing homes. The Council strongly supports the use of voluntary industry standards and assessment methods.
- 2.6 About three quarters of the Borough is within conservation areas and the Borough contains over 4,000 listed buildings. The Borough's building stock, therefore, represents a significant amount of embodied carbon. In addition, it is estimated that 60-65 per cent of the total built environment CO₂ emissions for the Borough are associated with buildings in a conservation area. Conservation and protection of the historic environment is therefore a key constraint to the achievement of net zero carbon in the Borough⁴. As such, we also need to support sensitive and appropriate sustainable retrofit of historic and listed buildings, as well as buildings in conservation areas.
- 2.7 We cannot expect existing buildings, particularly historic and listed buildings to meet the same high energy standards expected of new development, and the re-use and refurbishment of historic buildings is already a win in terms of whole-life carbon costs. However, applicants are expected to aim to meet the requirements and targets for new development as outlined in Policy GB4 as far as demonstrably practical.
- 2.8 Parts L1B and L2B of the Building Regulations require that when existing buildings are extended or renovated it is done in a way which means they use no more fuel and power than is reasonable in the circumstances. There is an exemption from this requirement for dwellings (L1B) and non-dwellings (L2B) which are listed buildings, buildings within conservation areas and scheduled ancient monuments if the energy efficiency requirements would unacceptably alter their character or appearance. Special considerations are also applied to non-designated historic buildings and buildings of traditional construction, where works to improve energy efficiency should not prejudice the character of the building or increase the risk of long-term deterioration of the fabric or fittings.
- 2.9 Nonetheless, the Council will seek the highest standards of energy conservation that can be achieved within these limits. Approved documents LB1 and LB2 set out the calculations that need to be made to

³ <https://www.rbkc.gov.uk/media/document/householder-guide-to-the-greening-spd>

⁴ RBKC, Evidence Study on Greening Issues, July 2021 – page 12, 2.6.1 2.6.1 - CO₂ emissions from the built environment in RBKC.

understand whether any improvements have been achieved. Advice on the application of these can be found on the Planning Portal website, or from the Council's Building Control Service or other approved inspector. The Historic England publication 'Building Regulations and Energy Efficiency' (2017) provides advice on 'resolving potential conflicts between the requirements of Part L and the conservation of historic buildings'.

- 2.10 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 character⁵.

Windows

- 2.11 Owners of unlisted houses in conservation areas are allowed to change windows to double glazed without planning permission, provided similar materials are used, unless additional restrictions in the form of Article 4 directions are in place. Meanwhile for flats or commercial buildings planning permission may be required if the appearance of the building will be materially altered. Adopting appropriate detailing which follows traditional window styles in the area and uses slimline double glazing, integrated glazing bars where possible, and painted timber will help to ensure that new double-glazed windows meet any planning requirements and preserve the character and appearance of the conservation area.
- 2.12 Window replacements in listed buildings require careful design, and the repair rather than replacement of historic fabric is beneficial in terms of sustainability and whole-life costs as well as sustaining the special architectural and historic interest. However, there will be situations in which non-historic or inappropriate replacement windows may be replaced with double glazing to increase the energy efficiency of the building. Vacuum glazing is a new product where new slimline glazing that performs as well as triple glazing can be fitted into existing frames. Secondary glazing is another option that can be considered. It can provide superior performance particularly when the window is split into many panes. Particularly in listed buildings, the glazing bars should align with those on the original windows so as to be as unobtrusive as possible. Detailed advice will be provided by the Council to help residents meet the requirements for appropriately designed replacements which ensure that the significance of the building or area is maintained.

Solar Panels

- 2.13 Permitted development rights already allow solar panels to be installed on unlisted domestic buildings in conservation areas, provided they are discreetly located. The Council will provide detailed advice to residents in

⁵ English Heritage, [Climate Change and the Historic Environment](#), January 2008.

the relevant Conservation Area Management Plans (CAMPs) about the most appropriate ways to fulfil these conditions. Using rear roof slopes or roofs hidden behind parapets, and careful thought as to the arrangement and siting of panels, their colour and surface finish can all play a part in installing solar equipment which has a minimal effect on what is special about a conservation area. To make it easier to retrofit listed buildings, the Council has made use of a Local Listed Building Consent Order which grants a blanket consent for solar panels, subject to conditions to make sure they are appropriately designed and located and preserve the special architectural and historic interest of the building.

Listed Buildings

- 2.14 While listed buildings generally represent a greater challenge in terms of retrofitting for carbon reduction, it is possible in most cases to avoid causing harm to the special architectural character or historic interest of the building. The Council will produce detailed advice to help residents and businesses to take up appropriate retrofitting measures for listed buildings. Where installation of double glazing is not possible, for instance, a range of options is available for achieving greater energy efficiency of windows. This might include secondary glazing, installation of shutters, blinds and draft proofing systems, or reglazing of existing historic frames with more energy efficient glass. These proposals will be assessed on a case-by-case basis. The Council will support the installation of “cold-roof” insulation, draught-proofing, and better-fitting windows wherever this can be done without significant harm to the fabric or character of the building. The Council will work on incorporating some of these improvements, alongside double glazing, in a further Local Listed Building Consent Order. However, changes of this kind 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.
- 2.15 Chapter 9 of the Borough’s [Greening SPD](#), June 2021 provides detailed guidance specific to historic and listed buildings as well as building in conservation areas. In addition, the Council’s [Householder Guide to the Greening SPD](#) provided guidance specific to householder projects.

Policy GB2: Circular Economy

GB2: Circular Economy

- A. Major developments must follow circular economy principles and aim to be net zero-waste. A circular economy statement meeting the requirements of the London Plan must be submitted.

- 2.16 A circular economy is defined in London Plan 2021 Policy SI 7 Reducing waste and supporting the Circular Economy’ “as one *where materials are*

retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste.”⁶ For buildings, this means creating a regenerative built environment that prioritises retention and refurbishment over demolition and rebuilding. It means designing buildings that can be adapted, reconstructed, and deconstructed to extend their life and that allow components and materials to be salvaged for reuse or recycling ⁷.

- 2.17 The London Plan 2021 promotes the incorporation of circular economy principles into the design of developments and the submission of circular economy statements through Policy D3⁸ and SI 7. In addition, Part C of Policy SI 7 states that *“Development Plans that apply circular economy principles and set local lower thresholds for the application of Circular Economy Statements for development proposals are supported.”⁹*
- 2.18 For our Borough using circular economy principles makes perfect sense at all scales of development. This is because we have a high concentration of heritage assets which have been occupied, sometimes by different uses, and refurbished over a long time. Much of our development takes place via changes of use and upgrading existing buildings. Construction traffic has also been an issue in the Borough with its narrow streets and applying circular economy principles to minimise waste can help to reduce this.
- 2.19 Considering the local relevance of the circular economy, the RBKC Evidence Study on Greening Issues sets out a clear recommendation for the Council to require all major developments to submit a circular economy statement ¹⁰.
- 2.20 Circular Economy Statements are required at the pre-application/outline application (step 1), full planning application submission (step 2) and post-completion (step 3) stages as defined in the Mayor of London’s Circular Economy Statement Guidance ¹¹. Applicants should refer to this guidance to ensure the correct information is provided at each stage. The requirement to undertake and submit the post-completion stage (step 3) of the circular economy statement will be secured through a planning condition or s106 legal agreement.
- 2.21 While the requirements apply to major developments, all applicants are strongly encouraged to consider circular economy principles in their development schemes. As such, proposals for minor development are

⁶ Mayor of London, [London Plan 2021](#), March 2021 - Policy SI 7, page 365 - 366.

⁷ GLA, [Design for a Circular Economy Primer](#), 2020.

⁸ Mayor of London, [London Plan 2021](#), March 2021 - Policy D3, page 110 - 116.

⁹ Mayor of London, [London Plan 2021](#), March 2021 - Policy SI 7 (C), page 366.

¹⁰ RBKC, Evidence Study on Greening Issues, July 2021 – page 28, 4.2.6 Recommendations.

¹¹ Mayor of London, [Circular Economy Statement Guidance](#), March 2022.

strongly encouraged to undertake and submit the pre-application stage of the circular economy statement (step one).

- 2.22 Further guidance is provided in chapter 3 of the Borough's [Greening SPD](#), June 2021.

Policy GB3: Whole Life-cycle Carbon

GB3: Whole Life-cycle Carbon

- A. Applicants for major development proposals are required to calculate whole life-cycle carbon emissions and demonstrate actions taken to reduce whole life-cycle carbon emissions through submission of a whole life-cycle carbon assessment.

- 2.23 In addition to the running of a building during its operation, emissions are produced during a building's construction and later during its maintenance. These non-operational greenhouse gas emissions associated with a building's lifecycle are technically known as embodied emissions. They include: a) the emissions that have already happened before a building is completed such as during construction and b) other 'locked in' non-operational emissions associated with subsequent stages of the building lifecycle (maintenance, repair, retrofitting, demolition, and disposal).
- 2.24 This is a significant proportion, but such emissions are not covered by current Building Regulations. To ensure that we capture the opportunity to reduce the impact of such sizeable emissions we need a whole life-cycle approach as set out in paragraph 9.2.11 of the London Plan 2021. This states, "*a whole life-cycle approach is needed to capture... unregulated emissions (i.e. those associated with cooking and small appliances)... embodied emissions (i.e. those associated with raw material extraction, manufacture and transport of building materials and construction) and emissions associated with maintenance, repair and replacement as well as dismantling, demolition and eventual material disposal.*"¹²
- 2.25 Retention and refurbishment of existing buildings over demolition and rebuild provides the greatest opportunity to minimise the embodied carbon emissions of a development scheme. This highlights the significant crossover between the whole life-cycle carbon approach and the circular economy. As such, a circular economy statement should feed into a whole life-cycle carbon assessment.
- 2.26 The whole life-cycle carbon approach also covers carbon emissions resulting from the operational energy use of a building, including

¹² Mayor of London, [London Plan 2021](#), March 2021 – page 345, paragraph 9.2.11.

unregulated operational emissions (Use Stage - Module B6 as defined in the Mayor of London's Whole Life-Cycle Carbon Assessments Guidance ¹³). Unregulated emissions are not covered by Building Regulations and are largely produced by the energy use of plug-in appliances. Although developers have limited scope to influence these emissions, major development should target LETI Energy In Use consumption targets ¹⁴ within the whole life-cycle carbon assessment and demonstrate improvement measures for unregulated emissions, quantifying the energy use associated with landlord areas and external features, such as lighting.

- 2.27 Part F of London Plan 2021 Policy SI 2 – Minimising Greenhouse Gas Emissions ¹⁵ requires referable schemes to follow a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions. The same approach will be followed for major developments. This is supported by the RBKC Evidence Study on Greening Issues, which sets out a clear recommendation for the Council to require all major development schemes to undertake and submit a whole life-cycle carbon assessment ¹⁶.
- 2.28 Whole Life-Cycle Carbon Assessments are required at the pre-application (stage 1), full planning application submission (stage 2) and post-construction (stage 3) stages as defined in the Mayor of London's Whole Life-Cycle Carbon Assessments Guidance ¹⁷. Applicants should refer to this guidance to ensure the correct information is provided at each stage and compare their schemes against appropriate benchmarks. The requirement to undertake and submit the post-construction stage of the whole life-cycle carbon assessment will be secured through a planning condition or s106 legal agreement.
- 2.29 While the requirements apply to major developments, all applicants are strongly encouraged to consider taking a whole life-cycle approach in their development schemes.
- 2.30 Further guidance is provided in Chapter 4 of the Borough's [Greening SPD](#), June 2021.

¹³ Mayor of London, [Whole Life-Cycle Carbon Assessments Guidance](#), March 2022 – page 14, figure 2.1.

¹⁴ London Energy Transformation Initiative, [Climate Emergency Design Guide: How new buildings can meet UK climate change Targets](#).

¹⁵ Mayor of London, [London Plan 2021](#), March 2021 - Policy SI 2 (F), page 343.

¹⁶ RBKC, Evidence Study on Greening Issues, July 2021 – page 28, 4.2.6 Recommendations.

¹⁷ Mayor of London, [Whole Life-Cycle Carbon Assessments Guidance](#), March 2022.

Policy GB4: Energy and Net Zero Carbon

GB4: Energy and Net Zero Carbon

Reducing Energy Demand

- A. Applicants for all developments must optimise building design to reduce energy demand in-line with the London Plan energy hierarchy¹⁸.

Net Zero Carbon

- B. Major development must be net zero carbon and as a minimum meet the on-site requirements set out by the GLA, currently in the Mayor of London's Energy Assessment Guidance (June 2022).
- C. Only where it is robustly demonstrated in an energy strategy/assessment that net zero cannot be fully achieved on-site, any shortfall should be provided, in agreement with the Council, either:
- i. through a cash in lieu contribution to the Council's carbon offset fund, or
 - ii. off-site, provided that an alternative proposal is identified and delivery is certain which will be secured through a legal agreement.

Energy Supply (Heat Networks)

- D. Major developments must design in the ability to connect to future or proposed heat networks.
- E. Major development proposals should deliver low temperature communal distribution systems served by heat pumps. The heat source for a communal heating system should be selected in accordance with the London Plan heating hierarchy¹⁹.
- F. Large-scale development schemes, such as those in Opportunity Areas, must explore opportunities to deliver heat networks and should develop energy masterplans in accordance with the London Plan.

¹⁸ Mayor of London, [London Plan 2021](#), March 2021 - Policy SI 2 (A), page 342.

¹⁹ Mayor of London, [London Plan 2021](#), March 2021 - Policy SI 3 (D.) (1), page 349.

Renewable Energy

- G. Major development must demonstrate that opportunities for on-site renewable energy generation have been maximised.

Energy Monitoring and Reporting

- H. Major development must report actual operational energy use in accordance with the London Plan and Mayor's 'Be Seen' Energy Monitoring Guidance²⁰.

Third-Party Standards

- I. Major non-residential development must demonstrate that it meets BREAAAM 'excellent' standard.

Energy Strategies

- J. All applications for major development must be accompanied by an energy strategy/assessment demonstrating how the requirements of Policy GB4 will be met. As a minimum, energy strategies must meet the requirements of the London Plan, as well as the Mayor's most up to date energy assessment guidance.

Energy and Net Zero Carbon

- 2.31 In October 2019 the Council declared a climate emergency and made a commitment to be a carbon neutral Borough by 2040 (10 years sooner than the national 2050 target)²¹. The pressing need to decarbonise our built environment was also a key issue raised consistently throughout our NLPR consultations²².
- 2.32 The London Plan establishes a policy framework for development to reduce regulated carbon emissions associated with energy demand and supply through the energy hierarchy (Policy SI 2 – Minimising Greenhouse Gas Emissions²³). Regulated emissions are emissions arising from energy used by fixed building services defined in Approved Document Part L of the Building Regulations.
- 2.33 London Plan Policy SI 2 set a requirement for major development to be net-zero carbon and achieve a 35 percent on-site reduction in carbon

²⁰ Mayor of London, ['Be Seen' Energy Monitoring Guidance](#), September 2021.

²¹ HM Government, [Climate Change Act 2008](#) (2019 Amendments).

²² See responses to the [Borough Issues consultation](#) and [Issues and Options consultation](#).

²³ Mayor of London, [London Plan 2021](#), March 2021 - Policy SI 2, page 342-343.

emissions against Part L of the Building Regulations 2013. However, the GLA published updated energy assessment guidance²⁴ in response to the 2021 update to Part L of the Building Regulations introduced in June 2022 as an interim uplift to Building Regulations ahead of the Future Homes and Buildings Standard, which is expected to come into force in 2025. The GLA's updated guidance now requires major development to achieve a minimum 35 per cent on-site carbon reduction over Part L 2021. Major residential schemes are expected to exceed this minimum target and should aim to meet a 50 percent plus improvement over Part L 2021²⁵. The Council will apply any future updates to this guidance/London Plan policy.

- 2.34 The Local Plan Viability Study supports a net zero requirement for major development, concluding that requiring all new development to be net zero carbon will not undermine development viability²⁶.

Building Design and Reducing Energy Demand

- 2.35 Building design can play a critical role in reducing energy demand and is the first step in following the principle of the Energy Hierarchy. The specification of the fabric, materials and heating and cooling systems will all have a significant impact on the energy demand of a building. However, even more fundamental are some key design decisions which are typically shaped very early on. These are the orientation, glazing ratio and form factors.
- 2.36 A building's orientation combined with its glazing ratio is key to minimising energy demand. In the UK over the course of a year, north facing windows nearly always lead to net heat loss, whereas south facing ones can normally be designed to achieve a net heat gain. The amount of south facing glazing should also be optimised to prevent the risk of summer overheating. The optimum glazing ratios for the UK climate are up to 25 per cent glazed on the southern elevation, no more than 20 per cent on the east/west elevations and as little as possible on the northern elevation. Clearly in the dense built environment of the Borough, the plot may not allow the flexibility to orientate in the most optimum way, but these simple principles should be borne in mind.
- 2.37 A building's form factor is the ratio of its external surface area (i.e. the parts of the building exposed to outdoor conditions) to the internal floor area. The greater the ratio, the less efficient the building and the greater the energy demand. If a building is designed with a poor form factor, then the fabric efficiency will need to be increased significantly to achieve the

²⁴ Mayor of London, [Energy Assessment Guidance](#), June 2022.

²⁵ Mayor of London, [Energy Assessment Guidance](#), June 2022, page 6, paragraph 2.2 and Table 1.

²⁶ RBKC, Local Plan Viability Study, September 2022

optimum levels of performance. This will increase costs as more insulation and more efficient systems will be required. Again, often the site context, particularly as three-quarters of the Borough is designated as conservation areas, will define the building form and massing. However, this is a useful consideration.

Third Party Standards and Assessments

- 2.38 Paragraph 9.2.7 of the London Plan states that *'Boroughs are encouraged to include BREEAM targets in their Local Plans where appropriate.'*²⁷ BREEAM is applied to non-residential development, and it is increasingly common practice to require that schemes achieve an "excellent" rating. The Council has applied the BREEAM 'very good' standard since the 2015 Consolidated Local Plan. The Council's Evidence Study on Greening Issues highlights that there is already strong adoption of the BREEAM "excellent" standard in the Borough and recommends setting a blanket requirement for larger non-residential schemes²⁸.
- 2.39 Whilst not a requirement, the Council supports the use of appropriate third-party standards/assessments for residential development including Passivhaus, EnerPHit and Energiesprong. In particular EnerPHit and Energiesprong standards are suitable for retrofit projects. Detailed guidance on these supported standards is provided in the Council's Greening SPD (see the section entitled voluntary standards within Chapter 5).

Carbon Offsetting

- 2.40 We wish to see zero carbon being achieved on-site. However, as a last resort, developments that are unable to achieve the carbon emissions reduction targets set out in Policy GB3 on-site will need to calculate their emissions shortfall in tonnes of carbon and offset this via a cash in lieu payment. The value of the payment will be determined by multiplying the emissions shortfall by the local cost of carbon over a period of 30 years. Carbon offset funding will then be allocated to projects that will reduce carbon emissions elsewhere in the Borough. Details of how the Council's Carbon Offset Fund contribution will be calculated and administered are set out in the [Planning Contributions SPD](#). The Council will use the latest carbon offset price which is currently set out as £95 per tonne of carbon dioxide for a period of 30 years in the London Plan 2021²⁹. Contributions to the Council's carbon offset fund will be secured via a legal agreement.

²⁷ Mayor of London, [London Plan 2021](#), March 2021 – page 345, paragraph 9.2.7.

²⁸ RBKC, Evidence Study on Greening Issues, July 2021 – page 99, Conclusions on responding to London Plan Policy SI 2.

²⁹ Mayor of London, [London Plan 2021](#), March 2021 – page 345, paragraph 9.2.8 and footnote 155.

- 2.41 Where offsetting is being provided off-site the proposal to offset must be in the Borough, be fully developed and deliverable by the applicant. This will be secured via a legal agreement.

Heat Networks

- 2.42 The Mayor of London has identified Heat Network Priority Areas, which can be found on the London Heat Map website³⁰. These identify where in London the heat density is sufficient for heat networks to provide a competitive solution for supplying heat to buildings and consumers³¹. The whole of the Borough is within a Heat Network Priority Area.
- 2.43 At the time of writing, there are no heat networks within the Borough that new development can readily connect to. However, as set out in part B of PLV3, the planned Notting Dale Heat Network will deliver zero-carbon heating and hot water to the Lancaster West Estate and to other estates in Notting Dale ward. The ambition is that this heat network will be able to provide heat to the wider Notting Dale ward and beyond in the future. There will be the potential for new development to connect to this network.
- 2.44 The Government published a response to the consultation on its proposal to introduce heat network zoning in England in June 2022³². This consultation is the first in what is intended to be a multi-year project developing the necessary legislation and processes for zoning. The proposals for heat networking zoning support the Council's requirement for new development to be designed with the potential to connect to a future and/or proposed heat network as outlined in Policy GB4.
- 2.45 Under Part E of Policy GB4 the Borough's Opportunity Areas – Kensal Canalside and Earl's Court are expected to develop energy masterplans which establish the most effective energy supply options. This will include exploring opportunities to deliver heat networks.

Energy Monitoring and Reporting

- 2.46 The GLA has also produced 'Be Seen' Energy Monitoring Guidance³³, which explains how developers and owners of new major developments should monitor and report actual operational energy performance to comply with London Plan Policy SI 2. In accordance with the 'Be Seen' guidance, energy performance data must be reported at the planning application, as-built and in-use stage. The in-use stage requires actual operational energy use for at least 5 years to be reported to the GLA via the Mayor of London's '[Be seen' reporting templates](#)'. The requirement to

³⁰ Mayor of London, [London Heat Map](#).

³¹ Mayor of London, [London Plan 2021](#), March 2021 – page 350, paragraph 9.3.4.

³² BEIS, [Proposals for heat network zoning](#), June 2022.

³³ Mayor of London, '[Be Seen' Energy Monitoring Guidance](#), September 2021.

undertake and submit in-use monitoring will be secured through a planning condition or legal agreement.

- 2.47 Again, while the requirements apply to major developments, all applicants are strongly encouraged to apply the principles of the energy hierarchy to reduce energy demand, incorporate renewable technologies and monitor energy use in their development schemes. Non-major schemes can demonstrate how they have considered and applied these principles in an energy strategy/assessment or planning statement.
- 2.48 Further guidance is provided in Chapters 4 - 8 of the Borough's [Greening SPD](#), June 2021.

Third Party Standards and Assessments

- 2.49 Paragraph 9.2.7 of the London Plan states that *'Boroughs are encouraged to include BREEAM targets in their Local Plans where appropriate.'*³⁴ BREEAM is applied to non-residential development, and it is increasingly common practice to require that schemes achieve an "excellent" rating. The Council has applied the BREEAM 'very good' standard since the 2015 Consolidated Local Plan. The RBKC Evidence Study on Greening Issues highlights that there is already strong adoption of the BREEAM "excellent" standard in the Borough and recommends setting a blanket requirement for larger non-residential schemes³⁵.
- 2.50 Whilst not a requirement, the Council supports the use of appropriate third-party standards/assessments for residential development including Passivhaus, EnerPHit and Energiesprong. In particular EnerPHit and Energiesprong standards are suitable for retrofit projects. Detailed guidance on these supported standards is provided in the Council's Greening SPD (see the section entitled 'Voluntary Standards' within Chapter 5).

Energy Strategies/Assessments

- 2.51 Energy Strategies/Assessments must be submitted in accordance with Part J of Policy GB4. Applicants must follow the Mayor of London's latest Energy Assessment Guidance to satisfy this requirement.

³⁴ Mayor of London, [London Plan 2021](#), March 2021 - page 354, paragraph 9.2.7.

³⁵ RBKC, Evidence Study on Greening Issues, July 2021 – page 99, Conclusions on responding to London Plan Policy SI 2.

Policy GB5: Overheating

GB5: Overheating

- A. Major development must minimise overheating risk, reduce reliance on air conditioning in accordance with the London Plan cooling hierarchy³⁶ and meet the Cooling and Overheating requirements of the Mayor of London's Energy Assessment Guidance³⁷. This must be demonstrated in an energy strategy/assessment.

- 2.52 Climate Change is resulting in higher than historic average temperatures and more severe hot weather events across London. This, combined with a growing population, urbanisation and the urban heat island effect, means that London boroughs must manage heat risk in new developments³⁸. This is particularly the case for densely developed boroughs such as Kensington and Chelsea³⁹.
- 2.53 Policy SI 4 of the London Plan 2021 defines a cooling hierarchy that major development must follow. However, it is applicable to all scales of development⁴⁰.
- 2.54 Many aspects of building design can lead to increases in overheating risk, including a high proportion of glazing and an increase in the air tightness of buildings. Single-aspect dwellings are more difficult to ventilate naturally and are more likely to overheat and should be avoided, in line with London Plan 2021 Policy D6 – 'Housing Quality and Standards'⁴¹. There are a number of low energy measures that can mitigate overheating risk, including solar shading, building orientation and solar-controlled glazing. Occupant behaviour will also have an impact on overheating risk.
- 2.55 Passive cooling and ventilation should be prioritised, taking into account external noise and air quality considerations in determining the most appropriate solution. The increased use of air conditioning systems is harmful to the environment as these have significant energy requirements and, under conventional operation, expel hot air, thereby adding to the urban heat island effect. If active cooling systems, such as air conditioning

³⁶ Mayor of London, [London Plan 2021](#), March 2021 - Policy SI 4 (B.), page 354.

³⁷ Mayor of London, [Energy Assessment Guidance](#), June 2022.

³⁸ Mayor of London, [London Plan 2021](#), March 2021 – page 354, paragraph 9.4.1.

³⁹ RBKC, Evidence Study on Greening Issues, July 2021 – page 82, 4.11 - Overheating

⁴⁰ Mayor of London, [London Plan 2021](#), March 2021 – page 354, paragraph 9.4.1.

⁴¹ Mayor of London, [London Plan 2021](#), March 2021 - Policy D6, page 125 – 126.

are unavoidable, these should be designed to reuse the waste heat they produce.

- 2.56 Applicants proposing air conditioning, be it a single unit or at the whole building scale, should carefully consider the harmful environmental impact of air conditioning and fully explore passive cooling and ventilation measures/solutions in the first instance. Where a number of air conditioning units are proposed, applicants should consider a whole system/property passive approach could and implement the most efficient solution possible.

Overheating Risk Assessment

- 2.57 The requirement for overheating assessments to be undertaken for major applications in London has been in place since a 2014 GLA guidance document. The Council's Evidence Study on Greening Issues states that to ensure that new buildings in the Borough are resilient to the future impacts of climate change, it is imperative that they are designed to mitigate the risk of summer overheating. It is also important that opportunities to reduce overheating risk are considered in schemes seeking to retrofit existing buildings⁴².
- 2.58 Part O of Schedule 1 to the Building Regulations sets out requirements for the mitigation of overheating in new residential development and Approved Document O provides technical guidance on meeting these requirements⁴³.
- 2.59 The Mayor of London's energy assessment guidance sets out how applicants should demonstrate that the London Plan cooling hierarchy has been followed, that appropriate overheating risk assessment has been undertaken and that the risk of overheating has been mitigated through the incorporation of passive design measures.⁴⁴
- 2.60 The Mayor's energy assessment guidance requires applicants to complete the Good Homes Alliance (GHA) early stage overheating risk tool⁴⁵ as early in the design process as possible to determine the risk of overheating based on the development's site-specific parameters. As the GHA tool is freely available, the Council's Evidence Study on Greening

⁴² RBKC, Evidence Study on Greening Issues, July 2021 – page 82, 4.11.2 - Overheating risk in new homes: Current evidence.

⁴³ DLUHC, [Overheating: Approved Document O](#), January 2021.

⁴⁴ Mayor of London, [Energy Assessment Guidance](#), June 2022 – page 22 – 29, 8. Cooling and Overheating.

⁴⁵ GHA, [Early Stage Overheating Risk Tool](#), July 2019.

Issues recommends that all applicants utilise the tool to understand overheating risk associated with their development⁴⁶.

- 2.61 Further guidance is provided in Chapters 4 - 8 of the Council's [Greening SPD](#), June 2021.

Policy GB6: Air Quality

GB6: Air Quality

- A. All development is required to meet the air quality neutral benchmarks in accordance with the London Plan and associated guidance⁴⁷.
- B. The following developments are required to undertake and submit an Air Quality Assessment:
- i. All major development.
 - ii. All development introducing new population or receptors in Air Quality Focus Areas (AQFAs).
 - iii. Development that introduces sensitive receptors (e.g. hospitals, schools, residential dwellings, medical facilities) into the location.
 - iv. Developments that include potentially polluting sources, uses or combustion-based technologies.
 - v. Development that is located within close proximity to known pollution sources (such as main roads or railway lines etc.) and introduces new population or sensitive receptors (such as, but not limited to, any school or medical facility).
 - vi. Development which involves significant demolition (total volume of building to be demolished 20,000m³ or more) or construction.
- C. Major developments located in AQFAs, masterplans, development briefs and large-scale development proposals (that are subject to Environmental Impact Assessments) are required to deliver an 'Air Quality Positive' approach.

⁴⁶ RBKC, Evidence Study on Greening Issues, July 2021 – page 86, Recommendations.

⁴⁷ Mayor of London, Air Quality Neutral (AQN) Guidance, November 2021. Note this guidance is currently in a draft form, the most up-to-date version of the guidance should be used.

- D. Applicants will be required to install non-combustion energy technology where available. Where this technology is not available combustion plant must be ultra-low NO_x emitting.
- E. Emissions of particles and NO_x must be minimised and controlled during demolition and construction activities. Dust Risk Assessments (DRA's) must be produced to identify potential impacts and corresponding mitigation measures, including on site monitoring, if required by the Council. The Dust Risk Assessment and corresponding mitigation measures are to be in line with the Mayor of London's SPG 'The Control of Dust and Emissions during Construction and Demolition'. All impacts must be addressed within any submitted Air Quality Assessment.
- F. All major development and smaller scale development that involves potentially 'dusty works', such as basement excavation, soil removal or import, are required to produce a Dust Risk Assessment to identify potential impacts and appropriate corresponding mitigation measures to protect local sensitive receptors from the impact of dust.
- G. Measures to improve air quality should be implemented on-site, however, where it can be demonstrated that on-site provision is impractical or inappropriate, off-site measures to improve local air quality may be acceptable (such as financial contributions to deliver the actions contained within the Council's Air Quality Action Plan), provided that equivalent air quality benefits can be demonstrated.
- H. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). Whilst fossil fuel systems are not supported, where they are utilised for back up emergency systems, all combustion flues should terminate at least 1 m above the roof height of the tallest part of the development and ensure maximum dispersion of pollutants by having a sufficient efflux velocity.

2.62 Air pollution causes significant detrimental health, environmental and economic impacts. The entire Borough has been declared an Air Quality Management Area (AQMA) as levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}) exceed the National Air Quality Objectives (NAQO).

2.63 The London Plan identifies three Air Quality Focus Areas (AQFAs) within the Borough⁴⁸. AQFAs are locations that not only exceed the EU annual mean limit value for nitrogen dioxide (NO₂) but are also locations with high human exposure. The three AQFAs located within the Borough are:

- Earl's Court Road and Warwick Road (A3220) from Cromwell Road to Cremorne Road.
- A315 from Knightsbridge to Kensington High Street, A4204 Kensington Church Street to Notting Hill Gate.
- A4 Cromwell Road from Talgarth/Earl's Court/Gloucester Road/Thurloe Place/Knightsbridge.

⁴⁸ Mayor of London, [London Plan 2021](#), March 2021 - paragraph 9.1.17, page 340.

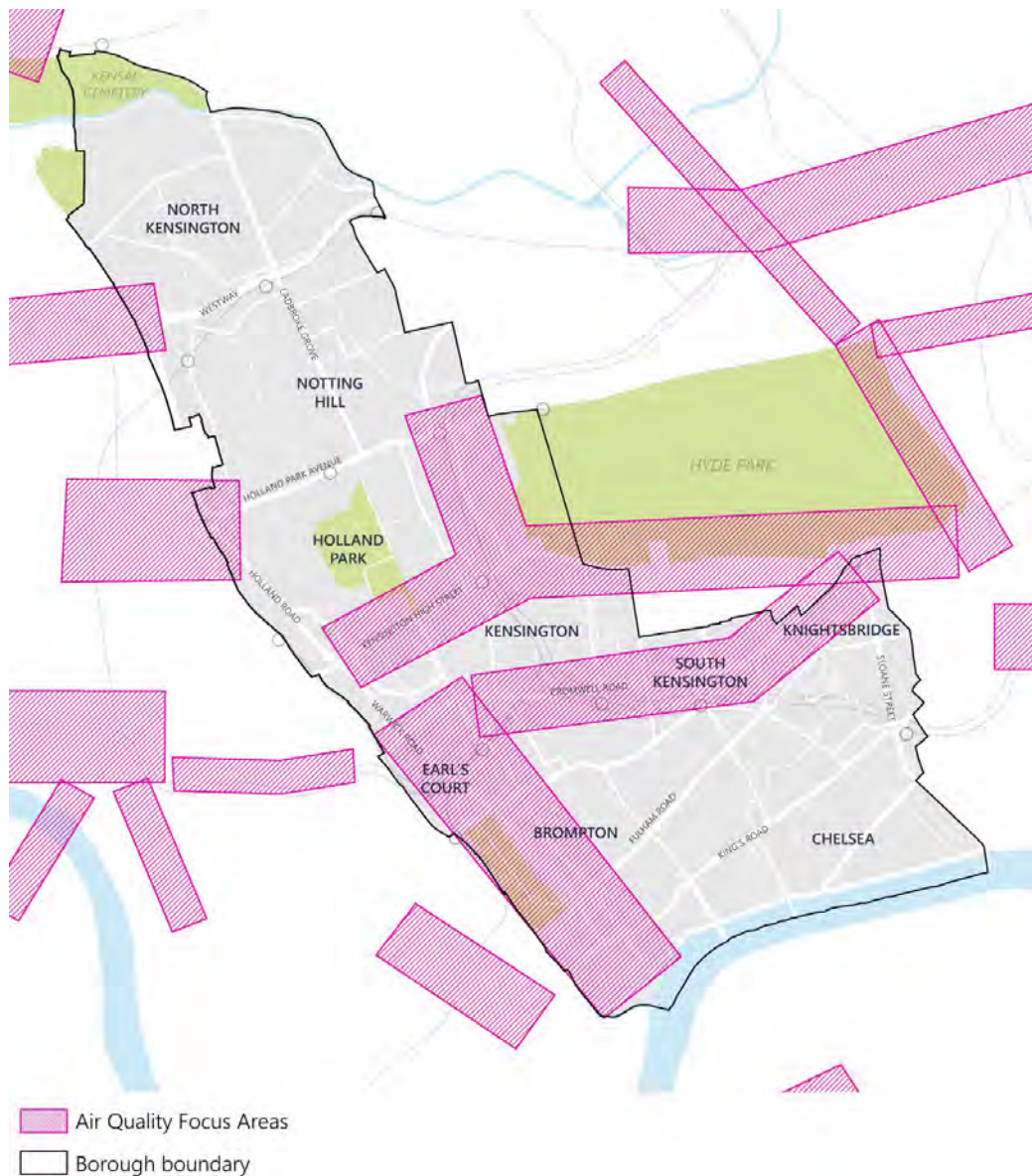


Figure 2.1: The Air Quality Focus Areas (AQFAs) in the Borough

2.64 Air quality is among the top environmental concerns for residents⁴⁹. The pressing need to improve ambient air quality is recognised in national and regional policy. The Government’s Clean Air Strategy⁵⁰ as well as the Mayor of London’s Health Inequalities Strategy⁵¹ and the London Environment Strategy⁵² are all clear that improving air quality is a key objective.

⁴⁹ See responses to the [Borough Issues consultation](#) and [Issues and Options consultation](#).

⁵⁰ HM Government, [Clean Air Strategy 2019](#), January 2019.

⁵¹ Mayor of London, [London Health Inequalities Strategy](#), September 2018.

⁵² Mayor of London, [London Environment Strategy](#), May 2018.

- 2.65 The Council has produced a new five-year Air Quality Action Plan (2022-2027)⁵³, which includes a dynamic list of measures to reduce pollution, reduce exposure, increase resilience, and influence behaviour change. It has been adopted alongside a new Climate Emergency Action Plan and Biodiversity Action Plan.
- 2.66 The Council is also producing an updated Air Quality SPD which will provide more detailed guidance on the requirements for improving air quality in new development.
- 2.67 All the policies in this chapter of the Local Plan come together to contribute towards improving air quality in the Borough. Green infrastructure, tree planting, biodiversity, sustainable building design, energy efficiency, travel and construction site management all play a role in reducing air pollution and improving air quality.

Air Quality Assessments

- 2.68 Air Quality Assessments (AQAs) should identify the potential for air quality to impact on, or be affected by, new development and demonstrate how these impacts are being appropriately minimised and mitigated. [IAQM Guidance](#) sets out the criteria for developing air quality assessments.

Air Quality Neutral and Positive

- 2.69 Policy GB6 adopts the air quality positive and neutral approach set out in the London Plan⁵⁴. All development proposals are required, at the very least, to not make air quality worse and are strongly encouraged to achieve an overall improvement to the local air quality.
- 2.70 An Air Quality Neutral development is one that meets, or improves upon, the air quality neutral benchmarks published in guidance from the GLA. The benchmarks set out the maximum allowable emissions of NOx and Particulate Matter based on the size and use class of the proposed development. Separate benchmarks are set out for emissions arising from the development and from transport associated with the development. Air Quality Neutral applies only to the completed development and does not include impacts arising from construction, which should be separately assessed in the Air Quality Assessment.
- 2.71 The requirement for Air Quality Neutral should be demonstrated through the calculation of site-specific Transport Emission Benchmarks and Building Emission Benchmarks which will be compared against the

⁵³ RBKC, [Air Quality Action Plan – In Summary](#), August 2022. .

⁵⁴ Mayor of London, [London Plan 2021](#), March 2021 - Policy SI 1, page 335 – 336.

reference benchmarks published in the GLA Guidance document⁵⁵. These developments will also be required to demonstrate that design measures have been incorporated to minimise exposure to poor air quality in accordance with Policy SI 1 of the London Plan⁵⁶.

- 2.72 Major developments and large masterplan developments are likely to have the greatest potential to implement methods and interventions to improve local air quality. Therefore, large-scale development schemes subject to an EIA (such as the Kensal Canalside Opportunity Area and the Earl's Court Opportunity Area) and major developments in the Air Quality Focus Areas need to consider an air quality positive approach in accordance with London Plan Policy SI 1(C)⁵⁷.
- 2.73 Given the ongoing exceedances of air pollutants throughout the Borough, every opportunity must be taken to improve air quality. Demolition and Construction Environmental Management Plans (DCEMPs) and Dust Management Plans (DMPs) play a key role in controlling emissions during the demolition and construction phases of development. The Council will revise our requirements for construction traffic as set out in construction traffic management plans over the lifetime of the plan to ensure that electric vehicles are used to mitigate air quality impacts when it is reasonable to do so.
- 2.74 The Council has specific policies to take decisive action to reduce emissions of greenhouse gases and air pollutants which is set out in the previous Air Quality and Climate Change Action Plan (2016-2021) and the new standalone Air Quality Action Plan and Climate Emergency Action Plan, adopted in 2022.
- 2.75 The Council requires air quality neutral benchmarks to be achieved on-site in accordance with Part E of Policy SI 1 of the London Plan. However, if air quality neutral benchmarks cannot be achieved and the Council is satisfied that the development has exploited all relevant on-site measures it will consider additional mitigation or offsetting payments as a last measure. The process and calculation for this are set out in Section 5 of the GLA's Air Quality Neutral Planning Support Document⁵⁸.

⁵⁵ Mayor of London, [Air Quality Neutral \(AQN\) Guidance](#), November 2021. Note *this guidance is currently in a draft form, the most up-to-date version of the guidance should be used.*

⁵⁶ Mayor of London, [London Plan 2021](#), March 2021 - Policy SI 1, page 335 – 336.

⁵⁷ Mayor of London, [London Plan 2021](#), March 2021 - Policy SI 1, page 335.

⁵⁸ Mayor of London, [Air Quality Neutral \(AQN\) Guidance](#), November 2021. Note *this guidance is currently in a draft form, the most up-to-date version of the guidance should be used.*

Policy GB7: Construction Management

GB7: Construction Management

- A. Relevant developments as specified in the RBKC Code of Construction Practice (the Code) must minimise demolition and construction impacts by complying with the Code⁵⁹.

- 2.76 Given the nature of the Borough with its densely built-up environment and Central London location with narrow streets, issues around noise and air quality, it is important that construction impacts are carefully managed. The Council adopted a revised Code of Construction Practice in April 2019 (the Code) and this Code, and any future updates must be followed. The Code categorises sites based on their size and likely impacts, and a pre-commencement planning condition requires that the specified details are agreed with the Council's Construction Management Team. This applies to major developments, basement excavation, full demolition (Category 1 sites⁶⁰); partial demolition, residential and commercial extensions (Category 2 sites⁶¹) amongst other projects. Compliance with the Code is also required for smaller scale projects such as internal refurbishment works, using the Control of Pollution Act 1974.
- 2.77 The Code always requires Construction Traffic Management Plans (CTMPs) for all Category 1 sites. Some Category 2 sites may also require a CTMP particularly if the site is constrained. Further details are set out in the Code.

⁵⁹ RBKC, [Code of Construction Practice](#), April 2019.

⁶⁰ RBKC, [Code of Construction Practice](#), April 2019 or any update must be for definitions and to categorise the sites.

⁶¹ RBKC, [Code of Construction Practice](#), April 2019 or any update must be for definitions and to categorise the sites.

Policy GB8: Noise and Vibration

GB8: Noise and Vibration

- A. Noise and vibration impact must be minimised in developments.
- B. The Council will require a Noise and Vibration Impact Assessment to assess the impact of noise and vibration generating sources which affect amenity during the construction and operational phases of development.
- C. New noise and vibration sensitive developments are required to mitigate and protect occupiers against existing sources of noise and vibration in accordance with the Agent of Change Principle.
- D. Noise and vibration sensitive development must be located in the most appropriate location and, wherever located, must be protected against existing sources of noise and vibration, through careful design, layout and use of materials to ensure adequate insulation from sound and vibration. This must be achieved while also providing suitable ventilation and thermal comfort for future occupants
- E. Developments which fail to meet adopted local noise and vibration standards will be resisted.
- F. Applications for noise and vibration generating development and plant (including air conditioning units, ground- and air-source heat pumps), that would have an unacceptable noise and vibration impact on surrounding amenity, will be resisted.

- 2.78 The dominant sources of ambient noise in the Borough are road and rail traffic, and construction activity. Other significant sources are building services plant, and operational noise from restaurants, cafes and pubs (including from outdoor areas such as beer gardens and pavement seating), nightclubs, shops and other businesses, and the noise generated by the associated deliveries and servicing.
- 2.79 Vibration is typically a discrete issue caused by specific, temporary construction activities, poorly insulated building services equipment, or the movement of underground trains where there are track condition issues.
- 2.80 The evidence on noise and vibration shows that we need a policy to ensure that new noise sensitive development takes account of existing sources of noise and vibration, and proposed noise and vibration generating development does not impact on existing amenity.
- 2.81 Noise sensitive development includes residential dwellings, schools, care, residential and nursing homes, and hospital uses. The onus of

responsibility is on the applicant introducing new noise sensitive development/uses to ensure these are protected against existing sources of noise and vibration in accordance with the Agent of Change Principle as it is defined in the NPPF (paragraph 187) and the London Plan.

- 2.82 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 interpreting technical acoustic reports and confirming compliance with noise standards, the advice of the Council's Noise and Nuisance Team will be sought on all applications where noise and vibration is likely to be an issue. Local standards will reflect and incorporate national guidance and industry good practice documents to ensure the best protection for our residents.
- 2.83 Permitted development rights allow a wide range of changes of use without the need for planning permission. Where a prior approval process allows for the consideration of noise issues, proposals should include acoustic mitigation to ensure unacceptable noise issues are prevented in the future.

Policy GB9: Odour

GB9: Odour

- A. Odour generating development must address the adverse impact of odour through the incorporation of appropriate mitigation measures in accordance with the Agent of Change Principle, adopting a precautionary approach.
- B. Where significant sources of cooking odours are proposed, kitchen extract systems should terminate above the eaves height of the tallest part of the development to ensure the most effective dispersion of smells and fumes.

- 2.84 Certain uses (such as restaurants, cafes and takeaways) can create odours and fumes which can cause nuisance and harm the amenity of neighbouring residents and businesses. It is important that applicant's for uses and/or activities that are likely to create odour ensure that the issue is addressed early in the design and planning stage.
- 2.85 Where appropriate, the Council will require odour assessments to make sure potential impacts are appropriately mitigated. Where significant sources of odours and fumes are likely, the Council will resist proposals where extraction systems discharging at low-level are planned. Developers should consider at an early stage how a system, terminating at high level, will be achieved and will need to explore the relevant permissions that may be required from building owners.

- 2.86 Permitted development rights allow a wide range of changes of use without the need for planning permission. As with noise, proposals for such uses, for example, premises with hot cooking, will require mitigation measures to be incorporated to prevent future unacceptable odour issues arising.

Policy GB10: Light Pollution

GB10: Light Pollution

- A. Development must be designed to minimise the impact of glare and light spill on local residential amenity including neighbouring properties and communal gardens, biodiversity, highway and waterway users.

- 2.87 Lighting helps to keep the public realm accessible, legible and safe after dark. Artificial lighting can also help to extend the use of sports facilities for communities. However, light spill and glare can have a negative impact on the amenity of residents and can also be a significant source of wasted energy. It is also important to retain subtly lit and dark spaces to protect biodiversity from light spill. Developments backing on to public or communal gardens for example need to be mindful of light pollution on their setting. Where necessary the agent of change principle may also be applicable.
- 2.88 Where appropriate, the Council will require lighting assessments to demonstrate compliance with this policy. The Council will use the relevant professional standards such as those set out by the Institute of Lighting Professionals as a guide to assess light impacts. Applications for physical activity, leisure, sport and/or play facilities should follow Sport England's Artificial Lighting Guidance⁶².

⁶² Sport England, [Artificial Sports Lighting Guidance](#), 2012.

Policy GB11: Flood Risk

GB11: Flood Risk

- A. Development must address and reduce flood risk and its impacts.

Vulnerable development

- B. Highly vulnerable development⁶³, including self-contained basement dwellings, in Flood Zone 3 and Critical Drainage Areas⁶⁴ will not be permitted.
- C. Sleeping accommodation will not be permitted below ground floor level in Flood Zone 3.

Assessment of flood risk

- D. Site-specific Flood Risk Assessments are required for:
1. All development in Flood Zone 2 and 3 as defined in the Strategic Flood Risk Assessment.
 2. All development sites greater than one hectare.
 3. All basement development.
 4. Development in Critical Drainage Areas where there is a change to a more vulnerable use or an increase in the number of habitable units.
- E. Development must be directed to areas of lowest risk from all sources of flooding.
1. Sites allocated as part of this plan have already been subject to a Sequential Test⁶⁵.
 2. A Sequential Test Assessment may be required for planning applications for other sites within Flood Zones 2 and 3, and for sites in Critical Drainage Areas.

⁶³ As defined by Government in their [flood risk vulnerability classification](#) and [flood risk compatibility classification](#).

⁶⁴ As defined by the RBKC Surface Water Management Plan

⁶⁵ Sequential Test Assessment, October 2022

3. An Exception Test will also be required where this is applicable.

Flood risk measures and flood risk assets

- F. Development at risk from flooding from any source must incorporate suitable flood risk measures to account for site conditions. These measures must be designed and implemented 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:
 1. Address all flood depths for the design storm event, including an appropriate allowance for climate change⁶⁶ to ensure the development will remain safe during a flood event throughout its lifetime.
 2. Assess the risk of flooding from a breach in the tidal flood defences.
 3. Include an emergency plan to consider access, egress and emergency exit routes and ensure buildings remain safe for occupants in case of flooding.
 4. Ensure that development at basement or lower ground floor level connected to the sewer network is protected from sewer flooding through the installation of a suitable pumped device.
 5. Ensure that resilience and resistance to flooding are addressed.
 6. Prioritise natural flood management and green infrastructure.
- G. The Council supports the retrofitting of flood resilience and flood resistance measures to properties that have experienced flooding or are at risk of flooding.
- H. Flood risk measures and flood risk assets must be protected and maintained to provide adequate protection and remain operational for the lifetime of development.
- I. New development adjacent to the River Thames and Chelsea Creek must be set back by 16m from the Thames flood defence, including tie rods and support structures, to enable the

⁶⁶ [Flood risk assessments: climate change allowances - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

sustainable and cost-effective upgrade of flood defences in line with the requirements of the Thames Estuary 2100 Plan.

- 2.89 The Borough has suffered flooding on different occasions. The most recent surface water and sewer flooding in July 2021 had severe impacts, leaving hundreds of residents displaced and over 75 businesses, schools and community facilities affected. Although the Borough's natural boundaries are waterways (the canal to the north and the Thames to the south), the most prevalent flood risk sources are surface water and sewer water.
- 2.90 Climate change will lead to more intense storms and increased probability of flooding. The combined sewer network has limited capacity to drain enough water away to prevent flooding. New development should address flood risk and adapt to it by being resilient. New development should also reduce flood risk by introducing more and better-quality green-blue infrastructure that can enhance natural drainage⁶⁷.
- 2.91 The Council is the Lead Local Flood Authority (LLFA) with responsibilities for managing flooding from surface water, groundwater and ordinary watercourses⁶⁸. LLFAs are also statutory consultees for surface water drainage strategies in major development. The Council adopted a Local Flood Risk Management Strategy⁶⁹ which includes an action plan to reduce flood risk locally. This strategy should be considered when developing proposals for new development. Flood Risk Management is also considered across London in Policy SI 12 of the London Plan (2021).

Flood Risk Assessments

- 2.92 For new development proposals, the risk of flooding to the development and the potential impact of the development on the risk of flooding elsewhere is assessed through Flood Risk Assessments⁷⁰. These reports should address all flooding sources relevant to the site⁷¹, both now and in the future because of climate change. They should ensure that development (including basement development) is protected against flood risk and will not lead to increase in the risk of flooding elsewhere.
- 2.93 Flood Risks Assessments are required for development in Flood Zones 2 and 3 as defined in our Strategic Flood Risk Assessment⁷², as well as all

⁶⁷ Surface water management and sustainable drainage is addressed further in Policy G12: Surface Water Runoff

⁶⁸ RBKC, [Lead Local Flood Authority \(LLFA\) Duties](#).

⁶⁹ RBKC, [Local Flood Risk Management Strategy](#).

⁷⁰ The RBKC [Greening SPD](#), June 2021 includes information on when these assessments are required and what should they cover.

⁷¹ Those could include groundwater, canal, reservoir, fluvial, tidal, sewer, surface and infrastructure failure.

⁷² RBKC, [Strategic Flood Risk Assessment](#).

sites greater than one hectare in area. Vulnerable development is development to which flooding could be particularly dangerous. The Government has identified the vulnerability of different types of land use and provided guidance on where it should be located⁷³. Basements are considered highly vulnerable to flooding, so a Flood Risk Assessment is required for any basement development, regardless of the risk of flooding.

- 2.94 Within Critical Drainage Areas, as defined in the Surface Water Management Plan⁷⁴, Flood Risk Assessments will be required in certain circumstances depending on the type and scale of the development. Flood Risk Assessments will be required in Critical Drainage Areas for all development below ground or at ground level where there is an increase in vulnerability to flooding or an increase in the number of habitable units. Most development at first floor level and above may not require a Flood Risk Assessment in Critical Drainage areas. Other assessments such as Sequential⁷⁵ and Exception Test⁷⁶ may be required. The Council has produced a Sequential Test of the site allocations to support the development of this Plan.

⁷³ As defined by Government in their [flood risk vulnerability classification](#) and [flood risk compatibility classification](#).

⁷⁴ RBKC, [Surface Water Management Plan \(SWMP\)](#).

⁷⁵ DLUHC and MHCLG, [Applying the Sequential Test to individual planning applications](#), August 2021.

⁷⁶ DLUHC and MHCLG, [The Exception Test](#), August 2021.



Figure 2.2: Flood Risk Zones, Critical Drainage Areas and Thames Barrier

Flood assets and measures

2.95 Adequate flood resistance measures, such as drainage pumps, raised lightwell walls or flood doors, and flood resilience measures, such as solid concrete floors, sump pumps and raised electrical sockets, should be identified in the assessment to ensure that both the chance of flooding and the time to recover following a flood is minimised. Any proposed flood risk measures and flood risk assets should be built to an adequate standard of protection and remain operational for the lifetime of the development. Measures can affect the materials, layout, and design of buildings so it is important that they are thought of early in the development process and

shown in plans as part of planning applications. Safe access and escape routes should also be considered as part of the development process⁷⁷.

- 2.96 In conservation areas or listed buildings, flood resistance and resilience measures are supported where they are sympathetic to the context of the property (such as the use of timber flood doors). Measures are also supported where there would be no harm to the character or setting of the building (such as internal measures in conservation areas or those not on the principal elevation). Measures should be designed in line with national guidance⁷⁸.

Fluvial and tidal flooding

- 2.97 Although the Borough is well protected from river and tidal flooding by the Thames Barrier and the formal flood defences, new development should also consider these risks. The Environment Agency Thames Estuary 2100 Plan (TE2100) plan⁷⁹ focuses on the maintenance and raising of the River Thames tidal walls and embankments to protect the borough from current and future tidal flood risk. Any sites that are recommended suitable for development within 16m of the River Thames tidal walls and embankments must comply with the TE2100 policy. Proposals adjacent to flood defences/river walls must not have a detrimental impact on the integrity of the existing flood defences and should aim to be set back from the banks of the River Thames and those defences to allow their management, maintenance and raising to protect against current and future flood risk.
- 2.98 In addition, developers and riparian owners will have responsibility to maintain, enhance, or replace flood defence walls, banks, and flood control structures to provide adequate protection for the lifetime of the development, including ensuring adequate provision of space for this in the local plan allocation areas. Where possible new flood defences should be set back to allow more space for water and to provide space for environmental improvement work.
- 2.99 Where it is not feasible to raise flood defences to the required levels as part of the development applicants must demonstrate how the tidal flood defences can be raised to the required Thames Estuary 2100 levels in the future. This should be done through submission of plans and cross-sections of the proposed raising. Where opportunities do exist, developers should be encouraged to raise defences to the required heights as part of their development.
- 2.100 Development must also demonstrate the provision of improved access to existing defences, or where opportunities exist to realign or set back

⁷⁷ [ADEPT/EA, Flood Risk Emergency Plans for New Development](#), September 2019.

⁷⁸ Historic England, [Flooding and Historic Buildings](#)

⁷⁹ Environment Agency, [Thames Estuary 2100 \(TE2100\)](#), February 2021.

defences; this is also in line with Policy SI 12 – Flood risk management (f) of the London Plan.

- 2.101 Further requirements for development along the Borough’s waterways are contained in Policy GB14: Waterways.

Policy GB12: Sustainable Drainage

GB12: Sustainable Drainage

- A. Development must contribute towards a reduction in the rate and volume of surface water run-off into the combined sewer network through measures that promote multifunctional benefits.

Run-off rates

- B. Major development must achieve greenfield run-off rates and minor development must achieve a reduction of 50 per cent of existing run-off rates. Householder applications⁸⁰ must reduce the rate of runoff from the site in a way that is proportionate to the scale of development and reflects the site constraints.

SuDS design and details

- C. Surface water run-off must be managed as close to its source as possible (following the London Plan SuDS hierarchy), through:
1. Storing rainwater for later use (such as rainwater harvesting for irrigation or domestic water butts).
 2. An increase of permeable or porous surfaces and green infrastructure, including trees and urban hedgerows, to enhance natural drainage.
 3. The implementation of green/blue roofs on all flat roofs including extensions.
 4. Recognising opportunities for SuDS to provide other environmental benefits.
 5. Prioritising sustainable, natural green SuDS, over engineered options (underground attenuation tanks or oversized pipes).

⁸⁰ As defined on the Planning Portal - <https://www.planningportal.co.uk/planning/planning-applications/consent-types/householder-planning-consent>

6. Supporting water efficiency measures, the reuse of greywater and water harvesting measures to reduce water demand and sewerage flows.

D. SuDS proposals should meet national and local guidance to ensure SuDS are adequately designed, built and maintained for the lifetime of development.

E. Impermeable surfaces in gardens and landscaped areas will not be permitted as part of a development.

F. The Council encourages the retrofitting of SuDS in any development (even if the proposed development will not have drainage implications).

2.102 The reduction in the rate and volume of surface water run-off through the introduction of permeable surfaces and construction of Sustainable Drainage Systems (SuDS) is important as it will decrease the overall flows into the combined sewer system. All development, regardless of size, should ensure that there is a net reduction in flows to the combined sewer network. Target rates of runoff for development are intentionally ambitious in the plan and will be proportionate to the type of development and scale of development. The Council recognises the constraints of smaller sites to implement SuDS, as well as sites that may have below ground constraints such as buried services or easements.

2.103 The policy seeks to prioritise green infrastructure and permeable surfacing over attenuation tanks, which should only be considered as a last resort and will only be permitted once all other more sustainable drainage options set out in the drainage hierarchy have been considered and justifiably discounted. The Greening SPD⁸¹ includes further information about the expectations and information required for planning applications.

2.104 The implementation of green/blue roofs on flat roofs will need to be balanced with any plant and energy efficiency measures sited on them. “Bio-solar”, roofs that combine photovoltaic panels with green or blue roofs, are now recognised as creating beneficial micro-climates for the plants on the roof while also reducing the temperature of the photovoltaics panels thereby improving efficiency. Living roofs are strongly supported on domestic extensions where these have been shown to be deliverable and maintainable.

2.105 The Council has produced SuDS guidance⁸² and supports green and sustainable drainage measures as they will provide multiple benefits other than reducing Flood Risk (GB11) such as biodiversity enhancements

⁸¹ The RBKC [Greening SPD](#), June 2021 includes information on SuDS requirements.

⁸² RBKC, [Sustainable Drainage Design and Evaluation Guide](#), 2018.

(Policy GB17), amenity benefits, water quality improvements and urban heat island effect reduction⁸³. The Council also encourages the retrofitting of SuDS in existing development not associated with a development application.

Policy GB13: Water and Wastewater Infrastructure

GB13: Water and Wastewater Infrastructure

- A. The Council supports the provision of strategic water and wastewater infrastructure which will lead to an increased security of water supply, a substantial and long-term reduction of local sewer flooding, and an increase in sustainability objectives.
- B. The Council will require Integrated Water Management Strategies in Opportunity Areas and supports major applications taking an integrated approach to water supply and surface water management.
- C. Any off-site upgrades to necessary water or wastewater infrastructure must be delivered ahead of occupation.
- D. All new residential development will be required to meet the optional requirement for water efficiency set out in Part G of the Building Regulations of 110 litres/person/day.
- E. Commercial development should achieve at least the BREEAM “excellent” standard for the ‘Wat 01’ water category or equivalent.

- 2.106 The Council worked on the Counters Creek project with Thames Water from 2008 to 2020 to protect basement properties that had previously reported sewer flooding⁸⁴. During the July 2021 extreme storm event other basement properties were impacted by sewer flooding. Therefore, the Council will continue to work with Thames Water, Ofwat and other stakeholders to implement basement flood protection measures and secure measures to increase flooding resilience in the borough in light of the recent extreme storm events and climate change.
- 2.107 As the Borough suffers from lack of sewerage capacity, large-scale development in Opportunity Areas should be informed by Integrated Water Management Strategies at an early stage to address capacity issues and consider the water cycle holistically. The reuse of grey water and rainwater harvesting should be considered in Integrated Water Management Strategies.

⁸³ The Council's [SuDS webpage](#) has practical information on how to meet our SuDS policy.

⁸⁴ RBKC, [Counters Creek Project](#).

- 2.108 Developers are encouraged to contact Thames Water as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the Council will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.
- 2.109 Policy SI 5 of the London Plan 2021 aims to protect water supplies and resources and improve water infrastructure. The expectation is for major development to minimise the use of mains water to meet the Optional Requirement of the Building Regulations (residential development) of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption). A condition requiring this will be applied to all new planning permissions. For commercial development, the requirement is to achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent. Measures such as smart metering, water saving, and recycling measures (in new development and retrofit) could help to achieve these standards.

Policy GB14: Waterways

GB14: Waterways

- A. Relevant development must protect and enhance waterways in the Borough.
- B. Require opportunities to be taken to safeguard and improve public access to the River Thames, Chelsea Creek and the Grand Union Canal, as well as promote their use for education, tourism, leisure and recreation, health, well-being and transport for both passengers and freight.
- C. Development in the Thames Policy Area and adjacent to the flood defences should take account of the actions and recommendations of the Thames Strategy – Kew to Chelsea and the Thames Estuary 2100 (TE2100) Plan.
- D. Resist permanently moored vessels on the River Thames and Chelsea Creek. Where new moorings are considered, applicants would need to demonstrate that there will be:
 - 1. No detrimental effect on the river as a transport route.
 - 2. No detrimental impact in the River Thames foreshore – an important and often protected habitat.
 - 3. No adverse affect on the character or appearance of existing residential moorings.

4. Safe access and egress from the mooring can be maintained at all times without impacting on, or preventing, future raising of the flood defences.

E. Permit residential moorings on the Grand Union Canal provided that:

1. There are adequate services for permanently moored vessels; and,
2. other canal users (both water and land based) are not adversely affected.

- 2.110 The Grand Union Canal, runs through the north of the Borough and is a valuable public realm asset. It has the potential to provide for improved biodiversity as well as amenity space and pedestrian and cycle links should be explored.
- 2.111 The River Thames forms the Borough's 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.
- 2.112 There is the need for a coordinated response to managing the links along the River Thames in accordance with London Plan Policy SI 14 Waterways – Strategic Role by taking into account the on-going work of the Thames Strategy – Kew to Chelsea and the Thames Estuary 2100 Plan.
- 2.113 Along the River Thames there is the potential to achieve significant public safety, public realm and environmental improvements when undertaking flood defence work, including improved public spaces by the riverside, improved access to the river including an enhanced Thames Path, and the potential creation of new intertidal habitats in line with the Environment Agency's riverside strategy approach⁸⁵. The Estuary Edge handbook⁸⁶ includes a series of design principles and information to achieve sustainable riverside development. The Port of London Authority (PLA)

⁸⁵ The Council is in the early stages of developing a Riverside Strategy for the Borough's tidal flood defences along the River Thames and Chelsea Creek.

⁸⁶ [Estuary Edges](#).

guidance for development alongside and within the Tidal River Thames⁸⁷ includes further information about public safety enhancements.

Policy GB15: Green Infrastructure

GB15: Green Infrastructure

- A. All development should maximise opportunities for incorporation of green infrastructure.

Urban Greening Factor

- B. Major residential development is required to achieve an Urban Greening Factor score of 0.4.
- C. Major non-residential development is required to achieve an Urban Greening Factor score of 0.3.

- 2.114 Green infrastructure can be found in many forms: parks, front and rear gardens, grassed areas, street trees, allotments, hedges, green roofs, green walls etc. The NPPF definition of green infrastructure also includes blue spaces such as rivers, ponds, canals etc. Green and blue infrastructure provides multiple benefits, including reducing pollution, improving air quality, enhancing biodiversity, screening noise, providing shading, improving natural drainage, reducing flood risk, providing benefits to mental and physical health, allowing for locally grown foods and it even has educational and fun values.

Urban Greening Factor

- 2.115 The Urban Greening Factor (UGF)⁸⁸ allows us to understand the quality of the green infrastructure proposed in a development. It was introduced by Policy G5 (Urban Greening) of the London Plan. The Council will use the GLA's recommended target score for major developments⁸⁹. These are a score of 0.4 for developments that are predominantly residential, and a score of 0.3 for developments which are predominantly commercial. For mixed use developments, the target will be that of the predominant land use. In phased developments, each phase should demonstrate compliance on its own. Outline applications should also show compliance

⁸⁷ Port of London Authority, [Water Safety](#)

⁸⁸ The RBKC [Greening SPD](#), June 2021 includes information on how to calculate the Urban Greening Factor. The GLA has also produced detailed guidance on the [Urban Greening Factor](#).

⁸⁹ Mayor of London, [London Plan 2021](#), March 2021 – Policy G5(B), page 322 and table 8.2, page 324 – 325.

with final details submitted as part of reserved matters. These target scores are a minimum, so higher scores are encouraged. Existing green cover retained on-site also counts towards developments meeting the target.

- 2.116 The Council receives a large number of minor planning applications a year which could potentially enhance the Borough's green infrastructure. It is important that green infrastructure is maximised in these developments as they will help reduce flood risk and increase biodiversity, supporting biodiversity net gain. Applicants should refer to the Mayor of London's [Urban Greening for Biodiversity Net Gain: A Design Guide](#) to ensure proposed green infrastructure also achieves a biodiversity net gain.

Policy GB16: Parks, Gardens and Open Spaces

GB16: Parks, Gardens and Open Spaces

- A. 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.

Existing parks, gardens and open spaces

- B. The following open spaces are protected, and any loss will be resisted:
1. Metropolitan Open Land;
 2. Public open space;
 3. Private communal open space;
 4. Local Green Spaces where these are designated in a neighbourhood plan or other development plan document.
- C. 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.
- D. Resist development that has an adverse effect on garden squares and communal gardens, including proposals for basements and rear extensions.

Provision of new parks, gardens and open spaces

- E. Require major 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.

- F. Major developments that include residential floorspace will be required to provide on-site external play space in accordance with London Plan Policy S4, including for under-fives.
- G. Require all green open space to optimise biodiversity and wildlife habitat.
- H. Protect the open spaces surrounding the Royal Hospital from inappropriate development both in the landscaped areas themselves and in the neighbouring streets.
- I. Support the provision of a new open space at Chelsea Embankment as part of the Thames Tideway Tunnel project.
- J. Support the provision of a meanwhile open space at Cremorne Wharf until such a time as it is brought back into wharf use for waste management or waterborne freight handling purposes.

2.117 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 as well as garden squares⁹⁰. These are important features of the Borough that are characteristic of the area and enjoyed by residents and visitors.

2.118 There are also 15 open spaces on England's Registered Parks and Gardens⁹¹ and 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 national importance. The NPPF provides for the designation of Local Green Spaces (LGSs)⁹². The designation of LGSs will be considered in the

⁹⁰ 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.

⁹¹ Register of Parks and Gardens of Special Historic Interest in England compiled by English Heritage.

⁹² See Glossary for the definition.

Borough through neighbourhood plans or other development plan documents.



Figure 2.3: Parks and Open Spaces in the Borough

2.119 The Parks Strategy⁹³, Biodiversity Action Plan⁹⁴ and Open Spaces Audit⁹⁵ provide both a qualitative and quantitative audit of play and open spaces in the Borough. The Borough is well served by the network of green open spaces, and benefits from close proximity of three Metropolitan Parks – Hyde Park, Wormwood Scrubs and Battersea Park. Although these Metropolitan Parks are not located within Kensington and Chelsea, their position and catchment areas (3.2 km) mean that all the

⁹³ The [RBKC Parks Strategy 2015-2025](#), is currently under review and will be updated in the nearest future.

⁹⁴ [RBKC, Local Biodiversity Action Plan 2010/11 to 2014/15](#).

⁹⁵ RBKC, Open Spaces Audit, January 2022.

Borough's residents are effectively served by public open space at this level in the hierarchy. On a more local level, much of the Borough, particularly in the south, lies beyond a five minute (400m) walk to the nearest public open space⁹⁶. However, these areas have the most extensive provision of private communal garden squares, which play a valuable role in compensating for the public open space deficiency. The Thames also serves an open space function as noted in the Waterways policy. The Council will therefore look for opportunities from development to provide new or enhance existing open spaces.

- 2.120 The Opportunity Area at Earl's Court provides a key opportunity to explore the potential for new public open space in the Borough. It is only in the largest sites that new publicly accessible open space can be provided. A recent example is the public linear park which, when complete, will stretch north-south through the Warwick Road sites. In addition, the Thames Tideway Tunnel project will deliver a new open space at Chelsea Embankment as part of their commitment to deliver new public realm along the route of the River. The open space at Chelsea Embankment forms part of the Tideway Tunnel development consent order. Otherwise, there are limited opportunities to create larger areas of public open space because of the densely built-up nature of the Borough. Small areas of communal open space serving the development should always be explored. Even small open spaces can have significant health and well-being benefits. Planning contributions towards the maintenance of the existing public open spaces with appropriate play facilities will be sought while communal external open space which can greatly improve the quality of life of residents, can be designed into quite small schemes.
- 2.121 As part of major developments, new family sized accommodation will need to be provided in-line with Policy HO4. This will necessitate the need to provide play facilities on-site depending on the scale of development. Where the Council is satisfied that due to compelling reasons such as site size the play space cannot be provided on site, financial contributions will be sought to provide new or improve nearby play space.
- 2.122 Cremorne Wharf is a safeguarded Wharf and is temporarily being used for the delivery of the Thames Tideway Tunnel. When works to the Thames Tideway Tunnel are complete in 2025 Cremorne Wharf will have the potential to provide additional waste management capacity in the Borough and can be brought back into use. The London Plan⁹⁷ supports temporary uses on vacant safeguarded wharves providing that any existing freight-handling infrastructure is maintained at a specified standard and limited by a temporary permission with a specific end date. The south of the Borough

⁹⁶ RBKC, Open Spaces Audit, January 2022.

⁹⁷ Mayor of London, [London Plan](#), March 2021 - Policy SI 15(E) and supporting paragraph 9.15.9.

has a smaller number of publicly accessible open spaces⁹⁸ and the creation of new temporary open space at Cremorne Wharf will be beneficial. Therefore, the Council supports a temporary open space meanwhile use at the Cremorne Wharf until such time the wharf is brought back into use.

Policy GB17: Biodiversity

GB17: Biodiversity

- A. The Council will protect the biodiversity in, and adjacent to, the Borough's Sites of Importance for Nature Conservation (SINCs) and/or require the provision of significantly improved habitats to attract biodiversity in accordance with national, regional and local policy and biodiversity and ecosystem targets.
- B. The Council will protect the biodiversity value of Green Corridors and the Blue-Ribbon Network. Development proposals will be required to create opportunities to extend or link Green Corridors and the Blue-Ribbon Network.
- C. All major development is required to undertake and submit a site-specific Ecological Impact Assessment.
- D. Relevant development including major development must achieve a minimum on-site biodiversity net-gain of 10 per cent in accordance with the Environment Act 2021 and forthcoming Regulations.
- E. A Biodiversity Net Gain Strategy is required for development adjacent to the River Thames.

2.123 Biodiversity in the Borough is remarkably rich, with 24 Sites of Importance for Nature Conservation (SINCs) 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.

2.124 The Blue-Ribbon Network is London's strategic network of water spaces defined in the London Plan. It includes the River Thames, canals, tributary rivers, lakes, reservoirs and docks alongside smaller waterbodies. Green corridors are a sequence of connected green spaces. They link SINCs to create a continuous biodiversity network, allowing animals and plants to

⁹⁸ RBKC, Open Spaces Audit, January 2022.

move between sites and be found further into dense urban areas. These also form part of the Borough-wide green infrastructure.

- 2.125 The last full audit of the Borough's biodiversity took place in 2014. This was a partial review of the Boroughs habitats and only included the existing designated SINCs and a few additional sites. Before this the last full survey was undertaken in 2002. Therefore, an updated baseline of our habitats is needed. The Council aims to commission a full Borough habitat survey, capturing all green spaces, by the end of 2022. As a result, the number of SINCs located in the Borough and/or the boundaries of existing SINCs may change.
- 2.126 All development is expected to follow the London Plan mitigation hierarchy⁹⁹, which will help to achieve no overall negative impact on biodiversity or achieve a measurable net gain.
- 2.127 National policy sets out that planning should provide biodiversity net gains where possible¹⁰⁰. Delivering net gain is also referred to in the National Infrastructure Commission's Design Principles¹⁰¹, National Policy Statements and the National design guide¹⁰².
- 2.128 The Government's 25 Year Environment Plan¹⁰³ sets out the aspiration to mainstream biodiversity net gain in the planning system and move towards approaches that integrate natural capital benefits. As such, the Environment Act 2021, which was passed into law in November 2021, introduces a requirement for all new development to achieve a 10 per cent biodiversity net-gain¹⁰⁴. Further legislation on the biodiversity net-gain requirement is expected in Autumn 2023.
- 2.129 Alongside the Environment Act 2021, Natural England launched a new **Biodiversity Metric 3**¹⁰⁵ in July 2021, which provides a means for assessing changes in biodiversity value (losses or gains) brought about by development or changes in land management. This metric is supported by DEFRA for the calculation of biodiversity net gain¹⁰⁶. A **Small Sites**

⁹⁹ Mayor of London, [London Plan 2021](#), March 2021 - Policy G6(C), page 326.

¹⁰⁰ MHLCG, [National Planning Policy Framework \(NPPF\)](#), July 2021 - paragraph 170(d), 174(b) and 175(d).

¹⁰¹ National Infrastructure Commission Design Group, [Design Principles for National Infrastructure](#).

¹⁰² DLUHC & MHCLG, [National Design Guide](#), January 2021.

¹⁰³ DEFRA, [25 Year Environment Plan](#), October 2021.

¹⁰⁴ HM Government, [Environment Act 2021](#), November 2021.

¹⁰⁵ Natural England, [The Biodiversity Metric 3.0](#), July 2021.

¹⁰⁶ DEFRA, [Biodiversity metric: calculate the biodiversity net gain of a project or development](#), July 2021.

Metric¹⁰⁷, designed to simplify the process of calculating biodiversity net gain on smaller development sites is also available.

- 2.1 (2.130) Applicants will need to provide a minimum 10 per cent net gain in each habitat type that are independent and cannot be offset by a greater gain within a different habitat type. Habitats must be secured for at least 30 years via a legal agreement. Sites that offer significant potential for achieving biodiversity net gain, e.g. currently characterised by very hard landscaping, will be most appropriate to deliver significantly above the 10 per cent minimum requirement. This will help support the Council's response to the climate emergency and biodiversity crisis, and secure long-term positive outcomes for both nature and communities. The Council will produce a new SPD on Biodiversity Net Gain to provide more guidance on how to achieve the mandatory components.
- 2.2 (2.131) Where the River Thames is within the red line boundary, the applicant should submit an aquatic biodiversity net gain strategy to improve biodiversity adjacent to this watercourse.
- 2.3 (2.132) The 2022-2027 (BAP)¹⁰⁸ provides a framework 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 BAP is an important vehicle to improving the biodiversity of the Borough. There are species and habitats identified as priorities that, although they may not have legal protection, are still a material consideration. Applicants should ensure they refer to the BAP when considering how to meet the requirements of Policy GB17.

Policy GB18: Trees and Landscape

GB18: Trees and Landscape

Protection of Trees

- A. The Council will resist the loss of trees of value, based on amenity, historic or ecological value.
- B. Exception to criterion A above will be where:
1. The tree is dead, dying or dangerous.
 2. The tree is demonstrated as causing significant damage to adjacent structures.
 3. Felling is for reasons of good arboricultural practice.

¹⁰⁷ Natural England, [The Small Sites Metric](#), July 2021.

¹⁰⁸ RBKC, [Local Biodiversity Action Plan](#), 2010/11 – 2014/15.

- C. Resist development which results in the damage or loss of trees of townscape or amenity value, or gives rise to the threat, immediate or long term, which affects the continued well-being of such trees.
- D. Trees must be adequately protected throughout the course of development, including identified Root Protection Areas.
- E. The Council will serve Tree Preservation Orders or attach planning conditions to protect trees of townscape or amenity value that are under threat from development, inappropriate pruning works or removal.

Loss of Trees

- F. Require where practicable an appropriate replacement of a suitable size for any tree that is felled and that safeguarding measures are implemented to ensure that the tree has the best possible opportunity of reaching maturity.
- G. Where the loss of a tree is unavoidable the Council will require that any new tree compliments existing trees and assists in creating new, high quality green areas which deliver amenity and biodiversity benefits.
- H. New trees must be of a suitable species for the location and be compatible with the surrounding landscape and townscape, mitigate the effects of climate change and significant rainfall events.

Landscape Design

- I. Require landscape design to:
 - 1. Be fit for purpose and function.
 - 2. Be of a high quality and compatible with the surrounding landscape, townscape character and mitigate the effects of climate change and significant rainfall events.
 - 3. Clearly defined as public or private space.
 - 4. Optimise the benefit to wildlife habitat including biodiversity net gain as set out in Policy GB17.
 - 5. Proactively encourage tree planting where this can contribute to mitigating the effects of climate change and flood risk.

2.4 (2.133) Trees are the ultimate carbon capture and storage machines. Like great carbon sinks, woods and forests absorb atmospheric carbon and lock it up

for centuries through the process of photosynthesis¹⁰⁹. Trees therefore play a critical role in our efforts to mitigate the impacts of climate change.

- 2.5 (2.134) The London Environment Strategy¹¹⁰ sets out several ambitions in relation to trees and woodlands. These include the protection and management of the existing urban forest (a forest or collection of trees that grow within a city, town, or urban area); increasing canopy cover by 10 per cent of current levels; and creating 200 hectares of species-rich woodland by 2050. These objectives are supported by the London Urban Forest Plan¹¹¹ and the London Plan 2021, which promote planting of trees and woodlands in new developments, and where loss of trees is unavoidable, requires replacement based on the existing value of the trees removed. Policy GB18 is in conformity with these objectives.
- 2.6 (2.135) Trees and landscaping play an integral role in improving our health and well-being, combating climate change, acting as a haven for wildlife and biodiversity as well as contributing to the Borough's high-quality character. Trees on private open space, such as those located within residential gardens can also contribute to the quality of the public realm. On this basis the starting point is that their loss will be resisted.
- 2.7 (2.136) New development should be designed not only to positively integrate existing trees and to ensure their long-term survival, but to ensure that planting and landscaping complement the proposed features of the development and its intended use, allowing for optimised visual, environmental and physical benefit. Development, particularly during construction and demolition can have a negative impact on the health of trees. As such, protective measures to ensure the trees long term survival will not only be expected but should be implemented and maintained.
- 2.8 (2.137) In view of the value of trees in terms of their amenity, historic or ecological value there are limited grounds as to why a tree should be felled. 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.
- 2.9 (2.138) On those occasions when a replacement tree is required or where new planting or a landscaping scheme is proposed to ensure the planting becomes established the Council will use planning conditions to ensure that matters such as tree pits of an adequate size are provided and there is weeding, water and mulching (where appropriate) over the first five years of planting.

¹⁰⁹ Woodland Trust, [How Trees Fight Climate Change](#).

¹¹⁰ Mayor of London, [London Environment Strategy](#), May 2018.

¹¹¹ Mayor of London, [London Urban Forest Plan](#), November 2020.

Policy GB19: Waste Management

GB19: Waste Management

- A. The Council will ensure that waste is managed in accordance with circular economy principles and contributes towards London's recycling and net self-sufficiency targets by:

Strategic Waste Management

- B. Meeting the Borough's London Plan waste apportionment from spare capacity including that arising within the London Borough of Hammersmith and Fulham and the Old Oak Park Royal Development Corporation.
- C. Safeguarding Cremorne Wharf, maximising its use for waste management and waterborne freight handling purposes. Any proposals that come forward will need to contribute to meeting the Boroughs waste apportionment target, reflect the safeguarded wharf status and the Thames Tideway Development Consent Order.
- D. The permanent loss of Cremorne Wharf relating to Thames Tideway Tunnel maintenance will require compensatory waste management capacity in another appropriate location. This should in the first instance be within the Borough, if this is not possible then within the Western Riverside Waste Authority area, and if this is not possible within London.
- E. Assessing proposals for waste management facilities against the criteria in London Plan Policy SI8, National Planning Policy for Waste and Local Plan Policies on air quality, odour and noise.

Waste Management in New Development

- F. On-site waste management facilities will be sought as part of development at the Kensal Canalside and Earl's Court Opportunity Areas' to handle waste arising from the new uses on the sites (this could include facilities such as recycling facilities, anaerobic digestion and other innovative waste management facilities which are fully enclosed).
- G. Require that development proposals make use of the rail and the waterway network for the transportation of construction waste and other waste where suitable. Development proposals should also investigate how to maximise the use of sustainable modes of transport through the supply chain as part of the construction and demolition stages of the development.

- H. Require applicants for major developments to prepare and implement Circular Economy Statements as required by Policy GB2 and Site Waste Management Plans.
- I. All developments will be expected to recycle construction, demolition and excavation (CD&E) waste on-site wherever practicable. For all development, 95 per cent of construction and demolition waste should be reused, recycled or recovered and 95 per cent of excavation waste should be put to beneficial use. Disposal of CD&E waste in landfill should only take place where it has been demonstrated that alternative, more sustainable disposals are not feasible. This should be demonstrated through a Circular Economy Statement and/or a Site Waste Management Plan where appropriate.
- J. Some development proposals, such as hot food takeaways, will impact on the amenity of an area. To ensure that there is no unacceptable impact from litter on the amenity of an area development proposals are required to:
 - 1. To provide details of the measures that will be put in place to reduce the litter associated with a proposed development.
 - 2. Provide one or more litter bins within the surrounding area, as appropriate to meet likely need.

If necessary, provide a commitment to undertake litter picking and advisory signage in the vicinity of the development site.

Waste and Recycling Storage

- K. Require all new development to provide innovative internal and external well designed, functional and accessible waste and recycling (including food) storage space which allows for ease of collection in all developments; such facilities must:
 - 1. Be fully integrated into the wider design from the outset.
 - 2. Be within each flat/ residential unit to allow for short term separate storage of recyclable materials, including food waste.
 - 3. Include external dedicated communal storage for waste, separated recyclables and food waste, pending its collection which is conveniently located for users and waste collection services. Developments should provide enough receptacles for different recycling streams
 - 4. Manage impacts on amenity including those caused by odour, noise and dust.
 - 5. Be secure, safe and well-lit for users.

6. Include appropriate signage on what can and cannot be recycled and advice on encouraging reusing items to help encourage and provide opportunities to move waste up the waste hierarchy.
7. Set out adequate contingency measures to manage any failure of such facilities in a waste management strategy for the development.
8. Consider on site composting for all sites with green space.

2.10 (2.139) People, businesses and new development generate waste. The Mayor of London wants as much waste as possible to be managed in London and encourages a move towards a circular economy to reduce the amount of waste that is produced.

2.11 (2.140) The Council has a number of different roles and responsibilities related to waste, this includes the collection and disposal of household waste and some business waste in the Borough. We also have a planning responsibility to ensure there is sufficient waste management capacity to meet the Borough's identified waste needs.

Strategic Waste Management

2.12 (2.141) Kensington and Chelsea is one of four London boroughs (along with Wandsworth, Hammersmith and Fulham and Lambeth) for which the Western Riverside Waste Authority (WRWA) is the statutory waste disposal authority. A thirty-year Waste Management Service Agreement (WMSA) was established between WRWA and Cory Environmental Ltd to dispose of WRWA waste, commencing in October 2002 and ending in 2032.

2.13 (2.142) Kensington and Chelsea exports all of its municipal/household commercial/industrial waste. Mixed recyclables are taken to the Materials Recycling Facility in Wandsworth to be sorted before their onward journey to be reprocessed into new products. Segregated recyclate goes on to other facilities within and outside of London, and to Europe. Residual ("black bag") waste is taken to Cringle Dock Transfer Station in Wandsworth and then transported down river to the Belvedere energy recovery facility in the London Borough of Bexley.

2.14 (2.143) The Council is required to plan for seven waste streams including Municipal/household, Commercial/industrial and Construction/demolition waste. The London Plan 2021 sets a target of 123,000 tonnes of waste to be managed in the Borough by 2041. A summary of the waste management needs over the plan period is in the table below.

Waste stream	2021	2026	2031	2041	2041
London Plan Apportionment (LACW and C&I)	116,000	116,000	117,000	120,000	123,000
Construction & Demolition waste	49,108	49,108	49,108	49,108	49,108
All other waste streams (Hazardous waste included in LACW, C&I and CD&E waste streams)	0	0	0	0	0

Table 2.1: Kensington & Chelsea's waste management needs (tonnes) 2041¹¹²

- 2.15 (2.144) There are no operating licenced waste facilities in the Borough. Cremorne Wharf is a safeguarded Wharf and is temporarily being used for the delivery of the Thames Tideway Tunnel. Following completion of the Thames Tideway Tunnel, part of the site will need to be permanently retained for ongoing maintenance access to the Tideway Tunnel. When these works are complete in 2025 Cremorne Wharf will have potential to provide additional waste management capacity in the Borough and can be brought back into use.
- 2.16 (2.145) The London Plan supports temporary uses on vacant safeguarded wharves providing that any existing freight-handling infrastructure is maintained at a specified standard and limited by a temporary permission with a specific end date. Policy GB16 supports a temporary open space meanwhile use at the wharf until such time the wharf is brought back into use.
- 2.17 (2.146) The permanent loss of Cremorne Wharf relating to Thames Tideway Tunnel maintenance will require compensatory waste management capacity, to the satisfaction of the Council, elsewhere in an appropriate location. This will be achieved through a legal agreement. Compensatory provision should first be explored within the Borough. If it cannot be provided in the Borough then compensatory provision should be explored within the Western Riverside Waste Authority area, and lastly if no suitable capacity can be found in that area the developer will need to explore compensatory provision elsewhere in London. Compensatory provision should be at or above the same level of the waste hierarchy of that which is lost and meet or exceed the maximum achievable throughput of the site.

112 Kensington and Chelsea [Waste Data Study \(February 2022\)](#)

Table 2.2 below provides the potential waste management capacity of the site.

2.18 (2.147) The Council's Waste Data Study establishes that there is a total waste management capacity of 90,600 tonnes per annum that contribute to meeting the London Plan Waste apportionment. This capacity is from the safeguarded Cremorne Wharf and exempt sites not requiring an Environment Agency Permits to operate. The built-up nature of the Borough limits the ability to meet this target. Therefore, the Council will need to work with other London boroughs to manage as much waste as possible within London.

2.19 (2.148) A summary of the capacity gap (in tonnes) is set out in the table below:

Capacity Source	LACW/C&I (London Plan apportionment) capacity	C&D capacity
Cremorne Wharf	23,400	-
Exempt waste sites	67,200	4,700
Total Potential Capacity	90,600	4,700
Capacity Need by 2041	123,000	49,108
Capacity Gap	32,400	44,408

Table 2.2: Waste management capacity in Kensington and Chelsea

2.20 (2.149) The Council has worked with London Borough of Hammersmith and Fulham, and the Old Oak and Park Royal Development Corporation who have agreed, through a statement of common ground, to share surplus capacity arising within their area to meet the Borough's waste management needs. The Council will continue to work with WRWA Waste Planning Authorities, other London Borough's and the GLA on cross-boundary waste issues.

2.21 (2.150) The London Plan has targets of 95 percent reuse/recycling/recovery of construction and demolition waste (C&D), and 95 percent of excavation waste should be used for beneficial use. This is waste arising from the construction, repair, maintenance and demolition of buildings and structures. A significant proportion of C&D waste goes to transfer stations outside the Borough before its onward journey. However, only a small proportion of C&D waste goes direct to landfill and 60-70 percent is sent directly to recycling/recovery facilities each year.

2.22 (2.151) Management of waste is an important aspect of a Circular Economy. Circular Economy Principles should be considered in all scale of development as required by Policy GB2. Through the application of circular economy principles construction, demolition and municipal waste can be designed out and, or managed sustainably. Policy GB2 requires

Circular Economy Statements to be submitted for major development proposals, Site Waste Management Plans also feed into Circular Economy Statements and ensure that these types of waste are managed in accordance with circular economy principles to achieve the London Plan targets.

Waste Management in New Development

2.23 (2.152) Development in the Opportunity Areas at Kensal Canalside and Earl's Court will have an impact on the Borough's population, with an increase in the production of waste. It is important that waste management is taken into account in all development to handle waste arisings from the new uses. On-site waste management facilities provide for the management of waste on the site at which the waste arises. This is different from facilities for on-site storage or collection of waste. The London Plan, paragraph 9.8.4, explains that waste is deemed to be managed if waste is used for energy recovery, solid recovered fuel (SRF) or high-quality refuse derived fuel (RDF) is produced and destined for energy recovery, waste is sorted or bulked for re-use or for recycling or if it is reused or recycled. Where on-site waste management facilities are not feasible, detailed justification will be required including explanation of the options that were considered and the reasons they cannot be pursued.

2.24 (2.153) London boroughs are expected to meet a London-wide recycling target of 65 percent municipal (household and business) waste by 2030. This is a challenging target for the Borough. The Council has agreed a waste Reduction and Recycling Plan with the GLA setting out how the Council will work towards meeting waste reduction and recycling rate targets. This includes working with the Western Riverside Waste Authority (WRWA) and ReLondon to increase household and business reuse and recycling rates. The current Reduction and Recycling Plan (RRP) aims to achieve 22.44 percent LACW recycling rate, when including kerbside collection this will increase to 31.7 percent. Full details of the RRP is available on the Mayor's Website. An updated RRP is being prepared by the Council with new targets to be agreed with the GLA, this will be published on the Mayor's website once agreed.

Waste and Recycling Storage

2.25 (2.154) Design of new developments will be important in improving recycling rates. A key element of increasing household waste recycling is to ensure that there is adequate and easily accessible storage space that supports the separate collection of dry recyclables, food waste as well as residual waste.

2.26 (2.155) Poorly designed and located, refuse and recycling storage facilities that do not cater for all can result in unacceptable environments for residents. Innovative approaches to optimise recycling and minimise cross-contamination will be strongly encouraged. The Greening SPD, July 2021 sets out the local standards on how to provide adequate waste storage in new development.

Policy GB20: Contaminated Land

GB20: Contaminated Land

- A. A preliminary risk assessment of contaminated land is required at the planning application stage for all major development and the following smaller scale sensitive development.
 - 1. Conversions and refurbishments (excluding smaller occupier led refurbishments) that increase, maintain or reduce the number of units.
 - 2. Basement developments.
 - 3. Increase in or reduction of ground levels or extensions of garden, yard, or open space areas.
 - 4. Extensions on or within 20m of a potentially significant source of ground gases or vapours.
 - 5. Any development that may be impacted by land contamination or pose risks off-site.
- B. Where a satisfactory preliminary risk assessment identifies it is necessary, an intrusive site investigation and quantitative risk assessment are also required, in some cases at the planning application stage.
- C. Where the conclusions of a satisfactory intrusive site investigation and quantitative risk assessment identifies it is necessary, an options appraisal and remediation strategy will be required, in all cases to be followed by a verification report, in some cases at the planning application stage.
- D. Where less sensitive development may be impacted by land contamination or pose risks off-site, they should be addressed as set out in criteria A - C.
- E. The requirements of criteria A – D must be undertaken in line with best practice guidance and by a competent environmental specialist as defined in the Environment Agency Land Contamination Risk Management guidance, NPPF and PPG.
- F. Where possible the excavation and disposal of ground materials offsite and the importation of clean soils should be minimised using quantitative risk assessment and sustainable onsite remedial techniques.
- G. Development that proposes potentially contaminating or polluting activities, or is located in close proximity to hazardous installations or uses, must incorporate mitigation of harmful effects to people and the environment, and where it is considered necessary, provide monitoring of any impact.

- H. On Opportunity Area sites and other large sites within the Borough, developers should work collaboratively to consider the feasibility of a strategic approach to land remediation where feasible.

Water Pollution

- I. New development must not pose an unacceptable risk to water quality. Development which has the potential to adversely impact water quality, in the opinion of the Council or the Environment Agency, will be required to provide appropriate monitoring and mitigation to alleviate the risk.
- J. Source Protection Zones (SPZs) should be taken into account when considering the environmental impact of a development.

Contaminated Land

2.27 (2.156) Whilst, more recently, the Borough has been dominated by residential uses and in the distant past was widely farmed, a range of historical and current activities have resulted in some land being potentially contaminated. These include larger uses such as gas works, motor works, brickworks and railways, as well as smaller uses such as factories and garages. Like other urban areas, substances such as lead, asbestos and radon are widely present in the environment from a variety of activities including transport, development and building maintenance or naturally.

2.28 (2.157) The Council has powers under Part IIA of the Environmental Protection Act 1990 to inspect potential areas of contaminated land in line with its Contaminated Land Strategy. However, the regulations do not usually apply to development land. Instead, contaminated land must be addressed during development in line with planning policies and guidance.

Water Pollution

2.29 (2.158) Development activities may impact surface water and groundwater quality, for example through pollution incidents, misconnections or via disused wells that have not been decommissioned. Source Protection Zones¹¹³, designated by the Environment Agency, are particularly vulnerable to pollution, central and southern areas of the Borough are also underlain by shallow groundwater. While largely compromised due to past activities,

¹¹³ Environment Agency, [Source Protection Zones](#), July 2018.

the Council is actively improving shallow ground water quality by ensuring the clean-up of the worst areas of pollution during development. Actions to address surface water and groundwater pollution should be addressed within Environmental Construction Management Plans and remedial strategies.

3 Homes

Introduction

- 3.1 The Borough's central London location with its diversity of communities, excellent transport connections and access to world class facilities in its iconic town centres and museums make it a very attractive place to live. There is an overwhelming need for all types of homes in the Borough but particularly affordable homes (we call these community homes). The Council has already taken a positive step in producing the [Community Housing Supplementary Planning Document \(SPD\)](#) adopted in June 2020 to secure more genuinely affordable "community" homes in the Borough.
- 3.2 Our housing policies need to ensure that we provide the diverse mix of types, sizes and tenures of homes to meet the future housing needs. This will include making sure we have up to date policies based on latest evidence in the Local Plan on community homes, increasing the delivery of homes, providing enough homes for the elderly and recognising the role of student accommodation, houses in multiple occupation along with other types of homes.

Key facts

- The median house price in the Borough is 36 times the median income level in the Borough making this ratio the highest by far anywhere in the country¹¹⁴. This is eight times more than the mortgage a bank would offer based on incomes¹¹⁵.
- The Office for National Statistics (ONS)¹¹⁶ reports that the median price paid for homes at the end of September 2020 was c £1.3 million in the Borough. This is also by far the highest anywhere in the country if not globally.
- By contrast as of 31 July 2022 there are about 3,090 households on the housing register with 2,133 in temporary accommodation.
- Flats and maisonettes comprise 85 per cent of the Borough's housing stock.

¹¹⁴ [House price to workplace-based earnings ratio](#)

¹¹⁵ Assuming a loan-to-income ratio of 4.5

¹¹⁶ [Office for National Statistics \(ONS\)](#)

Policy HO1: Delivery and protection of homes

HO1: Delivery and protection of homes

Delivery of New Homes

- A. Meet and exceed the London Plan target, which is currently 4,480 new homes over 10 years in the Borough by:
1. Delivering 1,500 homes in the first five years of the Local Plan with an annual target of 300 homes.
 2. Delivering 2,980 homes in years six to ten of the Local Plan.
 3. Supporting the delivery of homes on site allocations.
 4. Optimising the homes delivered on all sites using a design led approach and benchmarking against the nationally described housing standards.
 5. Using a design led approach on small sites.
 6. Resist very large homes by benchmarking floorspace against nationally described housing standards.

Protect existing residential accommodation

- B. Protect existing market residential homes and floorspace across the Borough including by not allowing the amalgamation of existing self-contained (Class C3) homes. Also see Policy HO3 P. protecting affordable homes
- C. Market residential homes and floorspace may be allowed to change to other uses:
1. in higher order town centres, where the loss is to a town centre use;
 2. in employment zones, where the loss is to a business use, or other use which supports the character and function of the zone;
 3. where the proposal is for a very small office; or
 4. 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.
- D. Upgrading of existing Houses in Multiple Occupation (HMOs) to enable safe and good quality HMOs that meet specified Council standards is supported and may result in the loss of some HMO rooms.
- E. Loss of HMOs will be resisted unless in the exceptional circumstance that the existing building layout does not lend

itself to be upgraded to meet the Council's specified HMO standards.

- F. Where the exceptional circumstance is demonstrated to the satisfaction of the Council, conversion to studio flats will be permitted.

Housing Target

- 3.3 Every Council in the country needs to have a housing target and is required by the Government to deliver this. Our housing target is set through the London Plan process and currently is 4,480 homes over ten years. This includes 1,290 homes from small sites, although as acknowledged in the London Plan paragraph 4.2.3, the relative contribution from large and small sites in each borough may fluctuate across the target period, providing the overall 10 year borough target is met in a way that is consistent with the policies in the Plan.
- 3.4 We will deliver this target with 1,500 homes delivered in the first five years and then stepping up to deliver the remaining 2,980 homes in years six to ten. This stepped trajectory of delivering homes is set out below in Figure 3.1. We need to plan proactively to deliver this target; identifying sites where housing can be provided. Figure 3.2 shows the sites which are identified for development in the Local Plan. We are allocating sites in this Local Plan which will deliver at least 746 homes in the first five years. In total the site allocations will deliver 5,877 homes in fifteen years.
- 3.5 Despite changes in the Government's standard method for calculating housing need, the Planning Practice Guidance (PPG) on Housing and Economic Needs Assessment¹¹⁷ is clear that the overall distribution of housing need in London lies with the Mayor, as opposed to individual boroughs. Therefore, the Local Plan uses the London Plan target.

Housing Supply - Stepped Housing Trajectory

- 3.6 The Council failed the Housing Delivery Test 2021 with 43 per cent homes delivered against the last three years' targets. The Council has produced a Housing Delivery Test Action Plan, August 2022 which sets out the actions it will take to increase housing supply. We also recognise due to the reasons below a stepped approach to delivery will be suitable in the Borough.
- 3.7 A stepped housing trajectory approach recognises that housing delivery may not be evenly distributed annually throughout the plan period. Therefore, it is possible to reflect housing delivery based on when

¹¹⁷ Paragraph 34, <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

development is likely to come forward. Such an approach is supported in certain circumstances both in the London Plan (paragraph 4.1.10) and the PPG (paragraph 21)¹¹⁸ on Housing Supply and Delivery.

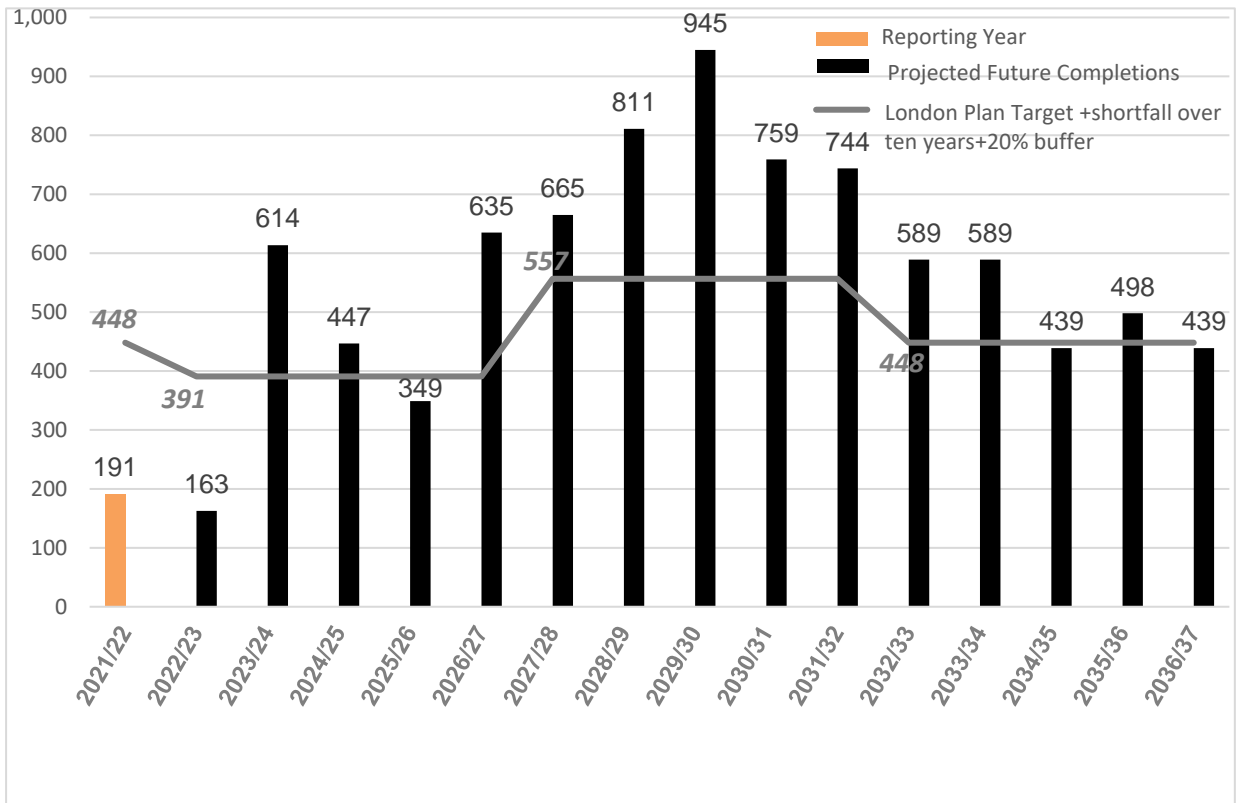
- 3.8 The unique circumstances that apply in the Borough are the constrained and densely built up nature of the Borough which means we have very limited large sites. We have undertaken a “call for sites” during plan-making and are allocating more sites but most of these new sites are small. Our Opportunity Area sites are where most of the housing delivery will come from, with the two sites together capable of delivering a minimum of 4,550 homes in the housing trajectory. Kensal Canalside OA will not be delivering homes in the first five years of the Local Plan and Earl’s Court will only deliver 100 homes in this period. While significant work has been undertaken by the Council to bring the sites forward, both sites need considerable infrastructure works and to undergo the planning process before homes start to be delivered. Other details including the actions we have taken in the Housing Delivery Test Action Plan to increase delivery are all set out in the paper RBKC Stepped Housing Trajectory, October 2022.
- 3.9 Our stepped housing trajectory is presented in Figure 3.1 and includes our site allocations, sites with planning permission, sites to be delivered by the Council as part of its New Homes Delivery Programme, other major sites and a small-sites windfall element. The sites that are included are set out in Appendix 1. The windfall element is included from year four onwards and is based on the figure in London Plan Table 4.2. Support for using this element is provided in the London Plan (paragraph 4.1.8) and the NPPF (paragraph 72). A 20 per cent buffer has been applied in the first-five years as this is required where there has been past under-delivery¹¹⁹. The Council no longer protects offices throughout the Borough and takes a more targeted approach to protect offices and commercial uses. These areas are covered by an Article 4 Direction as shown in Figure 6.2. This approach will further assist in providing greater certainty to the small sites windfall assumption.
- 3.10 The latest London Plan target applies from April 2021 and so far there has been one year of delivery against this target of 448 homes per annum. The homes completed in the Borough in 2021-22 are 191 net homes which is below the target by 257 homes. This shortfall has been added to the first ten years. While the Council is using a stepped housing target figure of 300 homes per annum for the first five years, adding the one year of shortfall annualised as 26 homes over ten years and a 20 per cent buffer means delivery is calculated against 391 homes per annum in the first five years. Target figures are then adjusted to reduce the buffer that is

¹¹⁸ <https://www.gov.uk/guidance/housing-supply-and-delivery#calculating>

¹¹⁹ NPPF (paragraph 74)

moved forward from later in the plan period but it includes the shortfall figure. In total, delivery is shown against 4,737 homes over ten years. This figure is derived by adding the 257 home shortfall for 2021/22 to the 4,480 homes London Plan housing target over the next ten years. The Council is able to demonstrate a 5.6 years housing land supply and is seeking to confirm its five year housing land supply as part of the Local Plan examination. Over a 10 year period the Council will meet and exceed the 10 year London Plan target.

Figure 3.1: Housing Trajectory



Optimising sites

- 3.11 Making effective use of land is a long standing national policy. We must ensure that each site that comes forward is optimised in its potential for housing delivery using a design led approach. This would make the best use of our sites and deliver more homes without compromising on quality. This has to be done taking into account the context of the site and impact on the built and natural environment around it as well as our housing needs including the bedroom size mix. Further guidance will emerge in the London Planning Guidance (LPG) on Optimising site capacity: A design-led approach which is currently in a draft form.
- 3.12 The nationally described minimum space standards as adopted in the London Plan must be used as a benchmark for the size of homes. This ensures that we are optimising sites and meeting these space standards but not going above them so significantly as to create very large homes. The provision of super prime large homes 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. Very large homes are also linked to the issue of ‘buy to leave’ housing which are bought for investment rather than living and are not conducive to creating thriving communities for all which is the ambition of this Plan.

Protecting existing homes

- 3.13 Loss of existing homes reduces housing stock which is counter intuitive to the overwhelming need for new homes in the Borough. This also counts against our net housing delivery, making it even harder to meet our housing target. As mentioned in paragraph 3.6 above, the Council failed the Government’s 2021 Housing Delivery test published in January 2022, with only 43 per cent homes completed against our housing targets over the last three years. Since September 2019 we have allowed two homes to be merged together to form a bigger single home as long as the new home is no more than 170 sq m. Even with these limits, there has been a sustained loss of homes to amalgamations as evident in planning permissions resulting in the loss of 25 homes since the policy was adopted. Given only 51 new homes were delivered in 2018/19, this is still a significant number. It may still be possible to amalgamate a maximum of two homes to one to bring them up to standard but only if the existing homes are substandard. This would be where both the existing homes to be amalgamated are significantly below the minimum size standards for even a studio and without adequate natural daylight and ventilation.
- 3.14 The Council commissioned a stock condition survey¹²⁰ in 2020 which estimates 8,244 houses in multiple occupation (HMOs) in the Borough. However, there are only 157 licensed HMOs, of the scale that require planning permission to change to and from the use as a single residential dwelling. Smaller HMOs which have three to six residents sharing facilities are in planning Use Class C4 and do not need planning permission to change to a self-contained home. HMOs play a role in the private rented sector in providing low cost accommodation. These can be accessed by a range of key workers as well as by professionals on middle income earnings but not sufficient to enter home ownership¹²¹.
- 3.15 Our policy has been to allow conversion of houses in multiple occupation (HMOs) to studio flats, but we continue to lose HMOs in this way. Since April 2019, the Borough has lost 228 rooms in HMOs. The Government calculates this loss as 127 self-contained homes based on a ratio of 1 to 1.8. Therefore, we need to limit HMO losses in the Local Plan.

¹²⁰ Royal Borough of Kensington and Chelsea Private Rented Sector: Housing Stock Condition and Stressors Report October 2020 (Metastreet stock condition survey of PRS)

¹²¹ RBKC Interim Local Housing Needs Assessment, July 2021, Cobweb Consulting

- 3.16 However, the Council supports bringing a substandard HMO up to standard so it is safe and provides a good quality accommodation. The Council has adopted its own minimum HMO standards which should be followed¹²². This would enable the HMO use to continue and while there may be a loss of some rooms the HMO standard would be improved overall.
- 3.17 There may be exceptional circumstance where the Council will allow an HMO to be converted to studio flats. This is described in Part F of Policy HO1. Studio flats while more expensive than an HMO still offer relatively low cost accommodation enabling those at lower end of income levels to access housing in the private market in the Borough.
- 3.18 A limited number of situations are set out in Policy HO1 in which loss of private homes will be permitted in order to achieve the vision of this Plan. Arts and cultural uses referred to in Policy HO1 include museums, art galleries, exhibition spaces, theatre, cinemas and studios. Small offices, are defined in the glossary. Policy HO3 Community Housing protects affordable homes and floorspace.

¹²² <https://www.rbkc.gov.uk/housing/information-homeowners-private-rented-tenants-and-landlords/houses-multiple-occupation-hmo/hmo-standards>



Figure 3.2: Site allocations and other sites in the Housing Trajectory

Policy HO2: Small Sites

HO2: Small Sites

A. The development of new homes on small sites is supported as follows:

1. Optimising small sites using a design led approach in the Borough to help meet and exceed our overall housing target including the small sites component as set out in the London Plan.
2. Well-designed upward extensions creating new homes that respond sensitively to the surrounding context.

3. Well-designed homes on small infill sites which do not harm identified local views and gaps.
4. Self- build homes including the provision of serviced plots¹²³ subject to availability.

Small sites

- 3.19 Small sites are those which have an area less than 0.25 hectares. The London Plan housing target includes 1,290 homes in the next ten years from small sites. Given the nature of the Borough, most of our homes are delivered on small sites. This is evident in our site allocations, many of which are classed as small sites. Our design policies set out in Chapter 6 provide the policy context for all developments to respond sensitively amongst other issues to their context, ensure good living conditions for occupiers of new development and their neighbours and deliver high quality design. The Council will use a design led approach to optimise such sites. Further guidance will emerge in the London Planning Guidance (LPG) on Optimising site capacity: A design-led approach which is currently in a draft form.

Upward extensions

- 3.20 In recent years the Government has introduced permitted development rights¹²⁴ outside of conservation areas to create new homes by extending upwards in commercial and mixed use and residential buildings. These are subject to a number of conditions and instead of planning permission are subject to a prior approval process. The policy supports the creation of new homes by extending upwards in and out of conservation areas. Where planning permission is required, this will be subject to other relevant policies including Policy CD11 Existing Buildings – Roof Alterations/Additional Storeys.

Small infill developments

- 3.21 While the Borough is very densely built up, there may be occasional sites that come forward for infill development. Recent examples have included small disused garages. Subject to other relevant policies including on conservation and design or other impacts such as on flooding or transport the policy supports well-designed new homes on such sites.

¹²³ [As defined in the Housing and Planning Act 2016](#)

Self-build and custom build homes

- 3.22 Self-build or custom build homes are generally those designed and built with the first owner's input as a home that they intend to live in. Our Local Housing Needs Assessment (LHNA), January 2022 concludes that demand in the Borough is low for self-build and custom build homes compared to, for example the pressing demand for affordable homes. There are also no suitable plots of land that have been identified in the Borough for this purpose.
- 3.23 However, the Council recognises that 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 will 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. Such proposals if designed to a high quality can have a positive impact on the overall townscape.

Policy HO3: Community Housing

HO3: Community Housing

Floorspace threshold

- A. The Council will seek to maximise the provision of community housing in the Borough and require community housing from development (including extensions) creating new residential floorspace of 650 sq m GIA or more.
- B. Where the floorspace threshold in criterion A has been met or exceeded, community housing requirements will apply collectively to all gross residential floorspace (GIA) on-site.

Percentage of Community Housing

- C. Community housing will be required to be delivered through the threshold approach as set out in the London Plan including using the fast track route where community housing at the level set out in criterion D is provided.
- D. Developments should provide at least 35 per cent community housing by floorspace on-site on private land and at least 50 per cent by floorspace on-site on public land where there is no portfolio agreement with the Mayor.
- E. To benefit from the fast track route of the London Plan threshold approach, as set out in criterion D. above, all other policy requirements for community housing must also be met.

- F. All exceptions to criterion D. will be required to follow the a viability tested route as set out in the London Plan to demonstrate the maximum deliverable amount of community housing through an open book financial viability assessment.
- G. An open book financial viability assessment will always be required for redevelopment involving any existing affordable homes, off-site provision of community homes or payment in lieu of community housing.

On-site delivery of Community Housing

- H. Community housing must be provided on-site unless exceptional circumstances justified by robust evidence supports the provision off-site within the Borough or by providing a payment in lieu.
- I. Where 'off site' community housing is proposed the application must be concurrently made with the main planning application. The two applications must be linked through a s106 agreement or unilateral undertaking.
- J. To calculate payment in lieu of community housing, two financial viability assessments comparing the residual land value must be undertaken. First reflecting the maximum reasonable amount of community housing provision on-site and the second assuming 100 per cent market housing. The difference between the two financial viability assessments should be the payment.

Tenure mix of Community Housing

- K. Community housing must be provided as 70 per cent social rent (preferred) or London Affordable Rent in some limited circumstances such as where grant funding is available to deliver additional homes.
- L. The remaining 30 per cent community housing must be provided as intermediate with the preferred product being London Living Rent at the lowest ward level in the Borough. Other intermediate products including home ownership products can be provided as long as they cater to a variety of income levels well below the maximum household income caps.
- M. In North Kensington¹²⁵, where with a 30 per cent discount from market value of homes the price cap for First Homes is not

¹²⁵ Corresponding to the boundary of [CIL Zone F \(North Kensington\) and H \(Kensal Canalside\)](#)

exceeded, the 30 per cent intermediate provision of community housing should be 25 per cent First Homes and 5 per cent London Living Rent.

Design and community space

- N. Community housing and market housing should be integrated in any development and have the same external appearance.
- O. Community and market housing should have equivalent amenity in relation to factors including views, siting, daylight, noise and proximity to open space, play space, community facilities and shops.
- P. Schemes that include 100 or more community homes must carry out a community space audit and include community space within the development proposal where there is a demonstrable need.

Protect Existing Affordable Housing

- Q. Resist the net loss of affordable housing floorspace and homes throughout the Borough including by not allowing the amalgamation of existing self-contained (Class C3) homes.
- R. Where it is accepted that affordable housing is to be re-provided, it must be provided on a like for like basis i.e. social rent with social rent and intermediate with intermediate.
- S. All schemes involving demolition and replacement of affordable housing will be required to follow the viability tested route and should seek to provide an uplift in affordable housing in addition to the replacement of affordable housing floorspace in accordance with the London Plan.

Community Housing

- 3.24 'Community Housing' is the term we use to describe genuinely affordable housing in the Borough. This essentially comprises social rent, London Affordable Rent and London Living Rents at the lowest ward level which is currently Notting Dale ward. Other forms of affordable housing as defined in the NPPF can also be provided as long as they cater to a wide range of income levels below the maximum cap of £90,000 for intermediate homes. The Council adopted a [Community Housing SPD](#) in June 2020 which provides more guidance on this subject.
- 3.25 There is a pressing need for more community homes in the Borough, as of 31 July 2022 there were 3,089 households on the Council's housing register and 2,133 households in temporary accommodation. Our LHNA

has identified a net annual need for community housing of 1,018 homes per annum. This is more than double our housing target.

- 3.26 Whilst the scale of need per annum cannot be accommodated given the limited capacity in the Borough, it demonstrates that we must ensure that we require the maximum reasonable amount of community homes from our sites.

Floorspace threshold

- 3.27 National policy says we should be requiring community homes from housing development only where 10 or more homes are being created or the site area is 0.5 hectares or more (major development). However, the Local Plan's Viability Study, September 2022, shows that community housing requirements can be viably applied to smaller sites of 500 sq m residential floorspace or more.
- 3.28 The Council has been operating a policy since September 2019 where community housing requirements apply to residential developments of 650 sq m or more. Given the intention of national policy it is considered that the trigger point is retained at 650 sq m as this floorspace is closer to the Government's 10 homes threshold. Given that much of our development comes from small sites and we have very high land values in the Borough and a pressing need for more community homes, we will continue to seek community housing from small scale residential developments of this scale.
- 3.29 New residential floorspace in Policy HO3 will generally be in addition to existing residential floorspace. However, where existing residential floorspace is subject to substantial demolition this will also be considered new floorspace. In all cases where the trigger floorspace of 650 sq m of new residential is reached community housing will be calculated collectively on all gross residential floorspace (GIA) on the site.

Percentage of Community Housing

- 3.30 We recognise the London Plan strategic target of 50 per cent of all new homes delivered across London to be genuinely affordable. We will require a minimum of 35 per cent affordable housing by floorspace on private land and 50 per cent on public land. A threshold approach as set out in London Plan Policy H5 will be used.
- 3.31 For public sector land a portfolio approach as set out in the London Plan (paragraph 4.4.7) may be used. This is where public sector landowners with an agreement with the Mayor may provide 50 per cent affordable housing across a portfolio of sites provided at least 35 per cent affordable housing is provided on each site, with the required affordable housing tenure split on the initial 35 per cent. To help meet our community housing needs the Council will require all sites being relied upon to meet the 50 per cent target within the portfolio to be in the Borough.

- 3.32 Where the proportion of community homes on-site is less than the minimum policy requirement an open book financial viability assessment must be submitted. This must be undertaken using the recommended approach in the National Planning Policy Guidance on Viability and guidance set out by the Mayor of London. It must use standardised inputs. The viability appraisal must demonstrate that the development is maximising the community housing that can be provided on the site. This must demonstrate that the maximum reasonable amount is being provided.
- 3.33 Given the overwhelming need for community housing in the Borough, a financial viability assessment will always be required for schemes involving demolition of existing community housing.
- 3.34 National policy¹²⁶ provides an incentive for brownfield development on sites containing vacant buildings, generally known as 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. Since the introduction of this policy the Council has followed the approach that vacant building credit does not apply to development in the Borough. This is based on a number of factors including that all sites in the Borough are brownfield and given the exceptionally high land values a further incentive is not required to bring forward development. Furthermore, developments that claim vacant building credit then cannot claim a reduction in CIL for an “in-use” building.
- 3.35 Where a developer claims vacant building credit they will have to go through a viability tested route with the floorspace not subject to the vacant building credit expected to maximise community housing.

On-site delivery of Community Housing

- 3.36 The policy is to require community housing on-site. An exception can only be made where the off-site location is in the Borough in the vicinity of the development site and the off-site provision can secure a significantly higher provision of community housing.
- 3.37 A payment in lieu will only be acceptable as a last resort where it is physically impracticable to provide the community housing on-site or it is inappropriate in terms of the numbers that can be provided on-site.
- 3.38 Where a payment in lieu is secured, it must be 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 per cent 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

¹²⁶ NPPF paragraph 64

most accurate assessment of the value of the payment in lieu based on the principle that the provision of a monetary contribution or provision on-site is financially neutral for the developer.

Tenure Mix

3.39 Within community housing the Council prefers three housing products that are considered genuinely affordable and enable us to meet identified needs. These are social rent; London Affordable Rent (similar rent levels to social rents but set by the Mayor of London); and intermediate rents set at London Living Rents at the lowest ward level (currently Notting Dale). [London Living Rent \(LLR\)](#), is a type of affordable housing for middle-income Londoners. These rents are published by the Mayor of London for each London ward annually. Actual rents for these three products are shown in Figure 3.3 below.

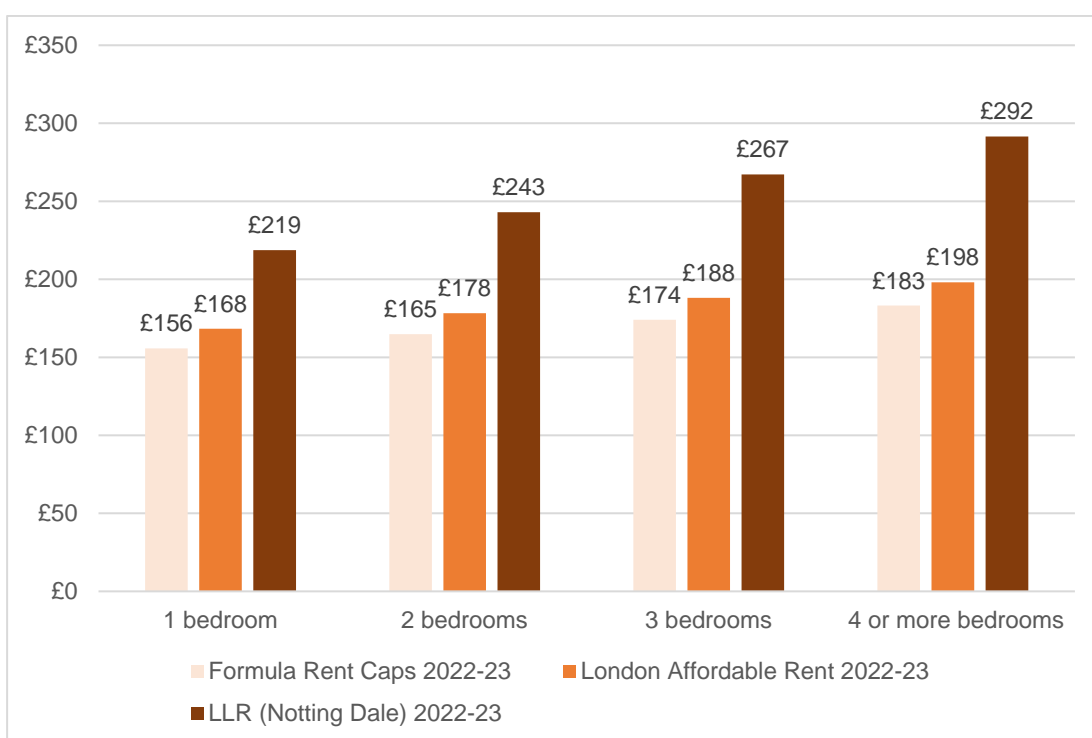


Figure 3.3: Weekly rental levels for community housing products by bedroom size of homes

- 3.40 The LHNA, January 2022 shows a need for 1,018 community homes per annum. Of these the need for social rent remains high and together with London Affordable Rent is 65 per cent with 35 per cent need for intermediate homes.
- 3.41 The Council's preference is for 70 per cent of the community homes to be delivered as social rent. However, some London Affordable Rent may be secured on schemes that are referred to the Mayor. If grant funding from the Mayor is being used to provide additional homes over and above policy requirements, London Affordable Rent may also be suitable. Further

guidance is available in the Council's Community Housing SPD, June 2020.

3.42 The Government has introduced a new requirement that 25 per cent of the affordable housing provision should be First Homes¹²⁷. First Homes are an affordable home ownership product with a price cap of £420,000 and a requirement of a 30 per cent discount from market value. Due to the high land values in large parts of the Borough this product could only be provided in North Kensington¹²⁸ to meet the price cap.

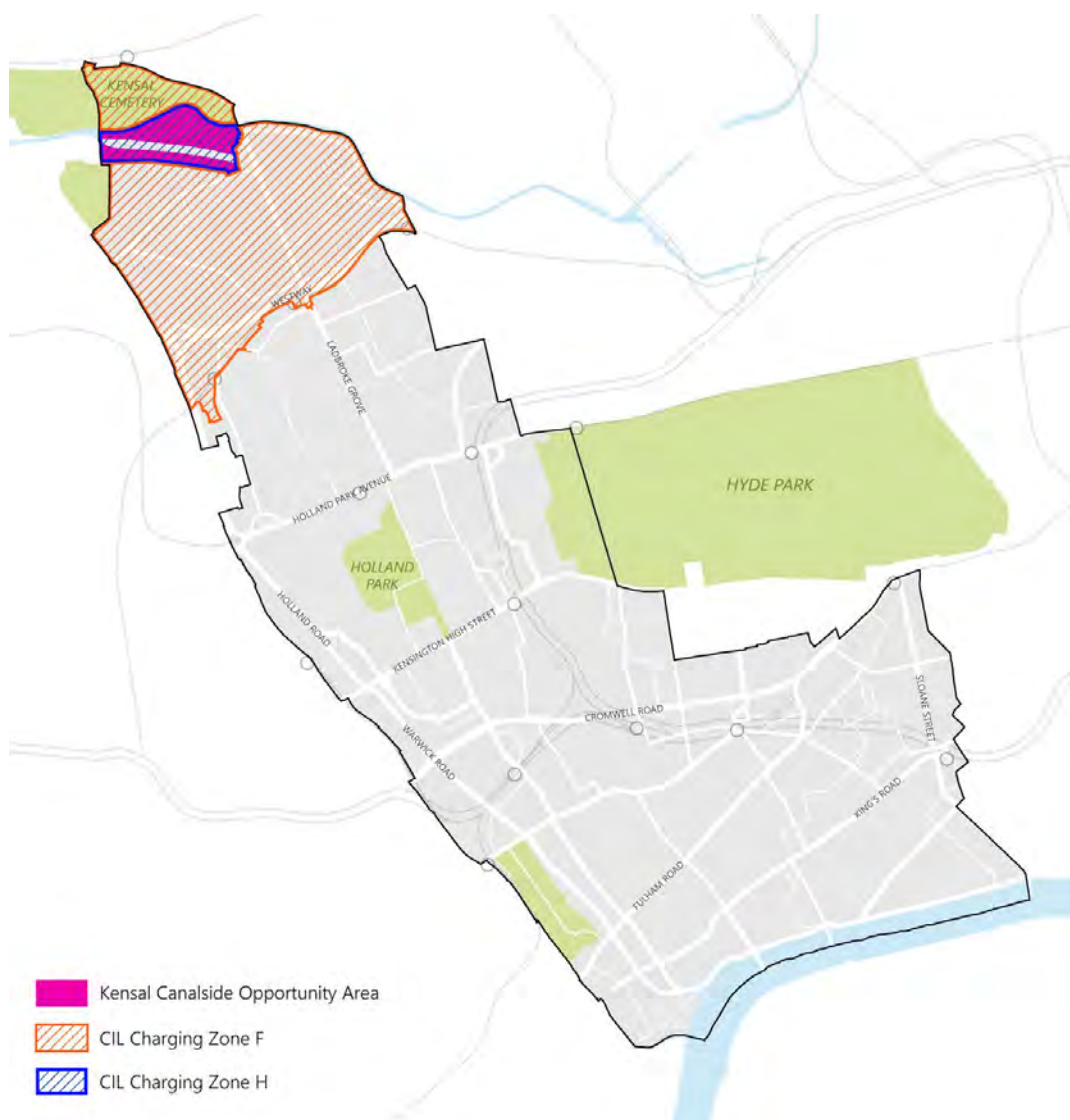


Figure 3.4: Area of North Kensington where Policy HO3(M) will apply

¹²⁷ <https://www.gov.uk/guidance/first-homes#first-homes-definition-and-eligibility-requirements>

¹²⁸ RBKC Viability Study, September 2022

- 3.43 The LHNA shows that 27 per cent of those in need may have an income to be able to afford First Homes. However, only 14 per cent require a one or two bedroom home which would be suitable as a first home and within the price cap while the remainder need a larger home. On this basis we do not consider that there is an overwhelming need for First Homes, not enough to require bigger discounts of 40 per cent or 50 per cent to enable more expensive properties to fall within the bracket of a First Home. In any event discounts even higher than 50 per cent will be needed in many parts of the Borough due to extremely high land values which does not comply with national policy.
- 3.44 While the household income cap for First Homes is £90,000, to meet housing needs, community homes should cater to a variety of income levels below this cap.
- 3.45 The Council supports housing for key workers as defined in the Council's Key Worker and Intermediate Housing Policy 2022. Key worker housing is considered to be a subset of intermediate housing and the Council's Key Worker and Intermediate Housing Policy 2022 will be used to allocate intermediate homes to key workers by the housing authority.
- 3.46 In addition to these products, the Council supports community led housing¹²⁹ development where a local community group or organisation owns, manages or stewards their homes. There are many different types of community led housing but generally in such schemes the housing development must be of true benefit for the local community or a specific group of people. Such benefits should be legally protected in perpetuity.

Design and community space

- 3.47 The affordable and market housing should be designed so that it is not possible to identify either tenure. This is to ensure all residents enjoy the same high standards of design and to aid integration of the various communities living within a housing development.
- 3.48 Significant housing development proposing 100 or more new community homes should carry out a community space audit and provide evidence of the needs of the community in that area. The audit should include an assessment of existing provision. This must be both quantitative and qualitative. It should include an assessment of the quality and the nature of existing facilities as well as their distribution. If a shortfall is identified and there is a demonstrable need, it should be included as part of the development proposals. Early consultation with the community living in the area will form an essential element of collating this evidence. Proposals which include community space based on the above evidence should also

¹²⁹ <https://www.communityledhomes.org.uk/> Community-led homes is a partnership between the Condeferation of Co-operative housing, Locality, the National Community Land Trust Network and UK Cohousing

include sustainable and long-term management plans for these uses. Facilities should be designed so that they are accessible to all sections of the community (including older and disabled people). Provision should be proportionate to the scale of the proposal and must reflect the nature of the of the development itself.

Protect Existing Affordable Housing

- 3.49 The Council will resist the net loss of any form of affordable housing both in floorspace and units across the Borough. If the existing use is considered affordable, this policy will apply regardless of whether the existing use was secured with or without a legal agreement or covenant.

Policy HO4: Housing Size and Standards

HO4: Housing Size and Standards

- A. New residential developments must include a mix of types and sizes of homes to reflect the varying local needs of the Borough, taking into account the characteristics of the site, and current evidence in relation to housing need.
- B. All new homes must be designed to be accessible. To ensure this:
 - 1. 90 per cent of new homes must meet Building Regulations requirement to be M4 (2) “accessible and adaptable dwellings”.
 - 2. A minimum of 10 per cent of new homes must meet Building Regulations requirement M4(3) “wheelchair user dwellings”.
- C. All new homes must meet the minimum space standards as set out in the Nationally Described Space Standards.

Bedroom size mix

- 3.50 Residential developments should provide a mix of homes of an appropriate size to cater to the identified local need. The LHNA, January 2022 identifies a different bedroom size mix for market and community housing. The interpretation of this policy will need to be informed by and reflect the latest LHNA.
- 3.51 The LHNA January 2022 concludes that the Borough is likely to see a 7 per cent decrease, in households with children. By 2040 the Borough will have lost 13 per cent of its younger households. At the same time, it finds that there is a high level of under occupancy around 44 per cent particularly (though not exclusively) in the owner-occupied sector. Therefore, to address this high level of under occupancy in the market

sector the LHNA identifies a much higher need for smaller homes. Where two bedroom homes are provided these should be for four persons which allows the flexibility to accommodate young families. This would be help in providing homes suitable for families as a proactive step to encourage more families and stem the loss of this cohort from the Borough. The bedroom size requirement is set out in Table 3.1.

Dwelling Size	Percentage
1 Bedroom	35 per cent
2 Bedroom	40 per cent
3 Bedroom	20 per cent
4+ Bedroom	5 per cent

Table 3.1: Market Housing breakdown of need by bedroom size

- 3.52 For Community Housing the LHNA, January 2022 has found that the greatest need is for two bedroom homes followed by three bedroom homes. It should be noted that the need based on the Council's housing register and waiting list is for the two bedroom homes to be for four persons so they can also cater for families. It should also be noted that although small, there is a demand for homes from families with a child on the autism spectrum disorder (ASD) for three bedroom homes, where it may be inappropriate for the child to share a bedroom with a sibling. The need for community housing is set out in Table 3.2.

Dwelling Size	Percentage
1 Bedroom	16 per cent
2 Bedroom	44 per cent
3 Bedroom	28 per cent
4+ Bedroom	12 per cent

Table 3.2: Community Housing breakdown of need by bedroom size

Accessible Homes

- 3.53 The latest data on people with a physical disability is from the 2011 Census. The Strategic Housing Market Assessment, 2015 found that 12 per cent of the population is likely to have some form of long-term health problem or disability. Given the increase expected in older population alongside this need all new homes should be designed to be accessible.
- 3.54 The relevant category of Building Regulations will be secured through planning condition and each dwelling will need to meet all the

requirements set out in Part M of the Building Regulations. Approved Document Part M provides clear guidance on how to meet these requirements. The policy applies only to buildings covered by Part M Volume 1 of the Building Regulations which are new build homes and homes undergoing material alteration. It does not therefore apply to other forms of housing that are not C3 such as student housing or HMOs.

- 3.55 To ensure that all potential residents have choice within a development, the requirement for M4(3) wheelchair user dwellings applies to all tenures. M4 (3) 'wheelchair user dwellings', distinguishes between homes designed to be wheelchair accessible, (ready to be used by a wheelchair user on completion M4 (3) (b)) or wheelchair adaptable (easily adaptable for a wheelchair user M4 (3) (a)). The PPG¹³⁰ 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, otherwise they should be adaptable. The Council prefers these dwellings to be located no higher than the fourth floor based on the local needs of those on the Council's housing register.

Space Standards

- 3.56 To ensure minimum space standards the Council will use the nationally described space standards as set out in the London Plan Policy D6 and Table 3.1. It should be noted that the London Plan requires a minimum floor to ceiling height of 2.5m for at least 75 per cent 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.
- 3.57 As the space standards are a minimum, developments are encouraged to exceed the standards but not so significantly as to create very large homes and hinder the optimisation of sites as set out in Policy HO1.

¹³⁰ <https://www.gov.uk/guidance/housing-optional-technical-standards>

Policy HO5: Specialist Housing

HO5: Specialist Housing

Housing for Older People

- A. Support the provision of older people's housing including new extra care, sheltered housing and care homes to meet identified local needs.
- B. Protect existing older people's housing unless the loss is to improve substandard accommodation or increase the existing provision on the site.
- C. With the exception of care homes, extra care, sheltered housing and any other specialist form of older people's housing, development must provide on-site community (affordable) housing as per the requirements set out in Policy HO3.
- D. The community housing will be required for occupation by older people in the same form as the specialist housing scheme i.e. community extra care or community sheltered housing at price bands to be agreed with the Council.
- E. Older people's accommodation should be of the highest design quality including accessibility, dementia friendly, quality of care to be provided and adequate storage for mobility scooters.

Supported Housing

- F. Resist the loss of supported housing which meets identified community needs.
- G. Resist the loss of residential hostels except where the site will be used for another form of affordable housing.

Housing for Older People

- 3.58 The LHNA, January 2022 shows that number of residents aged 65 or more is projected to increase by 13,911 by 2040, a 54 per cent increase; within this, an 82 per cent increase for those aged 75 or more and a 131 per cent increase for those aged 85 or over is projected. The LHNA also shows that during the Plan period the need is highest for private leasehold sheltered housing. An indicative annual borough benchmark for specialist older persons housing is set out in Table 4.3 of the London Plan. The figure for Kensington and Chelsea is 85 units per annum.
- 3.59 Anecdotally, many older people would like to live independently in their own home for as long as possible. Some of this need can be met through

independent living by providing new homes with higher accessibility standards as set out in Policy HO4.

- 3.60 Government guidance on housing for older and disabled people¹³¹ (paragraph 10) specifies the types of specialist older people's housing. This includes retirement living or sheltered housing, extra care housing or housing with care and residential care homes including homes suitable for people with dementia and nursing homes.
- 3.61 Our LHNA is showing a 68 per cent increase in older people with mobility difficulties and a 47 per cent increase in the people with dementia from 2021 to 2040. Therefore, older people's housing should be designed to provide accessible homes. They should include design features suitable for those with dementia. This should be within the home but also in outdoor spaces that are part of the development. The Healthy Building Note 08-02. Dementia-friendly Health and Social Care Environments (Department of Health, 2015) should be referred to.
- 3.62 The requirement to provide community extra care housing does not apply to care homes. The characteristics of a care home are set out in some detail in the London Plan and we will use those criteria to determine if a development is a care home.
- 3.63 The LHNA is showing a significant need for additional social rent extra care and sheltered housing in the Borough. Therefore, in developments involving these products community housing of the same type will be sought using Policy HO3.
- 3.64 Specialist housing of older people must be designed with disabled car parking spaces in line with London Plan Policy T6.1 (G and H). Proposals should deliver suitable levels of safe storage and charging facilities for residents' mobility scooters and pick up and drop off facilities close to the principal entrance suitable for taxis, minibuses and ambulances.

Supported Housing

- 3.65 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 LHNA i.e. accommodation for homeless families, victims of domestic abuse, and other identified groups.
- 3.66 The LHNA also suggests that the number of rough sleepers has increased in recent years and is projected to continue increasing. A lack of available stock for women and families facing domestic abuse was also identified.
- 3.67 Residential hostels within the Borough have traditionally catered for groups such as the single homeless, people who are mentally ill or

¹³¹ <https://www.gov.uk/guidance/housing-for-older-and-disabled-people#accessible-and-adaptable-housing>

disabled and women who have experienced domestic abuse. 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 HO6: Other housing products

HO6: Other Housing Products

Build to Rent

- A. Build to Rent schemes are not supported in the Borough. However, if such a scheme comes forward, the Council will seek community housing as London Affordable Rents and London Living Rents as per Policy HO3.

Co-living

- B. Co-living schemes are not supported in the Borough. Where such a scheme comes forward, the Council will seek 35 per cent on-site community housing. A 1.8 ratio¹³² will be applied to the proportion of community co-living rooms to calculate the equivalent number of self-contained on-site community housing.

Student Housing

- C. Protect existing student accommodation unless the change is to another type of low cost shared living accommodation such as HMOs.
- D. Require PBSA to have an undertaking with a specified higher education provider(s) that specifies that the accommodation will be occupied by students of that higher education provider(s).
- E. Maximum level of accommodation will be secured as affordable student accommodation as defined in the London Plan H15. Policy HO3 will be applied to such developments to secure the affordable element.

¹³² As per the Government's Housing Delivery Test rule book for non self-contained accommodation or any update if the ratio is changed

Build to Rent

- 3.68 Products such as Build to Rent Homes are relatively new. These homes are generally provided at a large scale and managed by a single commercial provider.
- 3.69 In accordance with the NPPG on Build to Rent our LHNA, January 2022 has considered the need for those who wish to rent. The private rented sector (PRS) houses 44 per cent of residents¹³³, and is the largest single sector in the Borough. There are some indications that the PRS has now plateaued. The LHNA concludes that Build to Rent is unlikely to contribute to meeting the housing needs of key workers and others requiring affordable housing. Therefore, the product appears to fail on all counts as a suitable planning policy priority for the authority.
- 3.70 While we do not support Build to Rent schemes, where they do come forward, they can viably provide 35 per cent discounted market rent housing, let at rents not exceeding London Affordable Rents and London Living Rents¹³⁴. The PPG on Build to Rent states that 20 per cent is generally a suitable benchmark for the affordable element on such schemes. By default this would be in the form of affordable private rent homes (to be maintained in perpetuity). However, the PPG does provide that a different proportion can be set in Local Plans if it is justified by evidence in the LHNA. Furthermore it also allows for other types of affordable housing. Therefore, based on our pressing need for community homes as set out in the LHNA the Council will require 35 per cent community homes at London Affordable Rent or London Living Rent at Notting Dale ward levels. These units should be maintained at these tenures in perpetuity.

Co-living

- 3.71 Co-living or large scale shared living developments provide a housing option for single person households who cannot afford to or choose not to live in self-contained homes or HMOs. The accommodation is more akin to small hotel rooms with shared amenities such as cinemas, gym, cafes, swimming pools, laundry and co-working spaces amongst other facilities. The developments are run commercially.
- 3.72 The rent levels are high with existing schemes in London starting at £1,087 per month to £1,647 per month depending on the size of the room or studio. These rents could not be afforded by most keyworkers¹³⁵.

¹³³ RBKC LHNA, January 2022

¹³⁴ RBKC Viability Study, September 2022

¹³⁵ LHNA, January 2022

Therefore, the product is not supported in the Borough as it does not link with any identified local housing need.

- 3.73 However, where such a scheme comes forward, based on viability evidence, we will seek 35 per cent of the accommodation as community housing. As co-living rooms will not be suitable to house those in need of community housing, a ratio of 1.8 will be applied to the number of rooms to convert these to an equivalent number of self-contained homes which should then be provided on-site. In-line with London Plan Policy H16, where on-site provision is not possible, a payment-in-lieu can be provided although on-site provision of self-contained C3 community housing will be preferred. The payment in lieu will be calculated using the approach of requiring two financial viability assessments as set out in Policy HO3.
- 3.74 The quality of the schemes should meet the criteria set out in London Plan Policy H16.

Student Housing

- 3.75 There is a much larger need for self-contained homes in the Borough and the LHNA does not identify additional purpose-built student accommodation (PBSA) as a priority local housing need. The only University-specific PBSA in the Borough is owned by Imperial College who indicate they have additional needs. Given the expansion of Imperial College into White City, much of their student accommodation needs may have already been met and any existing student accommodation must be protected.
- 3.76 Where we do get proposals for new PBSA, we would expect these to be linked to a specified higher education provider in the Borough. There should be a nomination agreement for occupation by students of that the higher education provider.
- 3.77 We will seek the maximum amount possible as affordable student accommodation from PBSA schemes and will use our Local Plan Policy HO3 and London Plan Policy H15 to secure this.

Policy HO7: Estate Renewal

HO7: Estate Renewal

- A. For estate renewal proposals, retaining existing buildings and improving them in-line with Circular Economy principles must be considered first before proposals for any redevelopment.
- B. Where the redevelopment of social rented housing estates is proposed, a compelling case must be demonstrated that the long term benefits outweigh the considerable uncertainty and disruption such projects will cause.

- C. The maximum deliverable amount of affordable housing must be provided bearing in mind the criteria in E. and F. below. Such schemes must always submit a financial viability assessment.
- D. Estate renewal schemes must be co-designed with the community.
- E. There must be no net loss of existing social rented provision or other community housing tenures in terms of units and floorspace. Existing tenures of homes must be replaced with like for like tenure i.e. social rent with social rent.
- F. Estate renewal schemes must robustly demonstrate consideration to provide additional community housing provision both in terms of floorspace and units on-site.
- G. A guarantee must be provided 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.
- H. 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.
- I. 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.

- 3.78 Following the Grenfell Tower tragedy, the Council made a commitment to end estate regeneration on Council owned estates. There is no change to this commitment. The Council has committed to a major seven year programme of investment in its homes, including upgrading the housing stock to improve energy performance and other environmental improvements. This includes the Notting Dale District Heating Network referred to in Chapter 9.
- 3.79 Policy HO7 can help guide developments on housing estates owned by registered providers. Policy G1 as set out in Chapter 4 highlights the importance of using Circular Economy principles in all major developments. This approach can have a dual benefit of not just in mitigating Climate Change but also a social benefit in causing the least disruption to people who live on the estates.
- 3.80 In-line with the London Plan Policy H8, the Council will require viability appraisals for proposals that include demolition and replacement of affordable housing. The minimum expectation is re-provision of the existing floorspace and units and that the Council will seek an uplift in the

provision. For the purposes of this policy, existing affordable housing floorspace includes both occupied and vacant floorspace regardless of the current condition of the stock.

- 3.81 The Council puts co-designing at the heart of engagement with residents. It would like registered providers to use the same principles on estates under their ownership. The Mayor of London supports mandatory ballots¹³⁶ for estate regeneration and has made it a condition where his funding is sought.
- 3.82 The Mayor's Good Practice Guide to Estate Regeneration¹³⁷ provides detailed guidance for assessing suitable approaches to estate regeneration. In particular, only once the objectives of an estate regeneration scheme have been formulated in consultation with residents, should the physical interventions required to achieve them be considered.
- 3.83 A housing needs assessment of the estate will be required to enable an understanding of the needs to meet the requirements of criterion G. and H. of the policy.

Policy HO8: Gypsy and Traveller Accommodation

HO8: Gypsies and Traveller Accommodation

- A. The Council will work closely with London Borough of Hammersmith and Fulham (LBHF), the Mayor of London and TfL to protect, improve and, where necessary and if possible, increase the capacity of the existing Travellers' site at Stable Way. Additional Sites for temporary or permanent use and any applications at Stable Way should meet National Planning Policy for Traveller Sites and the following criteria.
1. The site can provide for a satisfactory arrangement of pitches, permanent buildings and open space;
 2. Appropriate essential services including water and waste disposal can be provided;
 3. Use of the site would have an acceptable effect on the safety and amenity of occupiers of adjoining land;
 4. Use of the site would be acceptable in terms of amenity, safety and local environment for future and / or current Gypsy and Traveller occupiers;

¹³⁶ Better Homes for Local People, the Mayor's Good Practice Guide to Estate Regeneration, February 2018

¹³⁷ <https://www.london.gov.uk/sites/default/files/better-homes-for-local-people-the-mayors-good-practice-guide-to-estate-regeneration.pdf>

5. The use could be supported by adequate physical and social infrastructure (such as access to education, health, welfare and employment) in the locality.
6. The site is not located in an area at high risk of flooding, including functional floodplains.

- 3.84 The Council has a duty under the Planning Policy for Traveller Sites to assess the accommodation needs of Gypsies and Travellers as their needs differ greatly from those who live in traditional housing. This is reiterated in London Plan Policy H14. The London Plan (paragraph 4.14.2) commits the GLA to undertaking a London wide Gypsy and Traveller needs assessment, but in the absence of this it requires London boroughs to update their needs assessments as part of the development plan process.
- 3.85 There is one Gypsy and Traveller site in the Borough at Stable Way which is a permanent site and comprises a total of 19 available authorised pitches.
- 3.86 The Joint Gypsy and Traveller Accommodation Needs Assessment (2016) concluded that there will be a requirement for three additional pitches between 2015 and 2020, and nine in total across RBKC and LBHF between 2015 and 2030.
- 3.87 We will need to do further work together with London Borough of Hammersmith and Fulham on establishing and meeting the need of our Gypsy and Traveller community living in Stable Way. An update of the Gypsy and Traveller Accommodation Needs is underway, following the completion of this, the two Council's will actively explore options on how provision can be made in accordance with Policy HO8.

4 Conservation and Design

Introduction

- 4.1 The Borough's built environment has a large variety of distinctive and diverse areas, each of which has its own unique identity and character. It includes areas such as the museum quarter at South Kensington, the bustling street markets of Portobello and the shopping area of Knightsbridge.
- 4.2 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 of traditional houses is interspersed with corner shops, pubs, studios and small pockets of mixed uses, and there are also 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 London as a whole.
- 4.3 Our design policies seek to maintain and enhance the Borough's character and distinctiveness. However, we must also ensure that the much-needed new development in the Borough is built to exemplary design standards, using the design-led approach to establish the most appropriate capacity and form of development for each site¹³⁸.
- 4.4 There is inevitable pressure for change upon the built environment to meet today's needs and changing lifestyles. These changes are not only physical, they can put pressure on the finely grained mix of uses that are interspersed in our residential areas. The mixed uses in the Borough are an integral part of its character. Even small changes of use can be damaging to character and should be carefully considered as part of the response to context that informs development proposals.
- 4.5 Maintaining and improving the mixed-use and architectural character, quality, inclusivity and setting of the Borough's exceptional built environment is vital. Our policies seek to drive up the quality of design to improve the quality of the Borough's built environment. The local context, understood as the buildings and their settings, including the public realm, is of primary importance in achieving this.
- 4.6 To ensure continued design excellence in the Borough, the Council has appointed a Quality Review Panel. The purpose of the panel is to review key planning proposals and offer support and advice to the Council's

¹³⁸ As per Policy D3 of the London Plan

officers and planning application committees, and for planning applicants to deliver high quality architecture within the Borough.

Key facts

- Nearly three quarters of the Borough is within a Conservation Area.
- There are over 4,000 listed buildings in the Borough which have special architectural or historic interest and are protected by law.
- Building heights in the Borough vary widely but there are few very tall buildings



Legend







-  The Strategic View from King Henry VIII's Mound in Richmond Park to St Paul's Cathedral
-  Metropolitan Open Land
-  Archaeological Priority Areas
-  Listed Buildings
-  Registered Listed Parks and Gardens
-  Conservation Areas

Figure 4.1: Conservation Areas, Listed Buildings, Archaeological Priority Areas, Registered Parks and Gardens and St Paul's Strategic View

Policy CD1 Context and character

CD1 Context and character

- A. Development is required to be beautiful, respecting the existing context, character and appearance, including historic characteristics. Where relevant, development should:
 - 1. Enhance the quality and character of buildings.
 - 2. Improve connectivity and function, including making it inclusive for all.
- B. Opportunities should be taken to contribute positively and respond to the local townscape through its architecture and urban form by:
 - 1. Addressing matters such as scale, height, bulk, mass and proportion.
 - 2. Considering how the plot width, building lines, street form, rhythm, and roofscape responds to the context.
 - 3. Considering how materials are used and how they relate to any historic fabric.
 - 4. Considering vistas, views, gaps, and open space, including how planting, trees and greenery contribute to their character.
- C. Require the density of development to be optimised using a design-led approach in a manner 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. Carefully consider how development in backland sites is integrated into the existing urban structure, including:
 - 1. ensuring vehicular and pedestrian access is properly integrated into the surrounding street network.

2. 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, villas, terrace or mansion block, be preserved and enhanced.
- I. Resist the demolition of, and inappropriate alterations and extensions to, artists' studios.
- J. For strategic development sites, such as the Borough's Opportunity Areas, require development to relate positively to existing context, even where development is at a scale that it can set a new character in itself.

- 4.7 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 character and appearance of the Borough is highly valued, locally, nationally and internationally. Its townscape is a good example of how high-density development can be completely compatible with a high-quality environment. It is home to considerable residential densities but surprisingly modest building scales.
- 4.8 The Borough's townscape is rich in detail. Paying attention to detail, as well as to matters such as height, form and mass, is therefore important in ensuring new high-quality development. The character of the Borough is also greatly enhanced by mature trees and landscape, including within private gardens. They are important not only on environmental grounds, as in relation to Policies GB15 and GB16, but they provide visual amenity and form a setting for the architecture and public realm.
- 4.9 It is important that the Council resists design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, including opportunities to enhance and create new green infrastructure. Assessment of planning applications is therefore based on whether the development will assist in creating high quality, beautiful, and sustainable buildings and places as supported in national policy.
- 4.10 Development proposals should therefore heed their local context; analysing and responding to context is important to achieving good design. The extent of the relevant context depends on the development.
- 4.11 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, using the design-led approach as set out in Policy HO1

A (4). Where appropriate, the Council will consider utilising co-design processes to guide development.

- 4.12 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.
- 4.13 The Borough is a highly desirable place to live, shown by some of the highest average home prices in England¹³⁹. These residential land values have led to strong pressure to change buildings to residential use. The principle of change of use from commercial or social uses is addressed in policies in the Business and Social Infrastructure chapters of the Local Plan. However, 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.

Specific conditions

- 4.14 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.
- 4.15 Backland sites - sites surrounded by other development with limited or no street frontage - may be difficult integrate into the surrounding context, and so need to be carefully planned to be successful in design terms.
- 4.16 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.
- 4.17 Artists' studios emerged in the middle of the nineteenth century and there are significant numbers of them in the Borough, making an important contribution to its particular character and appearance. A distinctive building type, they are characterised by a number of features including

¹³⁹ As shown in the UK Price Index

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 is considerable pressure upon them 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 CD2: Design quality, character and growth

CD2: Design quality, character and growth

- A. Require all development to meet the highest standards of urban design and architectural quality, taking opportunities to improve the local area, its character, and the way it functions.
- B. The Council will require all development to be:
 - 1. Functional - fit for purpose.
 - 2. Legible - easy to understand in its role and relationship to its context, and contributing to easy wayfinding and navigation.
 - 3. Robust - well built, easy to maintain and adaptable to changes of use, lifestyle, demography and climate.
 - 4. Attractive - pleasing in its composition, materials and craftsmanship.
 - 5. Locally distinctive - responding well to its context.
 - 6. Sustainable - incorporating principles for sustainable design from the outset, considering the use of resources, including energy, as well as the whole life cycle of the building(s).
 - 7. Inclusive - accessible to all.
 - 8. Secure - designing out crime.
- C. An appropriate architectural response is required, on a site by-site basis, to:
 - 1. The context of the site, including in terms of scale, height, mass and bulk.
 - 2. The building's proposed design, form and use.
 - 3. Whether the townscape is of uniform or varied character.
 - 4. Its relationship with the public realm around it.

- 4.18 Chapter 12 of the NPPF recognises that one of the fundamental requirements of the planning and development process is to deliver well designed, high quality buildings and spaces. It puts the onus on local authorities to proactively support high quality new development by working

with local communities to identify the type, scale and character of new buildings that will be acceptable across the Borough.

- 4.19 The distinctive townscapes of the Borough vary from large buildings such as the museums and mansion blocks, through terraces, villas, squares and crescents, to the relative modesty of the mews, often with a wide variety of architectural styles within relatively small areas. These characteristics, together with the garden squares, give a unique character to the Borough. In some places there are striking juxtapositions of buildings of different scales. In this context, a sensitive, contextual 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.
- 4.20 The quality of the architecture, richness in detailing and materiality of the buildings is the essence of what makes the Borough's built environment beautiful. These are the elements that are widely appreciated by residents and visitors. New development that builds on this local distinctiveness, uses the local palette and is attractive will contribute to maintaining and enhancing the local character, ensuring it will be appreciated in the future just as much as the existing local heritage does today. Many historic areas of the Borough are characterised by traditional materials such as brick and stone. Fully glazed facades are uncharacteristic of the Borough and are unlikely to deliver on the quality and character Policy CD2 is seeking. Excessive use of glazing on facades is likely to contribute to overheating through solar gain, which developments must minimise in accordance with Policy GB5.
- 4.21 The Borough's design policies put the preservation of its character at their heart. About three quarters of the Borough lies within conservation areas. Our Conservation Area Appraisals provide comprehensive reviews of character in these areas and identify the positive features which should be conserved, as well as negative features which indicate scope for future enhancements.
- 4.22 Moreover, our Conservation Area Management Plans provide proposals for preserving or enhancing the character and appearance of the conservation area, and also provide design advice as appropriate.
- 4.23 The Borough's Character Study provides high-level character guidance for development across the Borough, with a focus on those parts of the Borough which lie outside of conservation areas. It identifies key typologies for development which may be suitable in parts of the Borough and identifies the areas where there may be opportunities for good growth. The Council will develop further guidance for those areas to drive design quality, engaging the community to ensure local views, needs and aspirations are captured and embedded in guidance so that they can inform developers' proposals. Development should demonstrate that local, regional and national design guidance has been taken on board when developing design proposals.

- 4.24 Design proposals should be based on a thorough analysis and understanding of the site's setting, context and character, including careful consideration of building lines, roof lines and setbacks, streetscape rhythm and landscape features, history and use.
- 4.25 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.

Policy CD3: Heritage Assets – Conservation Areas

CD3: Heritage Assets - Conservation Areas

- A. Require development to preserve or enhance the character or appearance of the conservation area and thereby protect the special architectural or historic interest of the area and its setting.
- B. Development in conservation areas should take opportunities to enhance the character and appearance of its setting.
- C. Resist the change of use of any building where the current use contributes to the character of the surrounding conservation area and to its sense of place unless it can be demonstrated that there is no demand, and it is not viable to maintain it within its current use, or a new use is identified which will also contribute positively to the sense of place.
- D. Resist demolition in conservation areas unless it can be demonstrated that:
 - 1. In the case of substantial harm or loss to the significance of the conservation area it is necessary to achieve substantial public benefits that outweigh that harm or loss.
 - 2. In the case of less than substantial harm to the significance of the conservation area, that the public benefits outweigh that harm.
 - 3. The building or part of the building or structure makes no positive contribution to the character or appearance of the area.
- E. Require full planning applications in conservation areas.

- 4.26 The historic environment is central to the character of the Borough and the Council has a duty¹⁴⁰ to pay special attention to the desirability of preserving or enhancing the character or appearance of its conservation areas.
- 4.27 The character and appearance of a conservation area is not only provided by the high quality and appearance of individual buildings within the area but their relationship with each other and with the spaces between them. It is experienced in whole and partial street views as well as views into and out of the area. Therefore, development that impacts positive elements within the area or affects its setting, including through an 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.
- 4.28 Developers will be encouraged to take opportunities to enhance the cherished and familiar local scene. The Council will give appropriate weight to such enhancements gained in development proposals.
- 4.29 Individual buildings within conservation areas, even if unlisted, may have features that it is important to preserve for their positive contribution to the conservation area. Where planning permission is required for works which affect such features, this will be taken into account. Where there is clear evidence about the form of lost historic features the reinstatement of which could enhance the character or appearance of the conservation area, we will seek their reinstatement where appropriate.
- 4.30 In addition, a building's use can contribute to the character of a conservation area and to a sense of place not only due to its appearance but also through the patterns of activity it creates, or even sounds and smells. 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.
- 4.31 Conservation Areas are designated heritage assets and may contain other designated heritage assets including listed buildings. The partial or full demolition of a building which makes a positive contribution to a conservation area, 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 against any public benefit that

¹⁴⁰ s.72 of the Planning (Listed Buildings and Conservation Areas Act) 1990.

might result, and, as heritage assets are irreplaceable, any harm or loss will require clear and convincing justification. Demolition which would cause substantial harm to the conservation area would be seen as exceptional, and substantial public benefits would need to be demonstrated in justification.

- 4.32 As the majority of the Borough is covered by conservation areas, opportunities for new development are limited by the presumption 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 positively to the character and appearance of the conservation area. There have been past instances of inappropriate or premature demolition in conservation areas and so applications for demolition in conservation areas should always be accompanied by detailed proposals for the replacement building. There have also been examples of buildings being allowed to deteriorate. However, this is no justification for demolition, and the Council will take all appropriate measures available to it to ensure that there is no incentive for such action.
- 4.33 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; fully detailed applications are needed.
- 4.34 The Council is producing and updating Conservation Area Appraisals and Management Plans for its conservation areas to support the implementation of Policy CD3.

Policy CD4: Designated Heritage Assets – Listed Buildings

CD4 Heritage Assets - Listed Buildings

- A. Require development to protect the heritage significance of listed buildings.
- B. Require all development and any works for alterations or extensions related to listed buildings to preserve the heritage significance of the building, or its setting or any features of special architectural or historic interest it possesses.
- C. Resist the total or substantial demolition of listed buildings and resist the alteration of listed buildings which involves the removal or modification of features of architectural importance, both internal and external, unless a clear and convincing justification can be made for doing so.

D. Require the preservation of original architectural features and later features of interest both internal and external.

- 4.35 There are about 4,000 listed structures in the Borough, many listed as part of larger groups such as terraces. 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, historic bollards, post boxes and telephone boxes are heritage assets worthy of protection.
- 4.36 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 plans and 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.
- 4.37 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.
- 4.38 Listed buildings 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.

- 4.39 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.
- 4.40 Listed buildings are best used for their original purpose, although this is not always possible. Where that original purpose has become obsolete, sensitive adaptation can keep the building in beneficial use and secure its upkeep.
- 4.41 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.

Policy CD5: Scheduled Ancient Monuments and Archaeology

CD5 Scheduled Ancient Monuments and Archaeology

- A. The Council will require development in the setting of Scheduled Ancient Monuments to protect their heritage significance.
 - B. The Council will require applications for development to make proportionate provision for the assessment and evaluation of archaeology on the site, including:
 - 1. Desk based assessments and, where necessary, field evaluation for major developments proposed in Archaeological Priority Areas.
 - 2. 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, taking into account the impact of the proposed development and including proportionate mitigation measures, and, where appropriate taking opportunities better to reveal or reinterpret archaeological remains and discoveries for the local community.
- 4.42 Archaeological remains constitute some of the most important surviving evidence of the Borough's past, but they 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.

- 4.43 The Borough contains two Scheduled Ancient Monuments: the Brick Kiln in Walmer Road and Kensington Palace, which are designated heritage assets. Any changes to these are controlled by a separate consent system, administered by Historic England, but development close to them may affect their setting.
- 4.44 There are also a number of Archaeological Priority Areas in the Borough. 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.
- 4.45 The Borough has two Tier 1 APAs focused on Kensington Palace and the Chelsea Porcelain Factory, and five Tier 2 APAs based on historic settlements and features 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 the Greater London Archaeological Advisory Service (GLAAS) about the need to undertake a desk based archaeological assessments and where necessary field evaluation. Guidelines on consulting GLAAS are available from Historic England¹⁴¹. As a minimum the Greater London Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.

Policy CD6: Registered Parks and Gardens

CD6 Registered Parks and Gardens

- A. Development in or in the setting of Registered Parks and Gardens should preserve their heritage significance or setting.
- B. To ensure criterion A is delivered such development should take opportunities to:
 - 1. Reinstate landscape or built features which contribute positively to the historic interest of the park or garden.

¹⁴¹ [Greater London Archaeological Priority Areas | Historic England](#)

2. Remove landscape or built features that harm the historic interest of the asset.
3. Where extensions are proposed to properties backing on to registered communal gardens, they must preserve the significance of views into, from, and across the garden, including any impacts from artificial lighting.

C. Developments within a Registered Park or Garden should sustain the significance of the heritage asset and be carried out in a correct, scholarly manner informed by appropriate specialists.

- 4.46 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. There are also 100 garden squares within the Borough, which are recognized and protected from development within them by the London Garden Squares Act 1931. There are 15 open spaces on the national Register of Parks and Gardens, including three at the highest grade, Kensal Green and Brompton Cemeteries and the Chelsea Physic Gardens. Several, including in the Boltons and the Ladbroke Estate, are communal gardens integral to the planned development of housing in the nineteenth century, while others such as Holland Park and Kensington Gardens are more conventional parks. Kensington Roof Gardens is unique, the only roof garden on the national register.
- 4.47 In addition to their recreational, health and biodiversity benefits, historic parks and gardens too are a fragile and finite resource, and a familiar and cherished aspect of our environment. As designated heritage assets, the Council needs to take account in planning decisions of the special historic interest of these parks and gardens or their settings, and how they may be affected by development.
- 4.48 In the case of extensions backing onto registered communal gardens, precedent will not be taken from older, ill-fitting existing extensions, also taking into account their impact on views and carefully considering their potential impact with regards to light pollution, which can be harmful to wildlife a source of annoyance to people. In particular, care should be taken so that any lighting does not negatively affect neighbours' amenity, as per Saved Policy CD8 Living conditions.

Policy CD7: Tall Buildings

CD7: Tall Buildings

Definition

- A. There are two definitions of tall Buildings in the Borough based on where they are located. These are shown in Figure 4.3, and are:
1. 21m or more in height from the ground level to the top of the building¹⁴² (as measured externally).
 2. 30m or more in height from the ground level to the top of the building¹⁴³ (as measured externally).
- B. Proposals that meet or exceed the definition of a tall building in criterion A will be assessed in accordance with London Plan Policy D9.
- C. Criterion B will not apply to single storey roof extensions on individual dwelling houses/homes.

Suitable Locations for Tall Buildings

- D. Tall buildings will only be acceptable within those locations that are identified as suitable for tall buildings as shown in Figure 4.4 and at the heights specified in the relevant site allocations.
- E. Introducing new buildings which are tall relative to their context should be done with careful consideration of the impact they may have in the surrounding townscape. Buildings that are tall in their context should contribute to enhancing the character and legibility of the local area.

Assessment criteria

- F. The Council will expect tall buildings to be of exemplary design quality. This includes:
1. Requiring any homes and other accommodation provided to be of the highest quality, including any external amenity space.

¹⁴² In the areas not shaded in Figure 4.3 (see glossary for the definition of top of the building)

¹⁴³ In the areas shaded yellow in Figure 4.3 (see glossary for the definition of top of the building)

2. Requiring tall buildings to be well-integrated, at street level, with surrounding buildings and the streetscene.
3. To use materials that are robust, fitting in their context and that ensure the safety of residents and occupants.

Definition

4.49 Tall buildings are generally those that are substantially taller than their surroundings and cause a significant change to the skyline¹⁴⁴. The London Plan 2021 Policy D9: Tall Buildings requires that our Local Plan *should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey*. Boroughs are also required to identify locations where tall buildings may be an appropriate form of development, as well as the maximum heights that could be acceptable in these locations.

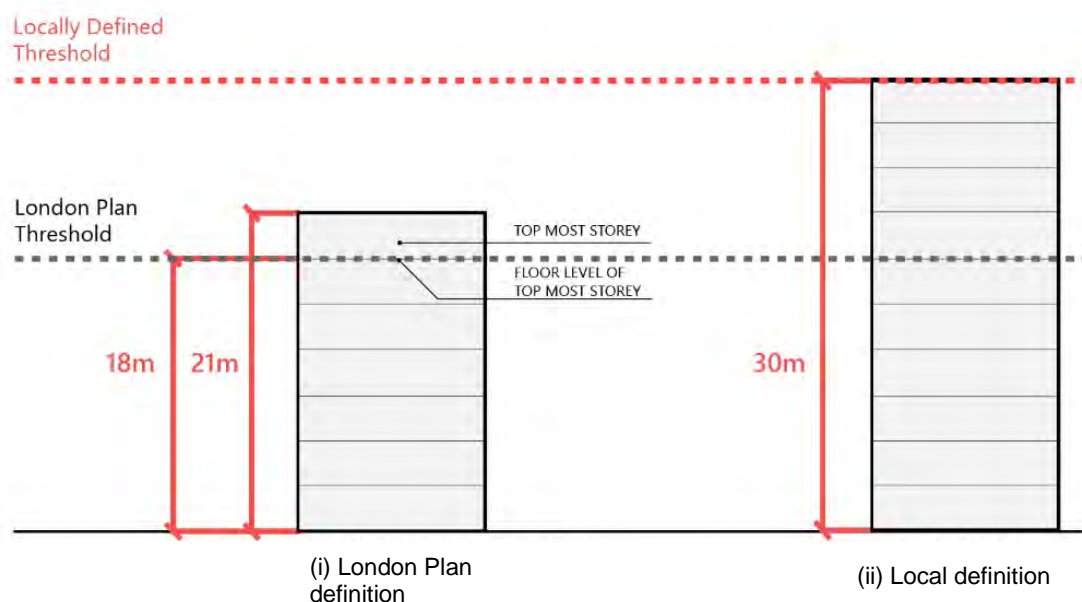


Figure 4.2: Definitions for tall buildings (we have assumed 3m floor to ceiling heights)

4.50 The Borough's past approach has been to consider a building that is 1.5 times the general height of its context to be a tall building. This has been long been established and has been effective in ensuring that proposals are assessed proportionally to their impact. Whilst a building that is marginally taller than its context can have a significant impact especially in areas of very consistent townscape, Policies CD1 and CD2 set out the requirements to ensure development is appropriate in their setting.

¹⁴⁴ Paragraph 3.9.3 London Plan 2021

- 4.51 There are relatively modest and consistent building heights within Kensington and Chelsea, reflecting the primarily residential character of the Borough, yet there is great variety of architectural styles and character. As described in the Character Study, a range of building typologies exist as well as building heights.
- 4.52 Therefore, whether a building can be considered tall depends on the average building heights around it, as well as the level of consistency in the character and built form. The local definition is made of two specific thresholds both based on existing context and applies to different parts of the Borough. These thresholds will establish if a proposal for development meets the definition of 'tall', as shown in Figure 4.3. The lower threshold at 21 m from ground level to the top of the building would approximately be 7 storeys, and the higher threshold, at 30 m from ground level to the top of the building would approximately be 10 storeys. For the purpose of the Local Plan, the top of a building would normally be measured externally at the height of the roof parapet of the uppermost storey, excluding minor elements such as lift overruns and plant enclosures. This definition does not mean that buildings of these heights or below would be automatically acceptable, as they are subject to heritage and design considerations as part of other policies. It only means policy requirements for tall buildings are triggered only once the local threshold has been exceeded.
- 4.53 Tall buildings will be assessed against criteria C and D of the London Plan Policy D9, which set out the impacts development proposals should address, and establish a requirement for public access where appropriate, respectively.
- 4.54 Due to the varied nature of the Borough's townscape and building heights, there are areas where some of the existing building heights are only marginally lower than the tall building definitions as set out above. A proposal for a rooftop alteration or a single additional storey to an existing building could therefore meet or exceed the definition for tall buildings in that specific locality. In order to ensure policy is proportional to development proposals, where such extensions are proposed on individual, purpose built dwellinghouses or on houses that have been subdivided into flats, Criterion B of the policy will not apply, and these will not be subject to assessment according to Policy D9 of the London Plan.

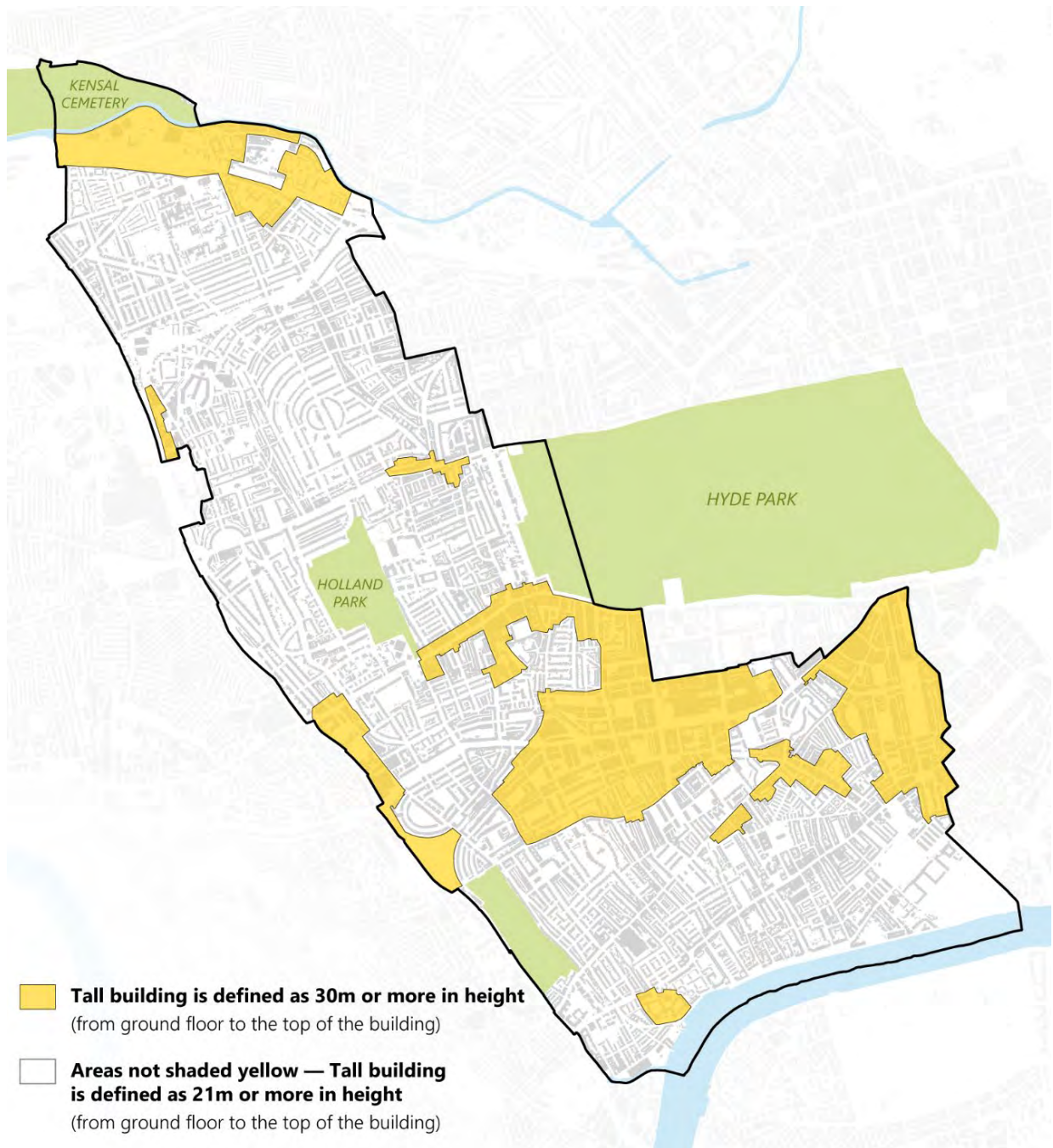
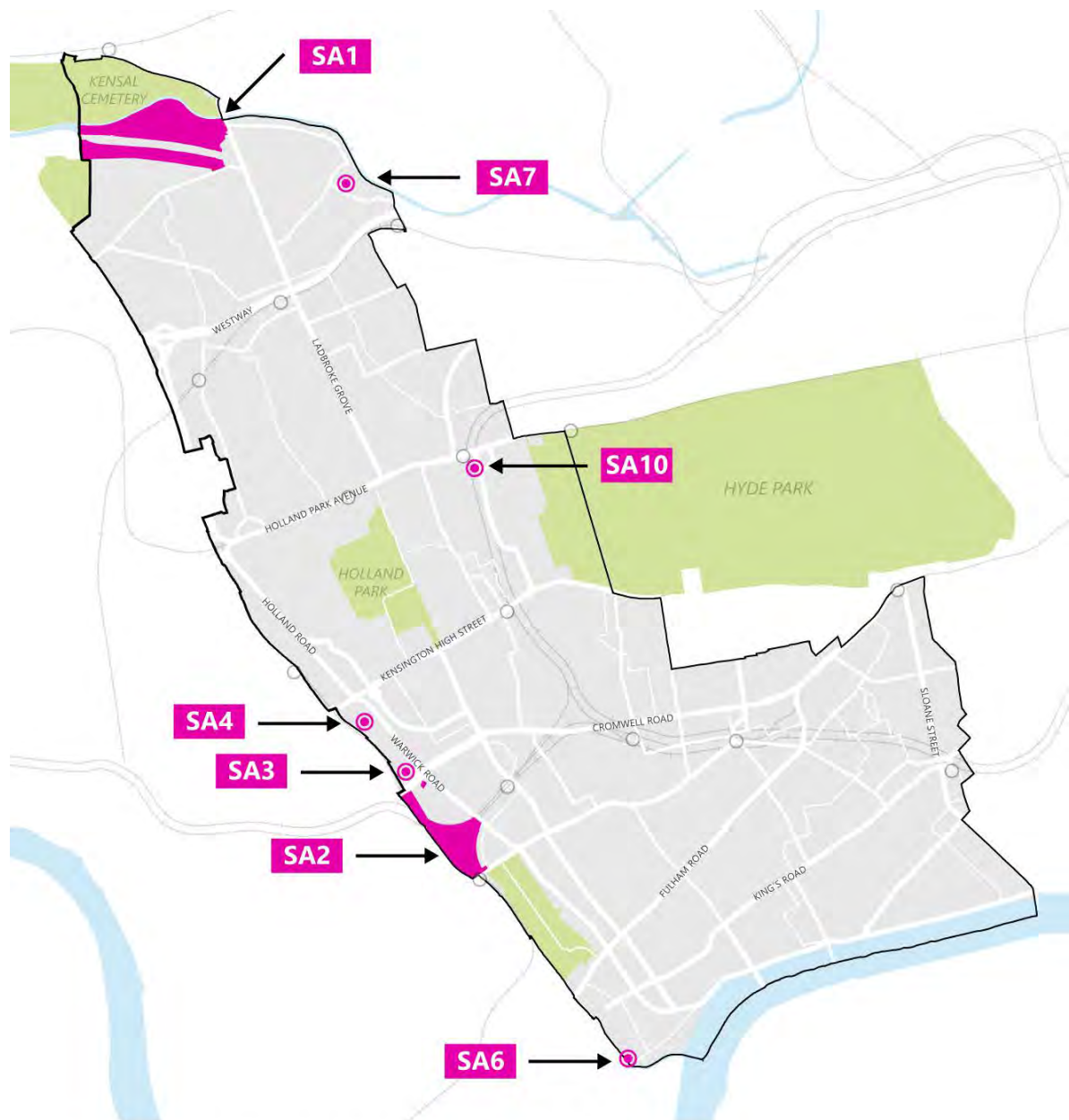


Figure 4.3: Tall building definition for specific localities

Suitable Locations for Tall Buildings

- 4.55 The Borough's two 'Opportunity Areas' – Earl's Court and Kensal Canalside are identified by the Mayor of London as significant locations with development capacity to accommodate new housing, commercial development and infrastructure. The scale of these sites enables them to set their own character. The London Plan states that *"In large areas of extensive change, such as Opportunity Areas, the threshold for what constitutes a tall building should relate to the evolving (not just the existing) context¹⁴⁵"* Given the need for these sites to fully realise their growth and regeneration potential as per London Plan Policy SD1, the scale of development will include tall buildings. This is also indicated in the adopted [Kensal Canalside Opportunity Area SPD](#).
- 4.56 Therefore, the Council has commissioned a Height Analysis for the Borough's Opportunity Areas. The study sets out an indicative townscape response to scale and building heights within each Opportunity Area in relation to visual impact upon the immediate and wider context for each site. Please refer to site allocations SA1 Kensal Canalside Opportunity Area and SA2 Earl's Court Exhibition Centre in Section 3 for further detail. In these cases, tall buildings should be set within the parameters identified for each relevant site allocation.
- 4.57 Site allocations with extant planning permission for tall buildings are recognised as locations that are appropriate for tall buildings. These are set out in chapter 3 and are SA3 100/100A West Cromwell Road, SA4 245 Warwick Road and SA10 Newcombe House.
- 4.58 Two further locations are identified as suitable for tall buildings. These are SA6 Lots Road South and SA7 Edenham Way. The heights set for these sites will be subject to further testing and may only be appropriate on part of the site.

¹⁴⁵ Paragraph 3.9.3 London Plan 2021



Suitable locations for tall buildings: maximum heights

- SA1** Kensal Canalside — 20-98 m / 6-31 storeys
- SA2** Earl's Court Exhibition Centre — 24-72 m AOD / 3-20 storeys
- SA3** 100/100A West Cromwell Road — 116 m AOD / 29 storeys
- SA4** Former Territorial Army Site, 245 Warwick Road — 41 m FFL / 10 storeys
- SA6** Lots Road South — 22-34 m / 6-10 storeys
- SA7** Edenham Way — 8-50 m / 2-14 storeys
- SA10** Newcombe House — 72 m / 18 storeys

Figure 4.4: Suitable locations for tall buildings and their maximum heights

Assessment criteria

- 4.59 There are few very tall buildings within the Borough. Most of the townscape, with its strong heritage features and character, is very sensitive to buildings that are taller than their context. It is important that the Council carefully manages the height of new development that may otherwise erode the Borough's distinctive character. This is especially important within conservation areas.
- 4.60 New buildings can strengthen the existing townscape, both through individual buildings carefully designed to respect their immediate context and through larger developments, which can seek to introduce new legible environments that build upon the Borough's character.
- 4.61 Tall buildings have a greater impact on their environment than other building types, posing challenges of microclimate, overshadowing and overlooking. Residential environments and amenity spaces are particularly sensitive to these potential impacts, which need to be avoided through careful siting and design (see Saved Policy CD8).
- 4.62 Tall buildings should make a positive contribution to the existing townscape by contributing to legibility, also keeping the design of the skyline in mind. Buildings that rise above the prevailing building height are most successful where, depending on their impact, they give meaning to the local or borough townscape, highlighting locations or activities of importance.
- 4.63 Tall buildings must be of the highest design quality in terms of their appearance, but also internally and in their environmental performance, sustainability, urban design, and safety against fire, as described in Policy CD15. This includes carefully considering scale, height, massing and silhouette. The proportions of the building, especially as they are visible above the prevailing building height, are particularly important. Bulky tall buildings are not attractive to look at and disfigure the skyline; slender ones are more successful. Where relevant, the careful incorporation of building services and telecommunications equipment should also be considered.
- 4.64 The base of the building and how it meets the ground is equally important, as is defining 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 T1 and T2).
- 4.65 Visibility must be assessed contextually to ensure that the visual impact of proposals for tall buildings is properly understood. A computer-generated zone of visual influence that includes an accurate model of the relevant context is an essential tool for these purposes.

- 4.66 The London Plan sets out strategic views of landmark buildings that make a very significant contribution to the image of London. There is only one such view that passes through the Borough which is from King Henry VIII's Mound in Richmond Park to St Paul's Cathedral. This is shown in Figure 4.1 at the beginning of this chapter. Please refer to Policy CD14, which requires developments to protect and enhance local views. The visual impact of tall buildings on these views is an important consideration.
- 4.67 Where tall buildings are proposed near the River Thames, and in particular within the Thames Policy Area, they should protect and enhance the open quality of the river and the riverside public realm, in line with Policy D9, Paragraph C(f) of the London Plan 2021.

SAVED Policy CD8: Living Conditions

SAVED Policy CD9: Small Scale Alterations and Additions

SAVED Policy CD10: Basements

Policy CD11: Existing Buildings - Roof Alterations/ Additional Storeys

CD11 Existing Buildings – Roof Alterations/ Additional Storeys

- A. Require roof alterations and additional storeys to be sympathetic to the form and character of the building or group of buildings.
- B. Permit appropriately designed additional storeys and roof level alterations where they make a positive contribution to the townscape, including in circumstances 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.
- C. Resist additional storeys on:
 - 1. Complete terraces or groups of buildings where the existing roof line is unimpaired by extensions, even where a proposal involves adding to the whole terrace or group as a co-ordinated design.
 - 2. Buildings or terraces that already have an additional storey or mansard.

3. Buildings that have a roof structure or form of historic or architectural interest.
4. Buildings where additional storeys would detract from significant skylines or profiles.
5. 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.
6. Buildings that, by the nature of the roof construction and architectural style, are unsuitable for additional storeys, e.g. pitched roofs with eaves.
7. Mansion blocks of flats where an additional storey would add significantly to the bulk or unbalance the architectural composition.
8. Terraces that are already broken only by isolated roof additions.
9. Terraces where the alteration would harm the architectural symmetry of the terrace.

D. Resist alterations to dormer windows of architectural and historical interest, even where others on the same terrace have been altered.

4.68 Adding additional space at roof level of a building can be a way of adding extra accommodation to existing buildings, including the provision of new homes. When done carefully, this is a useful form of gentle densification which may be appropriate in some locations within the Borough.

4.69 The Character Study identifies the building typologies where roof alterations/additional storeys may be suitable, such as linear blocks or other flat roofed buildings, as well as potential areas within the Borough which may be less sensitive to this type of development. It also provides key design principles to ensure that impact is acceptable upon the host building and its context. Conservation Area Management Plans will include specific guidance as appropriate on changes to roofs which may be accepted and on those which would be resisted. Neighbourhood Plan policies also include guidance on roof extensions and alterations which is locally specific.

4.70 However, 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. Small scale additions in the form of plant or equipment may also create intrusive elements if sited or designed without thought for their visual impact.

- 4.71 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.
- 4.72 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.
- 4.73 Many of our historic buildings have dormer windows that are an important integral part of their original architecture. Many of these have been inappropriately enlarged over the years. They are, however, an important architectural feature, and where the original dormers remain it is important to conserve them. Enlarged dormers also risk causing overheating, especially when south-facing.

SAVED Policy CD12: Existing Buildings - Extensions and Modifications

SAVED Policy CD13: Shopfronts

Policy CD14: Views

CD14 Views

- A. Require all development to protect and enhance views, vistas, gaps and the skyline that contribute to the character and quality of the area.
- B. Resist development which interrupts, disrupts or detracts from strategic and local vistas, views, and gaps and the skyline.
- C. Require developments whose visual impacts extend beyond that of the immediate street, to demonstrate how views are protected or enhanced.
- D. Require, within conservation areas, development to preserve or enhance views:
 - 1. Identified in conservation area appraisals and conservation area management plans.
 - 2. Generally within, into, and out of conservation areas, including to the rear of properties in proportion to the townscape significance of the view.
 - 3. That affect the setting of and from development on sites adjacent to conservation areas and listed buildings.

E. Require development to respect the setting of a landmark, taking care not to create intrusive elements in its foreground, middle ground or background.

- 4.74 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 have impacts on views and gaps, it is important to respect the local context.
- 4.75 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.
- 4.76 Residents' appreciation and enjoyment of the Borough as a whole and the special character and appearance of conservation areas, derives from both public viewpoints and views from within their dwellings. Not only the street scene, but views from other buildings, including upper floors, and gardens, are important to residents' living conditions. These will be considered as proportionate to the significance of the view. In particular, careful regard will be had to Conservation Area Appraisals and Conservation Area Management Plans which identify views of specific importance and character. On the occasions that development has an impact beyond the immediate street, a wider assessment of the impact needs to be carried out as part of a comprehensive assessment of the townscape impact of the proposals.
- 4.77 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 Mound in Richmond Park, identified in the London Plan, the Borough also has specifically recognised views that are important to protect. These are shown in Figure 4.5 below.

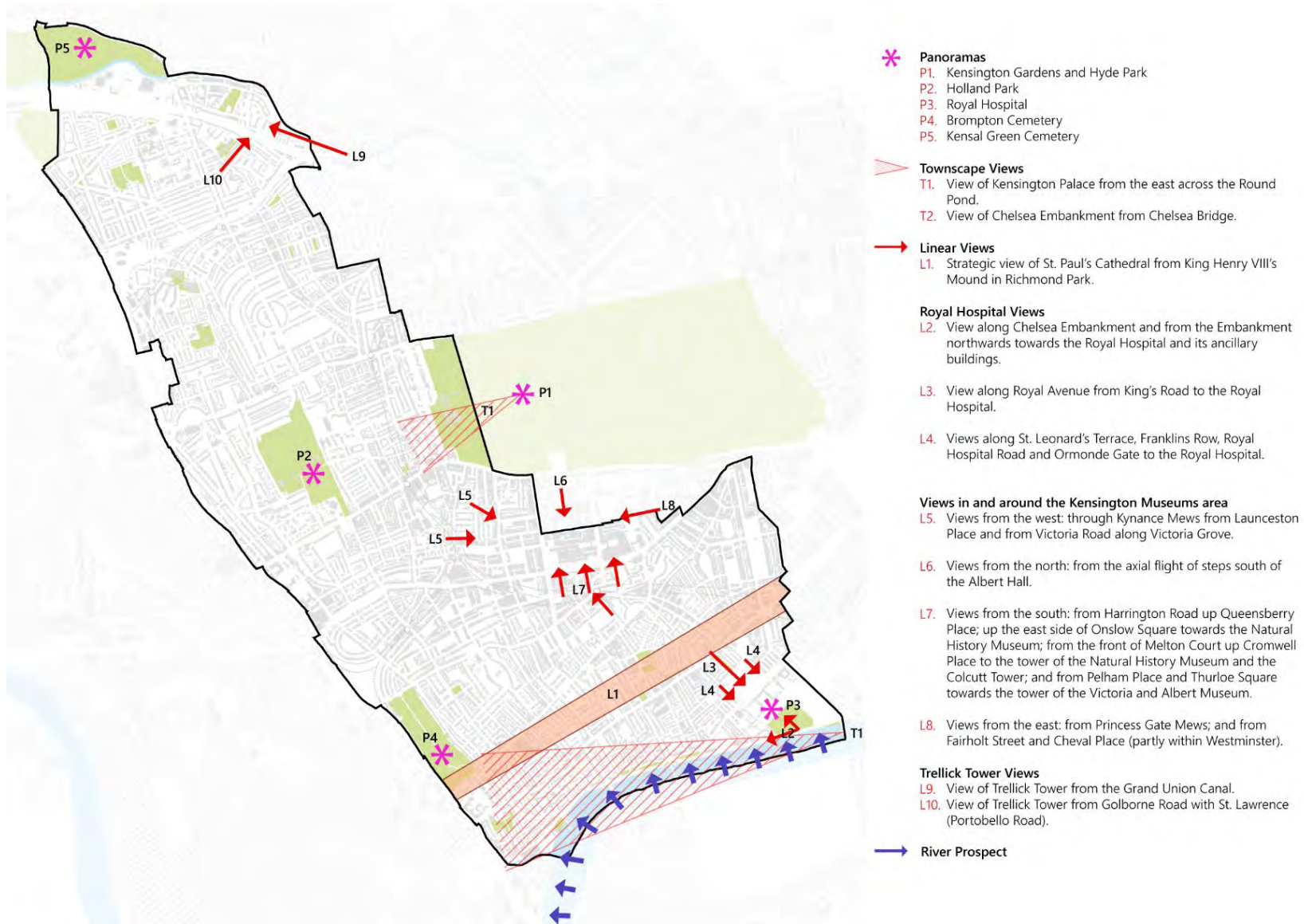


Figure 4.5: Protected Views

Policy CD15: Fire Safety

CD15: Fire Safety

- A. All developments must achieve the highest standards of fire safety.
- B. Major development and all relevant buildings under Planning Gateway One must have a Fire Statement submitted with the planning application.
- C. Tall buildings of 50 m or more (measured from the ground level to the floor level of the top most storey) must have a Qualitative Design Review (QDR) panel report submitted with the planning application.
- D. 'Minor' or 'other' planning applications, must have a Planning Fire Safety Strategy (PFSS) submitted.
- E. The forthcoming London Plan Guidance on Fire Safety should be followed for all developments.

- 4.78 The NPPF has always recognised the importance of ensuring that developments provide access for emergency vehicles and have access to sufficient water supply. However, following the tragic events of the Grenfell Tower fire, and in particular, since the Independent Review of Building Regulations and Fire Safety, which was published in May 2018, fire safety has been recognised as a material consideration within the planning regime. As a result, we have had a number of policy changes in recent years. This includes the requirement for adequate means of escape for buildings.
- 4.79 From August 2021, all developments within the scope of the Building Safety Regulator (BSR) are subject to Planning Gateway One. Currently residential buildings (with two or more dwellings/educational accommodation) over 18 m in height measured from ground level to the floor level of the top most storey or higher than six storeys, are categorised as 'relevant buildings' and developers are required to submit a fire statement with their planning application. Please see [national guidance on Fire Safety and high-rise residential buildings](https://www.gov.uk/guidance/fire-safety-and-high-rise-residential-buildings)¹⁴⁶ for the definition of a relevant building and how the height of a relevant building is measured. .
- 4.80 Under Planning Gateway One the planning authority is required to consult the Building Safety Regulator (BSR) as a statutory consultee. Approval by

¹⁴⁶ <https://www.gov.uk/guidance/fire-safety-and-high-rise-residential-buildings-from-1-august-2021>

the BSR is required in this first 'Gateway' for the development to be able to move to the Second [Gateway \(Construction\)](#).

- 4.81 For tall buildings, the Fire Strategy as required under the Building Control Regime will be developed by the applicant through a QDR process as described in BS 9991 and BS 7974. Policy CD15 requires a QDR to be submitted with applications proposing buildings of 50 m or more. For these applications a 'review panel' will be established by the planning authority, consisting of fire safety experts, who will be able to assess the means of escape proposals set out in the QDR, with particular reference to the number of stairs being proposed. The costs associated with the 'review panel' will be met by the applicant.
- 4.82 London Plan Policy D12(A) sets out the aim that all development proposals must achieve the highest standards of fire safety. To demonstrate development proposals have achieved the highest standards of fire safety, applicants should submit a Planning Fire Safety Strategy (PFSS) with their application. It is important to note that a PFSS is not the same as a Fire Strategy submitted with a building control application, instead it is a high level fire safety document as set out in [Policy D12\(A\) guidance](#).
- 4.83 The Mayor of London has produced a Draft London Plan Guidance (LPG) on Fire Safety in February 2022. This guidance advises what should be included within a Fire Statement to meet the requirements under London Plan Policy D12 as well as a PFSS. It also sets out that a Reasonable Exception Statement (RES) can be submitted where part of or all of London Plan Policy D12A are not considered relevant by the applicant. The RES should then explain which policy criteria is not relevant to the development and why.
- 4.84 A RES should generally be submitted for planning applications where no additional dwellings or commercial units are created, no lifts are provided, the external materials are not altered and there are no alterations to the internal or external communal areas that support the evacuation strategy for the property. In these applications, the applicant should confirm that current fire safety measures are appropriate and will not be negatively affected by the development. Where existing fire safety measures will be altered, the applicant should identify any mitigation measures. The requirement for RES may change in the final version of the LPG on Fire Safety and the latest guidance should be followed.
- 4.85 Policy CD15 allows for the submission of a RES for a 'minor' or 'other' planning application except for where development involves the creation of a new/or change of use to a building in Use Class: Class C: C1: Hotels; C2: Residential Institutions; C2A: Secure Residential Institutions; C4: Houses in Multiple Occupation; Class E: Commercial, Business and Services (All classes) Class F: F1: Learning and non-residential institutions; F2: Local community; and Sui Generis.

5 Town Centres

Introduction

- 5.1 The Borough's town centres make the Borough the special place that it is. They contain some of London's most iconic shopping areas and are the places where people from across the capital gather to meet or to enjoy an extraordinary array of world class culture and entertainment. But they are also the centres that drive the walkable neighbourhood, the hubs for our communities, the places that contain the range of uses which are essential if day-to-day needs are to be met.
- 5.2 Care must be taken if our centres are to continue to thrive as patterns of shopping and of work rapidly change. We must make sure that, where possible, new commercial development is directed into these town centres, and any new "town centre" uses are of a scale and nature that support each centre and allows it to serve its proper function.
- 5.3 Most of our higher order town centres have two main functions: places to shop and to visit, but also the places which serve the day-to-day needs of our residents. The Council recognises that our town centres must also be allowed to diversify if they are to remain relevant. They must be able to offer something the internet cannot. This may be a new experience, a place to work, to gather, or to enjoy.
- 5.4 Our smaller centres and our isolated shops are no less important. They form a tight network of local hubs, which supplement our larger higher order centres, to ensure that the more local day-to-day needs of our residents can be met.

Key facts

- 11 higher order town centres
- 36 Neighbourhood centres
- 400,000 sq m of retail, restaurant and other traditional town centres use.
- 2,600 shops and 430 restaurants ¹⁴⁷
- 10,670 businesses across all our town centres ¹⁴⁸
- Estimated economic contribution of larger town centres £7.1 billion – or 68 per cent of Borough's GVA ¹⁴⁹

¹⁴⁷ Council Town Centre Survey 2019

¹⁴⁸ RBKC: Future Town Centres (Urban Shape/ Hatch) November 2021

¹⁴⁹ RBKC: Future Town Centres (Urban Shape/ Hatch) November 2021

- Future comparison retail need in balance, an oversupply of just 1,100 sq m 2043. ¹⁵⁰
- A need for an additional 8,900 sq m of convenience floorspace to 2043 ¹⁵¹
- 12.6 million visitors to South Kensington Museums (2019) ¹⁵²

Economic contribution of our larger town centres

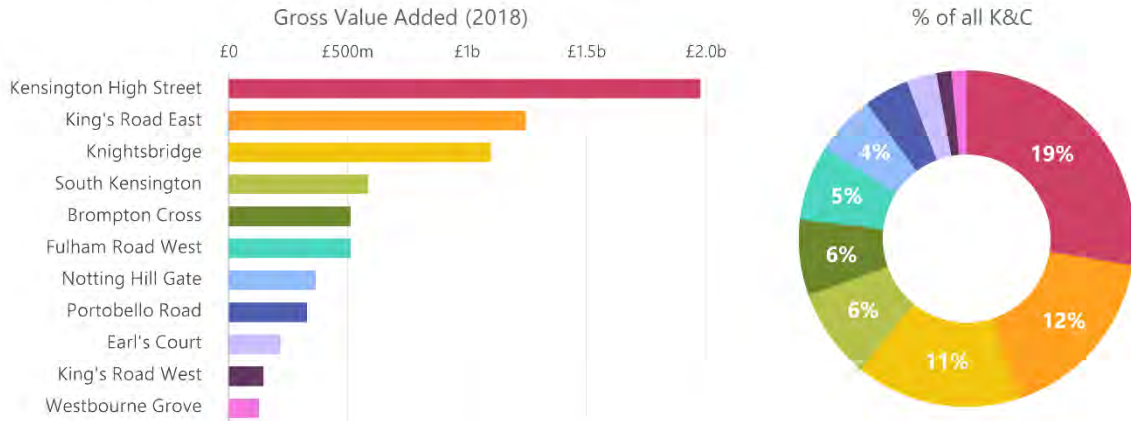


Figure 5.1: Economic contribution of our larger Town Centres

Network of town centres

5.5 The differing function of our town centres are reflected by their position within London’s “Town centre Network”, a designation set out within the London Plan and supported by the Council. The Borough is host to eleven “Higher Order Town Centres”. These are set out below:

Higher Order Town Centres	
International Centre	Knightsbridge
Major Centres	<ul style="list-style-type: none"> • King's Road (East) • Kensington High Street
District Centres	<ul style="list-style-type: none"> • South Kensington • King's Road (West) • Notting Hill Gate

¹⁵⁰ Retail and Leisure Needs Assessment (Urban Shape) January 2022.

¹⁵¹ Retail and Leisure Needs Assessment (Urban Shape) January 2022.

¹⁵² RBKC: Future Town Centres (Urban Shape/ Hatch) November 2021

	<ul style="list-style-type: none"> • Fulham Road (Fulham Road (West) in the London Plan) • Brompton Cross (Fulham Road East) in the London Plan) • Earl's Court Road • Portobello Road • Westbourne Grove
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5.6 Outside of the London Plan's network, we have a further thirty six smaller neighbourhood centres. Below this are a number of isolated shops or smaller parades.

Neighbourhood Centres		
Barlby Road	Ladbroke Grove (North)	Golborne Road
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 (North)	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	World's End

5.7 The detailed boundaries of all our centres are set out on the Local Plan Proposals Map and on the digital map on the planning pages of the Council's website ¹⁵³.

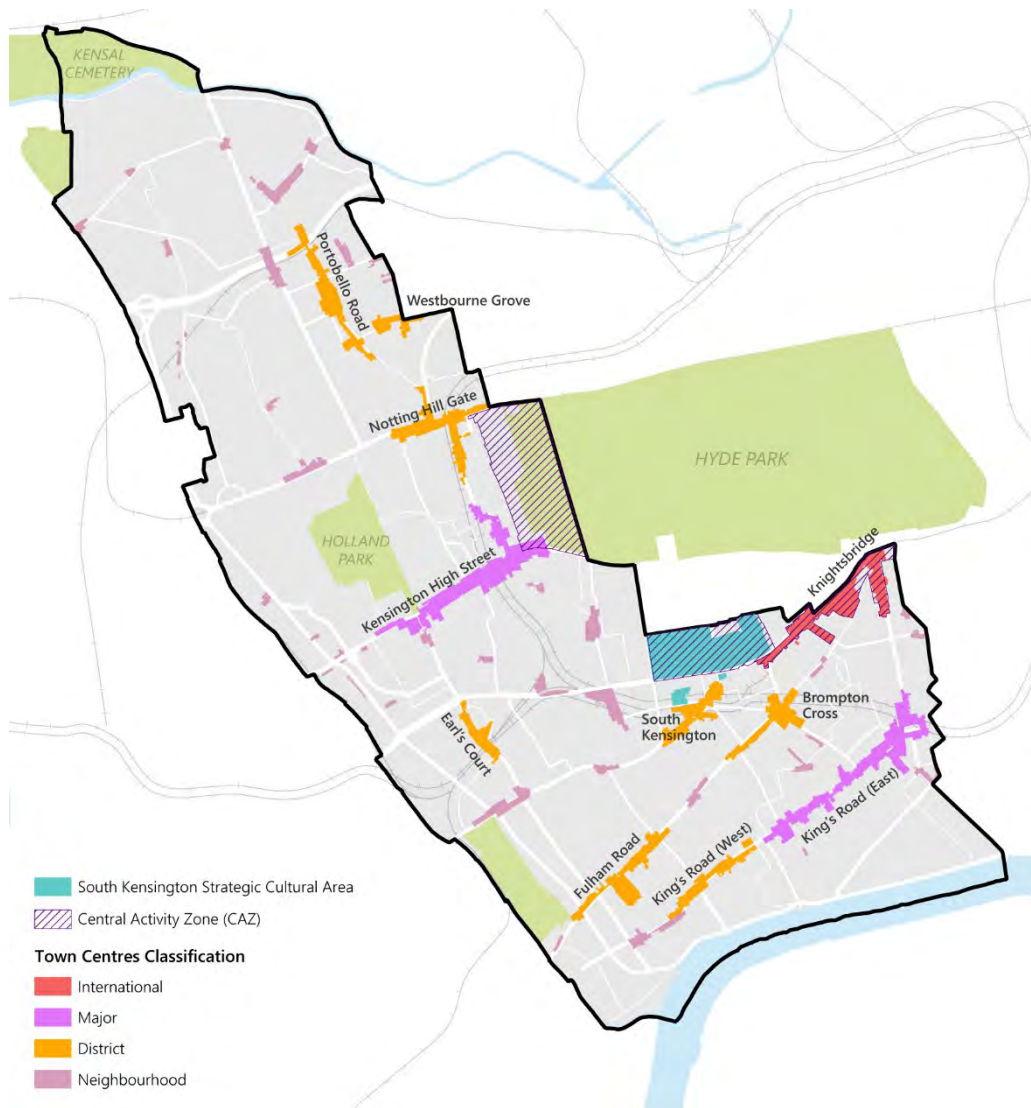


Figure 5.2: RBKC Town Centres

¹⁵³ <https://www.rbkc.gov.uk/planning-and-building-control/planning-policy>

Location of new town centre uses

Policy TC1: Location of new town centre uses

TC1: Location of town centre uses

Town Centre first

- A. In order to support the vitality and viability of Kensington and Chelsea's network of town centres, the Council will apply a town centre first approach to any proposal for a retail or other main town centre use which requires planning permission.

The sequential approach

- B. The Council will apply a sequential approach to proposed retail and other main town centre uses which are neither in an existing centre nor in accordance with the other policies in the development plan. Retail and other main town centre uses should be located in designated centres. Only if suitable sites cannot be found within designated centres, will the Council consider edge of centre locations or if no edge of centres are available, out of centre locations.
- C. To encourage the walkable neighbourhood and to improve the access of a range of facilities to all our residents, the Council will not require a sequential assessment for new shops of less than 400 sq m (GEA) in areas of retail deficiency.

Impact assessment

- D. The Council will require an impact assessment for proposals for new, or extensions to existing, edge or out of centre development for retail, leisure and office uses unless that proposal is in accordance with other policies within the Development Plan or lies with an Employment Zone and will support the commercial function of that area.
- E. The threshold for the need for an impact assessment is:
1. 400 sq m (GEA) for a retail (Class E(a) use); or
 2. 2,500 sq m (GEA) for the other non-retail main town centre uses.
- F. Applications that are likely to have significant adverse impacts will be refused.

New town centres

G. The Council will support the establishment for new town centres in the Kensal Canalside and Earl's Court and West Kensington Opportunity Areas.

1. the retail provision must be of a scale that will serve the day-to-day needs of the development only; and
2. any new centre must comply with the requirements of the NPPF and be of a scale and nature that does not have an unacceptable impact on existing centres.

Town Centre first and the Sequential Approach

- 5.8 The Local Plan endorses the “town centre first approach” and a “sequential test” for any new main town centre uses, as defined within the National Planning Policy Framework and the London Plan.
- 5.9 The main town centre uses include retail, leisure, entertainment facilities, recreational uses, offices and arts, culture and tourist uses.
- 5.10 Other uses may be suitable within a town centre, but not subject to the requirements of the sequential test or an impact assessment. These will include a range of social and community uses, schools, universities and other education uses as well, in certain circumstances, housing.
- 5.11 The Local Plan does not require development which includes retail or the other main town centre use to seek sites within our designated centres within any hierarchical order, provided that the development meets the policy objectives for that centre as described in Chapter 9, Places.
- 5.12 The NPPF definition of an edge-of centre site for retail purposes is any site within 300 sq m of a town centre boundary. This is not considered relevant in this Borough as almost the entire Borough would be edge-of-centre within this definition. To address the compact nature of this Borough and the number of centres within it, the Council considers edge-of-centre development to be that which is adjacent to an existing centre. Given their immediate proximity to our existing centres these areas will have excellent links to the adjoining centre.

Impact Assessment

- 5.13 An impact assessment will be required for new retail, leisure and office uses, which are not in accordance with the policies within our Development Plan. This is as required by Policy SD7 of the London Plan. Assessments should consider the impact on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal, and the impact on town centre vitality and viability.

- 5.14 The Council will only seek an impact assessment for leisure and office uses when more than 2,500 sq m (GIA) floorspace is proposed. This is a scale which has the potential to have an impact on our existing town centres. However, this threshold will be 400 sq m (GIA) for new retail floorspace, or of a scale which often equates to a 'local' format small supermarket. Floorspace of this scale is unlikely to have an impact on nearby centres. Larger retail units do have the potential to have more of an impact.
- 5.15 The nature of the assessment should be proportionate to the scale of the development proposed. An assessment will not be necessary when the proposal complies with the policies in this Plan or where it lies within an Employment Zone and will support the commercial function of that area. These are all circumstances where the creation of new town centres uses will be welcomed.
- 5.16 The Council recognises that units beneath railway arches may provide opportunities to accommodate a range of E class and other commercial uses. This will be supported subject to the provisions of the sequential test and a proportionate impact assessment.
- 5.17 The Council recognises that many town centre uses now fall within the single "commercial, business and service" Class E use. Whilst changes of use within the use class will not ordinarily require planning permission, the creation of additional floorspace does. The Council will ask applicants to specify the nature of the Class E use sought. This will allow the Council to properly assess the proposal against the relevant policies and allow us to assess the likely impact on the vitality of a centre or upon the living conditions of nearby residents.
- 5.18 Where applicants are not in a position to do so we will assess each application against each of the possible Class E uses. Where necessary we will use planning conditions to specify the nature of the Class E use which is acceptable.
- 5.19 This Local Plan promotes the concept of the "walkable neighbourhood", or the idea that everyone living within the Borough should have access to a range of facilities that will meet their day to day needs. To this end, the Council supports the provision of new small shops (less than 400 sq m (GIA)) in areas of retail deficiency. This area is shown on Figure 5.3. The area of retail deficiency is one which lies beyond 400 m. This equates to a five minute walk, less than the 15 minutes promoted for the other uses which make up the walkable neighbourhood. This reflects the importance of having a range of day to day shops within a very easy reach of all of our residents.

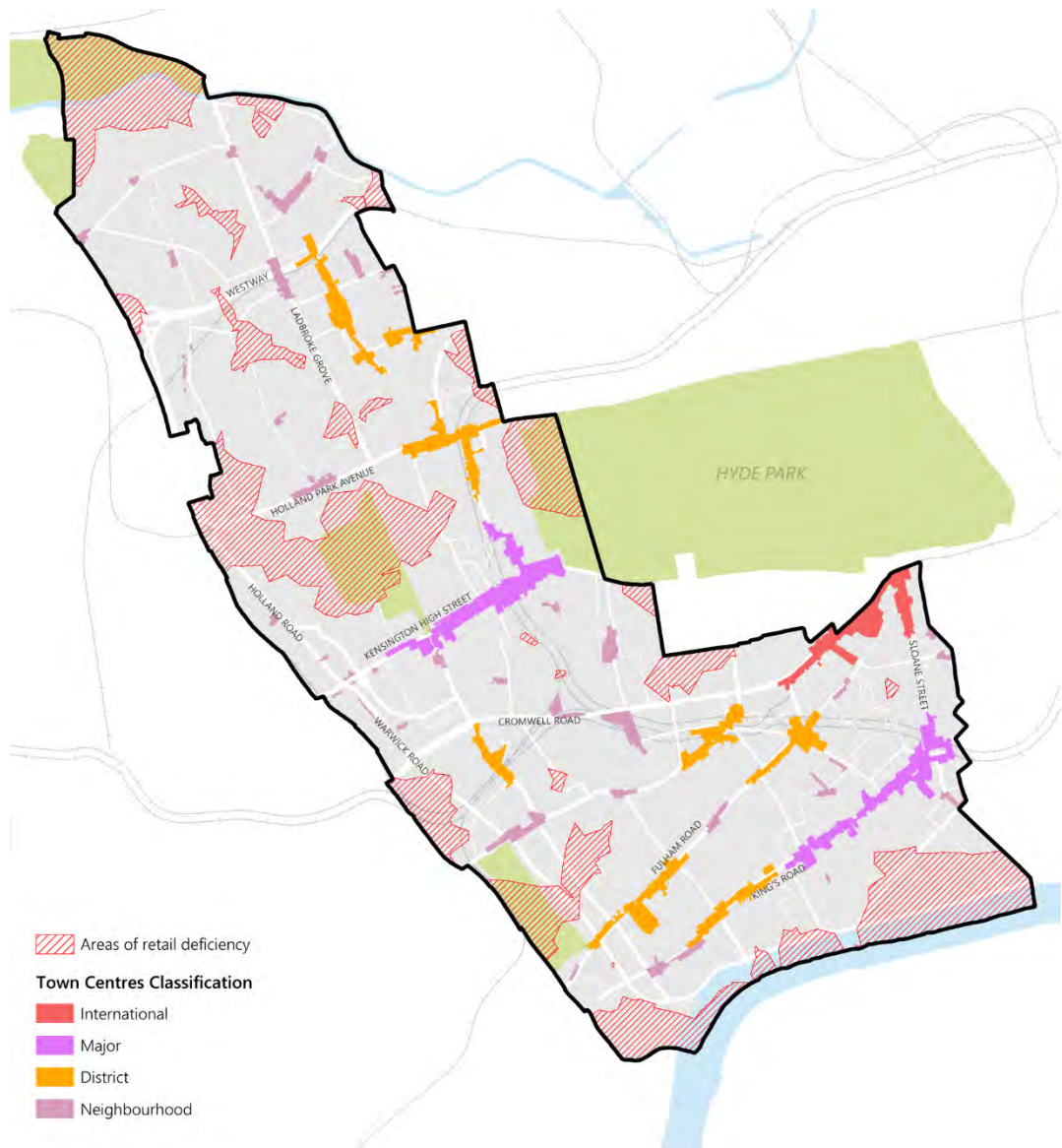


Figure 5.3: Town Centres and areas of retail deficiency

5.20 The Council has recently published a Retail and Leisure Impact Assessment¹⁵⁴ which predicts the need for additional retail floorspace up to 2043. This reflects the changing retail patterns, growth in the spending power of those who visit our centres as well as changes in how retailers stock their shops. This study concludes that we do not need any new comparison floorspace over the lifetime of the plan. By the same token, it is not predicting any significant over supply of comparison floorspace over the same period. Rather than looking for new space, the Council will seek to consolidate and improve the space that we do have and to continue to support healthy town centres.

¹⁵⁴ Retail and Leisure Needs Assessment (Urban Shape) January 2022.

- 5.21 The Council recognises that there may be circumstances where the creation of new town centre uses close to a centre may assist in the fulfilment of the vision for that centre. Such proposals may be supported, subject to the town centre first requirements.
- 5.22 The study suggests that there will be a modest need of 8,900 sq m of additional convenience floorspace needed by the end of the plan period. Much of this will be accommodated within our town centres either by the filling of vacant units or by the development of town centre sites identified in Chapter 10. The Council also notes that some of this need is likely to be accommodated through the creation of new town centres within the Kensal Canalside and Earl's Court and West Kensington Opportunity Areas. These centres will help tie these new places into the area as well as serve the needs of both those living nearby and those living in the newly created homes. We expect these centres to serve a localised retail catchment only, providing the convenience goods and services required by the local community, or predominantly the need generated by these developments. In the case of the Kensal Canalside Opportunity Area we do recognise, and support, the wider catchment of the existing supermarket.
- 5.23 The extent to which, from a retail perspective, there is scope for a larger centre on either of the sites will depend on a detailed analysis of retail need, taking account of the vitality and viability of existing centres (both in this and neighbouring boroughs) both at the time of the development and in the longer term.

Development within Town Centres

Policy TC2: Development within Town Centres

TC2: Nature of Development within Town Centres

- A. Require the scale and nature of development to relate to the size, role and function of that town centre, to reflect the position of the centre within the town centre network and to assist in the implementation of the strategy for that centre; and
- B. Require a range of shop unit sizes in major new retail development, and to resist the amalgamation of shop units, where the retention of the existing units contributes to achieving the vision for the centre.

- 5.24 Our town centres have different roles. A role will be determined by a centre's size, its location, its catchment and perhaps its history. These roles have been reflected by the "level" of the centre and its position in the London Plan's Town Centre Network as set out in paragraph 5.5 above. These roles are not static and may change over time. However, the primary roles of our town centre are, and will continue to be, the centres

for shops and leisure uses, the places which meet the day-to-day needs of our residents, places to work, places to shop and the places which drive our economy.

- 5.25 Our centres are undergoing rapid change as what people want from them is transformed. The Council will take a pivotal role in trying to shape these changes, and to ensure that our centres can evolve in such a way as to remain relevant. To this end the Council has worked with those who use or run businesses in our centres to develop a series of future visions, or strategies to shape their future evolution. These are set out in Chapter 9. These include support for new Business Improvement Districts and a series of small scale public realm improvements. We will require proposals which include new town centre uses, to support these visions.
- 5.26 The changes to planning regulations mean that planning permission will not normally be needed for changes of use of one Class E use to another. However, planning permission will continue to be required for any associated changes to the outside of the building. It is essential that all properties within our town centres retain an active frontage so that these areas remain attractive places to visit and to invest in.
- 5.27 The Council recognises that the planning system does not normally allow for a local planning authority to control the amalgamation of shop units. Planning conditions, however, do allow the Council to maintain newly created smaller units where these play a significant role in maintaining the character of a centre and to help support a dynamic, competitive and diverse town centre. It is these smaller units which are often favoured by the independent sector, a sector with an important role in maintaining a diverse offer and countering the homogenisation of our town centres.

Policy TC3: Diversity of uses within Town Centres

TC3: Diversity of uses within Town Centres

- A. The Council will require development to support the vitality and the viability of our town centres.
- B. Support the provision of a diverse range of town centre uses where they contribute to the character, function and viability of that centre, whilst retaining the core retail function of our larger town centres.
- C. Proposals that are consistent with the Council's policy on all fresco hospitality will be supported.
- D. Support the use of vacant properties within our town centres for a range of meanwhile town centre uses.

Active frontages

- E. Where planning permission is required, the Council will require all new town centres uses to have a shop front, to create an active frontage and/or to provide a direct service to visiting members of the public.

Betting shops, payday loan stores, pawn brokers, amusement arcades and hot food takeaways

- F. Resist betting shops, payday loan stores, pawn brokers and amusement arcades and hot food takeaways within our higher order town centres, when these will make up more than:
1. 25 per cent of ground floor units in the relevant street frontage of our primary retail frontages; or
 2. or 50 per cent of ground floor units in the relevant street frontage of our secondary retail frontages.
- G. Such uses will not be appropriate in our neighbourhood centres.

New homes in Town Centres

- H. Support the provision of housing within town centres where:
1. not at ground floor level, fronting the street.
 2. does not adversely affect the character and function of the centre; and
 3. complies with the “agent of change” principle.

Use of conditions

- I. When planning permission is required, the Council may use planning conditions to specify the particular use within Class E, which may be suitable within a building, or part of a building.

Diversity of uses within Town Centres

- 5.28 For a town centre to be successful it must contain the mix of uses which make it a place which people choose to visit. This mix will vary, but for our centres it is the shopping element which remains key. It is the core, or primary frontages, which contain the critical mass of shops with the peripheral parts being home to more cafés, restaurants and other service uses. It is this range of uses which make our centres the successful places that they are.
- 5.29 But one size does not fit all, and what may be right for one centre may not be right for another. Each centre has a slightly different function, has

different challenges and different strengths. This is considered in chapter 9, the “Places”, where the Council seeks to build upon its work of its Town Centres Task Force and draw up visions for our larger centres, or the strategies we believed will allow them to thrive in the future. Offering something different, an attraction, an experience, a new place to work or a place to learn will be key if our larger town centres are to remain relevant.

- 5.30 The Council will have particular regard to the needs of those who live within, or close to our town centres. Where possible, we will support our larger centres in meeting these needs.
- 5.31 Our smaller neighbourhood centres are no less important. Their primary role differs in that they tend to offer less comparison shops (shops where, for example, one might buy clothes, books, or kitchenware) but more convenience uses, or those which meet the day-to-day needs of our residents. This may include a food shop, the dentist, the beauty salon or the hairdresser.
- 5.32 However, we must also recognise that the recent changes to planning regulations means that it is no longer a Council’s role to try to curate what it might see as the best balance of uses in a centre. A shop, a restaurant, an office or a health centre all fall within the single “commercial, business and service” use class and it is for individual landowners, not the planners, to decide how the unit is used.
- 5.33 This has its benefits. It allows greater flexibility and innovation as a business can adapt quickly and not be constrained by the requirements of the former Use Classes Order. The Council welcomes this flexibility and will support any main town centre use where we are satisfied that it supports the vitality of our town centre, and where the amenity of those living within, or near, our centres is not significantly affected.
- 5.34 The Council will also support the temporary or “meanwhile use” of otherwise vacant properties across our town centres and in other appropriate locations across the Borough. Meanwhile uses are generally of the benefit to the local community, offering for example, meeting spaces, learning spaces, temporary rehearsal spaces, pop up shops and exhibitions, or spaces where new entrepreneurs can test their products. This will largely, but not exclusively, be within town centre locations.
- 5.35 The provision of an active frontage is an essential element of any new use within the town centre. It will help ensure that the new use is fully integrated into the centre, supports footfall, and adds to the natural surveillance of the area.

Betting shops, payday loan stores, pawn brokers, amusement arcades and hot food takeaways

- 5.36 Whilst the “Commercial, business and service” Class E use now contains the majority of commercial town centre uses, planning regulations keep certain categories of use outside of the use classes order, or in planning

parlance being “sui generis”. These are largely the uses which have the potential to have a particular adverse impact on the vitality of a centre, its character or upon the lives of those who live nearby. These are uses which still require planning permission. These include betting shops, pawn brokers, amusement arcades and similar uses.

- 5.37 The Council recognises that a proliferation of these uses can damage the character, vitality and viability of a town centre, particularly when within the primary shopping area of our larger centres. If poorly managed they can be associated with anti-social behaviour as well as diluting the main retail or service function of a centre. Such uses will not be appropriate on our neighbourhood centres.
- 5.38 Pubs and bars are also sui generis uses. However, like restaurants, these are uses which have an important role to play in supporting the vitality of our centres. They may increase dwell time for shoppers and encourage use of our centres in the evenings. But they are also the uses which do have the capacity to cause noise and nuisance to those who live nearby. When planning permission is required, the Council will consider the impact of any proposal on its neighbours. When it is not required the Council will use other regimes, particularly its powers through licencing and noise and nuisance to mitigate the potential impact. Hot food takeaways are also a sui generis use, which like bars and restaurants, can support the viability of a centre. However, an over provision will both harm the viability of a centre, may cause anti-social behaviour and may have a particular impact on the amenity of those living nearby. An over provision can also have a detrimental impact on the health of those who use them.
- 5.39 The policy threshold set out in part E relates to all of these specified uses and not to each use alone.
- 5.40 The impact of the plant associated with a restaurant, a bar, a take-away or similar use can still be assessed through the planning process, including through Local Plan Policy G9, “Odours”.
- 5.41 The Council welcomes the provision of offices and other similar business uses within our town centres. It is a use which benefits from a highly accessible town centre location, but which also attracts visitors to a centre and generate footfall. The right business space can create a dynamic use which can generate life and interest, a use which may be particularly valuable when the role of retail is becoming less important.

Active frontages

- 5.42 However, care needs to be taken to ensure that the business premises being provided are of a type which supports the viability of a centre. Where planning permission is required, office uses which create dead frontage at ground floor level will be resisted.
- 5.43 The NPPF encourages boroughs to support “town centre living”. The two uses can complement one another. The town centre is a vibrant and

exciting place to live, whilst those living in a centre directly contribute to its vibrancy. The Council also recognises that our town centres may be the places which have some capacity to provide new homes.

- 5.44 Whilst the Council cannot control changes of use within the E Classes, we do have an Article 4 direction in place which allows us to require planning permission for any change of use of an Class E use to residential within most of our higher order and smaller neighbourhood town centres.

New Homes in Town Centres

- 5.45 The Council will support the building of new homes in our town centres but only when we are satisfied that the vitality of our town centres is maintained. Regard will be had to the impact that the change of use will have upon the supply of small offices. The Council will also have regard to the nature of the unit that remains and whether it is of a size and nature which may be suitable for a range of occupiers. This will include the need for storage as well as tradable space.

Use of Conditions

- 5.46 Regard must be had to the “agent of change principle” as articulated by Policy D13 of the London Plan. New development must be designed to ensure that any established noise generating uses can remain viable and can continue to grow without unreasonable restrictions being placed on them. This places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development.
- 5.47 Whilst planning permission will not normally be required for the change of one town centre use to another, it will be where new floorspace is being provided. In these circumstances the Council will not normally seek to constrain the flexibility that would otherwise be allowed through Class E. However, there may be circumstances where we will use planning conditions to ensure that the policies within this Local Plan can be properly implemented.

Policy TC4: The evening economy

TC4: The evening economy

- A. Proposals that enhance or diversify the Borough's evening economy will be supported where they:
 - 1. are located within the Borough's designated higher order centres, or the Earl's Court or Kensal Canalside Opportunity Areas, and are of a size and type that reflects the role and function of that centre; and
 - 2. will not result in a negative impact on the amenity of the surrounding residential uses.
- B. Proposals that are consistent with the Council's policy on al fresco hospitality (T3) will be supported.
- C. Where appropriate, the Council will use planning conditions to mitigate the potential impact of such uses.

- 5.48 The Council recognises the contribution that restaurants, takeaways, bars and pubs, cinemas and theatres can have an important role in supporting the vitality of our town centres. They can add to the cultural draw and in providing for the uses valued by the local community and by visitors to the Borough. In addition, these uses can provide jobs and support the local economy. These uses may have a strong role in letting our town centre evolve as they adapt to a post Covid-19 world and may be a key component of the future vision of some of our centres.
- 5.49 The value of "evening uses" is reflected by the Council's support for al fresco dining, hospitality on our streets and spaces. The Council has adopted a policy to license al fresco terraces within the public realm normally until 10pm. This policy aims to increase activity on our streets in the evening. Further details are set out in Policy T3 (Living Streets and outdoor life), and in the Streets and Transport Chapter of this plan.
- 5.50 However, the Council recognises that, if not properly managed, entertainment uses are also uses which have the potential to disturb those who live nearby. This disturbance may be from the use itself but also through the associated servicing, plant and the noise caused by people arriving and leaving the premises. This disturbance can be particularly pronounced when similar uses are clustered in certain areas.
- 5.51 The Council recognises that a number of "evening uses" have evolved to successfully operate within our neighbourhood centres. Indeed a popular local pub or a well-loved local restaurant can both provide a local service and help create the sense of place so valued by our residents. Al fresco dining for existing uses will be supported in our neighbourhood centres,

where it complies with the provisions of Policy T3. However, the creation of a new evening use, where before there was none, will not generally be supported (where planning permission is required), in neighbourhood centres as this has the potential to conflict with the otherwise residential character of the area. The introduction of a new “evening” use will only be supported where it can be shown not to harm the character of the centre, not to have a detrimental impact on the amenity of those living within or close to the centre, and that it complies with the agent of change principle.

- 5.52 Evening uses will be supported in the neighbourhood centres created within the Earl’s Court or Kensal Canalside Opportunity Areas, where they will form part of the mix of commercial uses which support the function of these distinct “places”.
- 5.53 The 2021 changes to planning regulations means that the change use of a premises from one class E “commercial, business or service use” to another will not need planning permission. However, permission is still required for the creation of the majority of these other “evening uses”. These include “sui generis” uses such as bars, clubs and takeaways. Planning permission will also be required for the plant often needed to operate an evening use effectively.
- 5.54 The Council can use the licencing and the environmental health regimes to ensure that the potential of disturbance or anti-social behaviour is mitigated irrespective as to whether planning permission is required.
- 5.55 Where planning permission is required we can use a range of planning conditions to help mitigate the impact. These can include, for example, the hours of operation, limiting the number of those who can visit, or how these units can be serviced. Planning permission will also be required for the plant often needed to operate an evening use effectively. However, there will be circumstances where the use of conditions will not be able to effectively mitigate the impact. In these cases planning permission will be refused.
- 5.56 The Council recognises the importance of effective enforcement to ensure that the requirements required under the planning, licencing or environmental health regimes are properly implemented.

Policy TC5: Local Shopping and other Facilities which support the Walkable Neighbourhood

TC5: Local Shopping and other Facilities which support day-to day needs.

- A. Where planning permission is required, the Council will:
1. protect individual shops outside of designated town centres; and
 2. resist the loss of restaurants outside of higher order town centres
- B. Resist the loss of public houses and other drinking establishments throughout the Borough.

- 5.57 The Council supports walkable neighbourhoods, or trying to ensure that everyone living in our Borough has easy access to a range and a choice of facilities which they may need on a regular basis.
- 5.58 One part of this is the need to protect, where possible, a range of local shopping and other similar uses. For the purpose of this policy this includes a range of Class E, Commercial, Business and Services uses, including shops and restaurants as well as public houses.
- 5.59 The Council's Article 4 direction means that planning permission is still required for the loss of any Class E use to residential across much of the Borough. However, the Council recognises that planning permission is not required for any change of use within the Class E use.
- 5.60 Where possible we will protect individual shops and those within small parades as it is often these premises which prove useful for "top-up" shopping. These shops are particularly valuable to elderly, or less mobile shoppers and those with young children.
- 5.61 Public houses are valued by many of our residents. Not only do they make a contribution to the community and cultural life of the Borough, but at neighbourhood level they offer a source of identity and distinctiveness, providing opportunities for social interaction and places to meet. They support community cohesion – in short the essential ingredients of a sense of community and place.
- 5.62 The Council will have regard to Policy HC7 of the London Plan, "Protecting public houses", when considering any application which includes the loss of a public house or pub floorspace. This policy, and associated supporting text, sets out the nature of the marketing evidence that will be required to demonstrate that there is no realistic prospect of the building being used as a pub in the foreseeable future. This includes marketing as a pub for at

least 24 months at an agreed price following an independent valuation in a condition that allows the property to continue functioning as a pub

- 5.63 Any proposal which includes the loss of upper floors or ancillary uses such as function rooms and staff accommodation must demonstrate that this loss will not compromise the operation or viability of the public house. Measures must be put in place which would mitigate the impacts of noise for new and subsequent residents in accordance with the “agents of change” principle.
- 5.64 It is not only public houses that support community cohesion. Other uses such as restaurants and 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 helps 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.

SAVED Policy TC6: Street Markets

SAVED Policy TC7: Art and Culture uses

Policy TC8: Hotels

TC8: Hotels and other forms of tourist accommodation

The Council will:

- A. support the provision of new hotels:
1. within, or adjacent to the Borough’s higher order town centres;
 2. within the Earl’s Court and West Kensington Opportunity Area; or
 3. other areas where the new hotel would support the function of the area, where:
 - a. there is no loss of permanent residential accommodation; and
 - b. there will be no unacceptable harm to amenity or to the residential character of an area.
- B. protect hotels and hotel bedrooms across the Borough, save within the SW5 postcode area,.

C. encourage the expansion, upgrading and diversification of existing hotels where:

1. this will assist in maintaining the vitality of a town centre;
2. this will not result in the loss of any permanent residential accommodation; and
3. there will be no unacceptable harm to amenity or to the residential character of an area.

D. resist the provision of holiday lets and other forms of temporary sleeping accommodation where:

1. it involves the loss of permanent residential accommodation; or
2. it will have significant impact on the amenity or to the residential character of an area.

- 5.65 Tourism is one of the Borough's key economic drivers. Whilst the Covid-19 pandemic has greatly reduced visitor numbers in the short term, we fully expect to welcome visitors back in the numbers we had before.
- 5.66 In 2019, it was estimated that Kensington and Chelsea benefited more than any other borough from the spending power of tourists, at just over £5 billion pounds, with the tourist industry providing 121,000 jobs. There will be a symbiotic relationship between spend, jobs and the hotel sector. Tourists stay in our hotels, visit our attractions and shop in our centres. As a "main town centre use", we would expect new hotels to be located within, or adjacent to our higher order town centres, although we recognise that a hotel may also be appropriate in other areas which lie close to major tourist attractions, or where they might otherwise support the function of an area. This includes within the Earl's Court and West Kensington Opportunity Area.
- 5.67 The Borough's stock of hotels can play a significant role in the London Plan's ambition of creating an additional 58,000 bedrooms across the capital by between 2015 and 2041. Whilst the additional demand for new bedspaces within the Borough to 2041 is minimal, any loss will have to be made up elsewhere, and will generally be resisted.
- 5.68 The only exception are the hotels within the SW5 post code area (Figure 5.4). This covers Earl's Court ward as well as the western part of Courtfield ward and a small part of the north of Redcliffe ward. This is part of the Borough where there is a particular concentration of hotels which have evolved to serve the Exhibition Centre. With the loss of the Exhibition Centre demand has fallen and some hotels are struggling to maintain the occupancy levels needed to allow continued investment in the business.
- 5.69 The Council recognises that the nature of demand for different types of visitor accommodation is changing, and there may be some hotels elsewhere in the Borough which are also struggling to adapt. The Council

may permit the loss of a hotel where we are satisfied that there is no long term future for that particular hotel.

- 5.70 The evidence required will include marketing as a hotel for at least 24 months at an agreed price following an independent valuation in a condition that allows the property to continue functioning as a hotel.
- 5.71 The loss of any hotel within the Borough should not harm the viability of a town centre. Where a hotel lies within a town centre an active commercial ground floor frontage must be maintained.
- 5.72 The upgrading or diversification of the facilities offered by 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, when located within, or adjoining a centre, can ensure that the vitality of that 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.
- 5.73 Airbnb and likeminded letting platforms have transformed the Borough's tourist sector. The visitor can now choose to stay in someone's home as well as in one of the Borough's 180 hotels. This innovation in the sector has attracted many more to the Borough, to spend in our centres and to visit our attractions.
- 5.74 Whilst the Council recognises the provisions of the [Deregulations Act \(2015\)](#) and will continue to support innovation across the sector, we recognise that less formal "homestays" may not be without their problems. They can result in the loss of the homes needed by our residents and, when not properly managed, unneighbourly behaviour can harm those who live nearby. The latest data ¹⁵⁵ suggests that the Air BnB alone now accounts for some 4,700 homes across the Borough, or 7 per cent of our entire housing stock. These are homes that are no longer available for our residents to live in. The creation of new visitor short term lets will, therefore, only be supported when not at the expense of existing homes.

¹⁵⁵ RBKC Local Housing Needs Assessment. Cobweb. (2021)

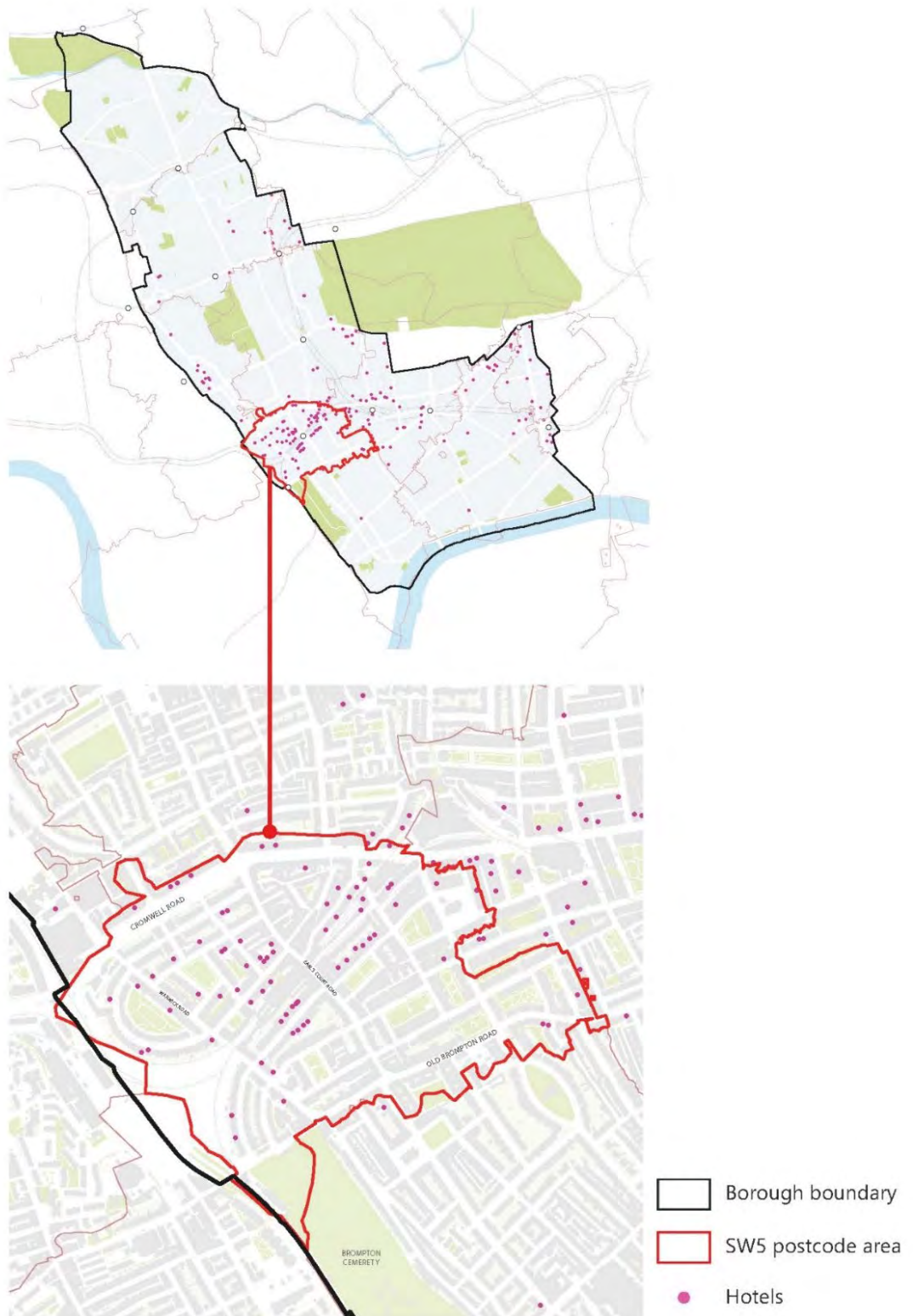


Figure 5.4: SW5 postcode area ¹⁵⁶

¹⁵⁶ Please note the sites for hotels are indicative only.

SAVED Policy TC9: Diplomatic and Allied Uses

SAVED Policy TC10: South Kensington Strategic Cultural Area

6 Business

Introduction

- 6.1 The Borough is not a strategic office location in the way that the City of London or the Isle of Dogs are, and the Council does not require the provision of very significant amounts of new office floorspace over the lifetime of the Plan. However, we are home to a vibrant and a varied business sector which makes an important contribution to the country's economy. Our business sector is also greatly valued at a more local level for the jobs it provides, the role it plays in servicing the Central Activities Zone, for the contribution it makes to the character of our streets and for the people it brings to our town centres. It is a key tool in the way we can begin to address inequality.
- 6.2 Covid-19 has accelerated the changes in the way that many of us work. Some may work from home and others may take a hybrid approach and travel to their offices for two or three days a week. These changes have had an impact on the amount of new office floorspace that is needed in the Borough over the lifetime of plan. However, this need is not insignificant. It can only be met through the provision of new businesses on some sites and, provide the planning policy framework to protect the business uses that we have.

Key Facts

- 470,000 sq m office floorspace.
- 94,000 sq m of 'industrial' floorspace.¹⁵⁷
- Concentration of business uses in town centres and the three Employment Zones, but also scattered across the Borough.
- Some 42,500 people employed in the office sector.
- 69 per cent individual offices less than 100 sq m in size, and 90 per cent employ less than 10 people.
- A particular strength in the information and communications, fashion, publishing, music and wider creative industries.
- Pre Covid-19 vacancy rates just 2.2 per cent, rising to 5.8 per cent (June 2021), but expected to fall back in 2023.
- A need for 60,500 sq m of net additional office floorspace by 2043.

¹⁵⁷ Includes light industrial uses as well as general industrial and storage and distribution uses.

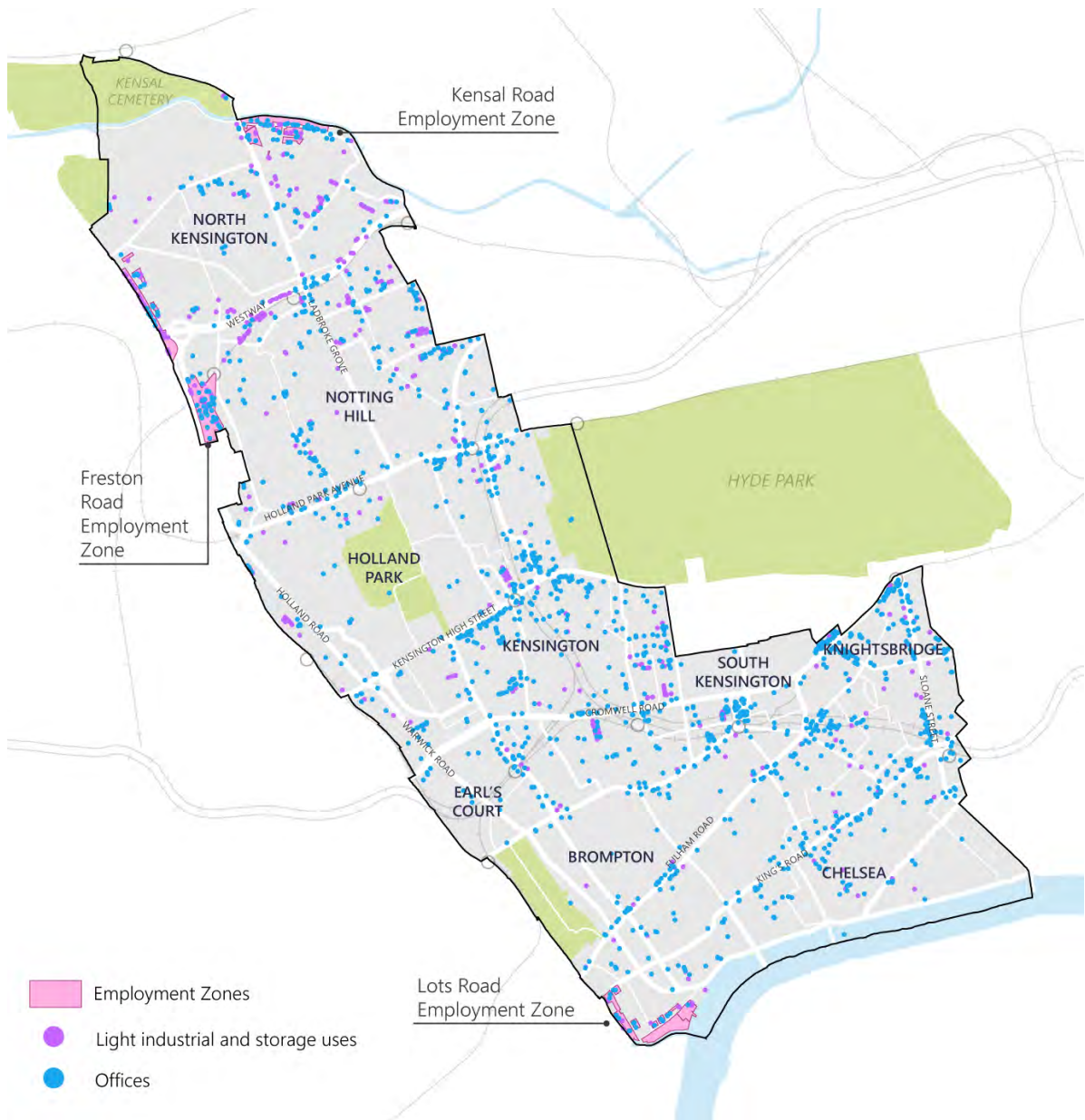


Figure 6.1: Business Premises in RBKC ¹⁵⁸

¹⁵⁸ Please note this figure is intended to be diagrammatic, being based on the Council's land use gazetteer 2019. It should not be used to identify the use of individual properties in particular locations.

Policy BC1: Business Uses

BC1: Business uses

Protecting existing Office space

- A. Where planning permission is required, protect all offices and office floorspace, except where:
1. within an Employment Zone and being replaced by a use which supports the commercial character and function of the zone;
 2. within a town centre and being replaced by an alternative (non-residential) town centre use; or
 3. the office is being replaced by a social and community use.

Locations for New office space

- B. Permit small and medium sized offices anywhere in the Borough.
- C. Require new large scale offices to be located within a town centre, other accessible areas, Opportunity Areas or within an Employment Zone, unless the development would meet the requirements of the sequential test.
- D. New offices will be supported within the town centres where they contribute to the character, function and viability of that centre.
- E. Require new offices within a town centre to create an active frontage.
- F. New large scale offices outside of existing town centres will be subject to an impact assessment.

Industrial and Warehouse uses

- G. Where planning permission is required, protect:
1. industrial uses;
 2. storage and distribution uses unless to an office Class E(c) or light industrial Class (E(g) use; and
 3. vehicle repair garages and MOT centres.

H. Intensification of existing and new industrial uses are supported within Employment Zones, the Opportunity Areas and other areas where it can be demonstrated that residential living conditions are not harmed.

Employment Zones

I. Promote Employment Zones as:

- 1) centres for innovation, locations for large and small businesses and workshops,
- 2) places for other town centres uses, where such uses contribute to the vitality of the zone and to the wider area.

J. In the Kensal, Lots Road and those parts of the Freston/Latimer Road Employment Zone which lie south of the Westway: support the creation of residential floorspace where it is shown to bring a significant uplift in both the quantity and the quality of the business uses on site.

K. In the Freston/Latimer Road Employment Zone north of the Westway: support the creation of residential floorspace where the existing commercial floorspace is retained or re-provided and where its quality is improved.

L. All development within the Employment Zone must comply with the agent of change principle.

Meeting the need for office floorspace

- 6.3 The Council's Employment Land Study, October 2021 forecasts a demand of 60,500 sq m of net additional office floorspace by 2043. This is a level that reflects the health of our business sector and the ongoing growth of our creative industries, a sector well represented across the Borough. However, it is also a level which reflects the different ways we are likely to work in a post-pandemic era.
- 6.4 The Council will try to meet this demand so that the Borough, and its residents, can reap the benefits associated with the provision of the diverse mix of business premises.
- 6.5 There are likely to be a number of elements in meeting this need. We will need to protect the offices that we do have; we must continue to work with developers to encourage those proposals which have planning permission to be delivered; and we will have to find new opportunities for new business development. Many of these will be associated with the intensification of existing sites, be this within, or outside our Employment Zones and our larger town centres, or through the creation of commercial space in our Opportunity Areas.

Protecting existing office floorspace

- 6.6 The Council recognises that planning permission will not be required for the loss of some offices to an alternative Class E “commercial, business and service use”. Some of these changes of use may not be welcomed, whilst others may. The Council’s policies do not relate to any change of use which does not require planning permission.
- 6.7 Where the loss of the office is not to an alternative Class E use, planning permission will be required, and ordinarily any loss will be resisted. However, we do recognise that there may be circumstances when a change of use may be beneficial. This may include an office being used as a warehouse; a use which directly serves the needs of the community or; when within a town centre, being used as another town centre use which may support the viability of the centre.
- 6.8 The Council has an Article 4 direction in place which means that planning permission is still required for the change of use of most Class E use to a new home.¹⁵⁹ Whilst the Council generally welcome the provision of new homes, this must not be at the expense of business uses.

¹⁵⁹ The parts of the borough covered by the Article 4 direction removing the freedoms offered under Class MA of Part 3 of Schedule 2 of the GPDO (2015) can be viewed on the Council’s website.



Figure 6.2: Areas where Article 4 Direction for removal of Permitted Development Rights for changes of use from Class E (Commercial, Business and Service Uses) to Class C3 (Dwelling houses) applies.

6.9 The Council recognises that that the reconfiguration and re-provision of business floorspace with a single property, or a number of properties in an area, can result in the more efficient use of space. However, the Council will resist land use swaps where these result in a reduction in the diversity of the types of offices on offer. The Council will not support the loss of an office within an accessible high value area within a town centre to a more peripheral location in another part of the Borough. The Council will also resist proposals that would result in the reduction in the quality of office floorspace, such as with underground rooms or in spaces without windows and natural ventilation.

New offices

6.10 The London Plan notes that as a “main town centre use” any proposal which includes the provision of new offices (when they are not in

accordance with the Development Plan) will be subject to the provisions of the town centres first principle, the sequential test and where appropriate, require an impact assessment.

- 6.11 The Council will, therefore, direct new large scale offices (1,000 sq m + GEA) to town centres, to edge of centre sites, to other accessible areas. An accessible location is one with a Public Transport Accessibility (PTAL) score is 4 or greater. This will allow new offices to support the continued viability of the town centres and ensure that as many people as possible can reach these areas by public transport, or by foot or bicycle. Large scale offices may be appropriate in other areas, and in particular the Employment Zones, when shown to meet the requirements of the sequential test and where this is supported by proportionate improvements to walking, cycling and public transport connectivity and capacity. Outside of our larger town centres it is the Employment Zones that are the main concentrations of commercial uses, and centres of economic activity.
- 6.12 While medium-size (300 to 1,000 sq m (GEA)) and small offices (100 to 300 sq m (GEA)) do benefit from proximity to a town centre, their 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 be supported throughout the Borough.
- 6.13 The Council will also require the provision of business uses within both the Earl's Court and West Kensington and Kensal Canalside Opportunity Areas. The scale required will reflect the London Plan designation. Business space will help create an active use and create a sense of place. Details are included in Chapter 10: Site Allocations.

Industrial and warehouse uses

- 6.14 The Council's Employment Land Study, October 2021 has considered the future need for industrial floorspace over the lifetime of the plan. It has identified a modest additional need of 9,000 sq m. We recognise that the development economics of the Borough means that new industrial floorspace is very unlikely to come forward. Therefore, the most appropriate approach is to protect those industrial uses that we do have and to encourage the provision or intensification of industrial uses when they come forward. This may include within our Employment Zones or the Opportunity Areas where industrial/light industrial uses may form part of the mix of active uses which make these areas successful. Light industrial uses may also be suitable for smaller sites, such as beneath railway arches, where the Council is satisfied that they will not harm the living conditions of those living nearby.
- 6.15 This will help us provide for a type of premises which meet the employment needs of a particular sector of our residents, and which support the role that our borough has as an area which will provide for the

essential services to London's Central Activities Zone. This may include sustainable 'last mile' distribution/ logistics and 'just-in-time' servicing such as food service activities, printing, administrative and support services. It will also, in the case of car repair garages, help protect a valued local service.

- 6.16 The Council recognises that much of our industrial stock will be considered to be "light industrial", a Class E use. Planning permission will not be required for this to a change to an alternative Class E use.
- 6.17 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 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 an office or light industrial use may see a change of function it will ensure that the important business function is retained.
- 6.18 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

- 6.19 The Borough's Employment Zones continue to evolve from being 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 allow these areas to grow and to thrive. There is a need for warehousing, for micro-offices for start-up businesses, the premises suitable for the larger well established businesses, and for everything in between. The Council's ambition for the Employment Zones is set out in Chapter 9.
- 6.20 The boundaries of the Employment Zones are shown on the proposals map and on the digital map on the planning pages of the Council's website.
- 6.21 The Council also notes the flexibility of use allowed by Class E. We do not wish to constrain this flexibility, recognising that many of these more traditional "town centre uses" can greatly contribute to the commercial function of the Employment Zones. Gyms or shops, for example, can provide a service to workers, whilst cafes and restaurants can become impromptu meeting or working spaces.

- 6.22 The Council recognises that whilst many of these changes of use no longer require planning permission, the creation of new space does. In these circumstances the Council will ensure that the wider business function of our Employment Zones is maintained. This may include a mix of Class E uses as well as light industrial or warehousing uses.
- 6.23 For clarity it should be noted that whilst the Employment Zones may be suitable for new town centre uses, they have not been identified as locations for new town centres. As set out in Policy TC1, new town centre uses may be subject to the sequential test and an impact assessment.
- 6.24 The Council recognises that our Employment Zones are locations which may have the potential to accommodate new homes. These new homes, be they part of residential or business led redevelopment, may also introduce “value” into an area and help deliver new business floorspace. In order to ensure that the business potential of these zones is enhanced, residential uses will normally only be permitted when they also include a significant uplift in business floorspace. This floorspace must be at least of equal quality as that which currently exists.
- 6.25 The only exception will be in those parts of the Freston/ Latimer Road Employment Zone which lie north of the Westway and within the area covered by the St Quintin and Woodland’s Neighbourhood Plan, the document which forms part of our development plan. In order to reflect these locally determined policies and the more marginal nature of the commercial market in this small area, the Council will require new development to retain, or re-provide, existing commercial floorspace but does not require an additional uplift in the quantum of this commercial floorspace.
- 6.26 It is essential that the commercial function of an Employment Zone is not jeopardised by the introduction /expansion of residential uses. This will normally be ensured by appropriate design, through the retention of existing commercial floorspace, and through the maintenance of the business function of ground floor frontages. If the Council is not satisfied that the business function can be retained, the introduction of residential floorspace will be resisted.
- 6.27 The Council recognises that the introduction of housing into an otherwise commercial area can cause difficulties. In line with the ‘agent of change’ principle, any new development must be designed to ensure that pre-existing uses can continue to operate or grow without unreasonable restrictions being placed on them. This could include, for example, the separation of residential and business elements, or the installation of effective noise insulation within the newly built homes.
- 6.28 The Council expects all new housing being provided within the three Employment Zones to comply with the other policies in the plan. This

includes the requirements for the provision of Community Housing as set out in Policy HO3 and the requirements relating to Housing Size and Standards (Policy HO4).

SAVED Policy BC2: Creative and Cultural Businesses

Policy BC3: Affordable Workspace

BC3: Affordable Workspace

A. The Opportunity Areas

1. Earl's Court Opportunity Area – A minimum of 10 per cent of the E(g) business floorspace on the site to be affordable workspace, with an upper limit subject to an assessment of need. This affordable workspace must be provided at a capped rate of at least 50 per cent less than the prevailing market rate for comparable premises in perpetuity.
2. Kensal Canalside Opportunity Area – A minimum of 500 sq m of affordable workspace, or a minimum of 10 per cent of any E(g) business floorspace provided on the Opportunity Area, if more than 5,000 sq m of E(g) floorspace is provided. This affordable workspace must be provided at a capped rate of at least 50 per cent less than the prevailing market rate for a period of at least 20 years.

B. For all other sites, new developments that provide an uplift of more than 5,000 sq m (GIA) of Class E(g) business floorspace must provide affordable workspace, equating to a minimum of 10 per cent of the additional employment floorspace (GIA).

1. For development in CIL charging zones F and H shown in Figure 6.3, this affordable workspace must be provided at a capped rate of at least 50 per cent less than the prevailing market rate for comparable premises for a period of at least 20 years;
2. For development in all other locations this affordable workspace must be provided at a capped rate of at least 50 per cent less than the prevailing market rate for comparable premises in perpetuity.

C. New affordable workspace must be provided on site.

6.29 Average rents for offices and other business premises have risen significantly in recent years and the Borough is becoming increasingly unaffordable for many of our existing businesses as well as those looking to set up in the Borough for the first time. This is a particular issue for the

creatives and smaller or micro businesses who are generally more cost-conscious and sensitive to rising rents. These are very much the type of business that make up the core of the Borough's thriving business sector.

- 6.30 In this context, the Council uses the London Plan's definition of affordable workspace as set out in Policy E3. Affordable workspace is considered to be new-build employment floorspace provided at rents maintained below the market rates for that space for a specific social, cultural or economic development purpose. The Council expects this workspace to be operated and managed by a specialist workspace provider or by the developer itself, as approved by the Council. The discount required is that to the specialist provider and not to the end user, although it may be that a reduction in rent may be part of the offer provided by the specialist provider.
- 6.31 All proposals which provide affordable workspace must prepare an Affordable Workspace Statement to be submitted alongside the relevant planning application, or where appropriate at the pre-application stage. This will include details of how the provider will add social value, be this, for example, through rent affordability, through local employment opportunities, business mentoring and networking, apprenticeship opportunities or by cross-subsidy from more established firms to emerging firms operating in the low income sectors.
- 6.32 The Borough's Opportunity Areas are both sites where the scale of business development is appropriate for the provision of affordable workspace. The nature of this workspace will be of a type that can assist in the making of the place.
- 6.33 Given the Council will only require the provision of affordable workspace for proposals on large sites where at least 5,000 sq m of additional E(g) business floor space is being provided the associated affordable workspace will be of a scale that can successfully operate in its own right. Given the paucity of sites of this type, this space must be provided in kind and on site.
- 6.34 The affordable workspace should be made available for occupation at the same time as, or prior to, the first occupation of 50 per cent of the non affordable element of the remaining economic floorspace in the development.

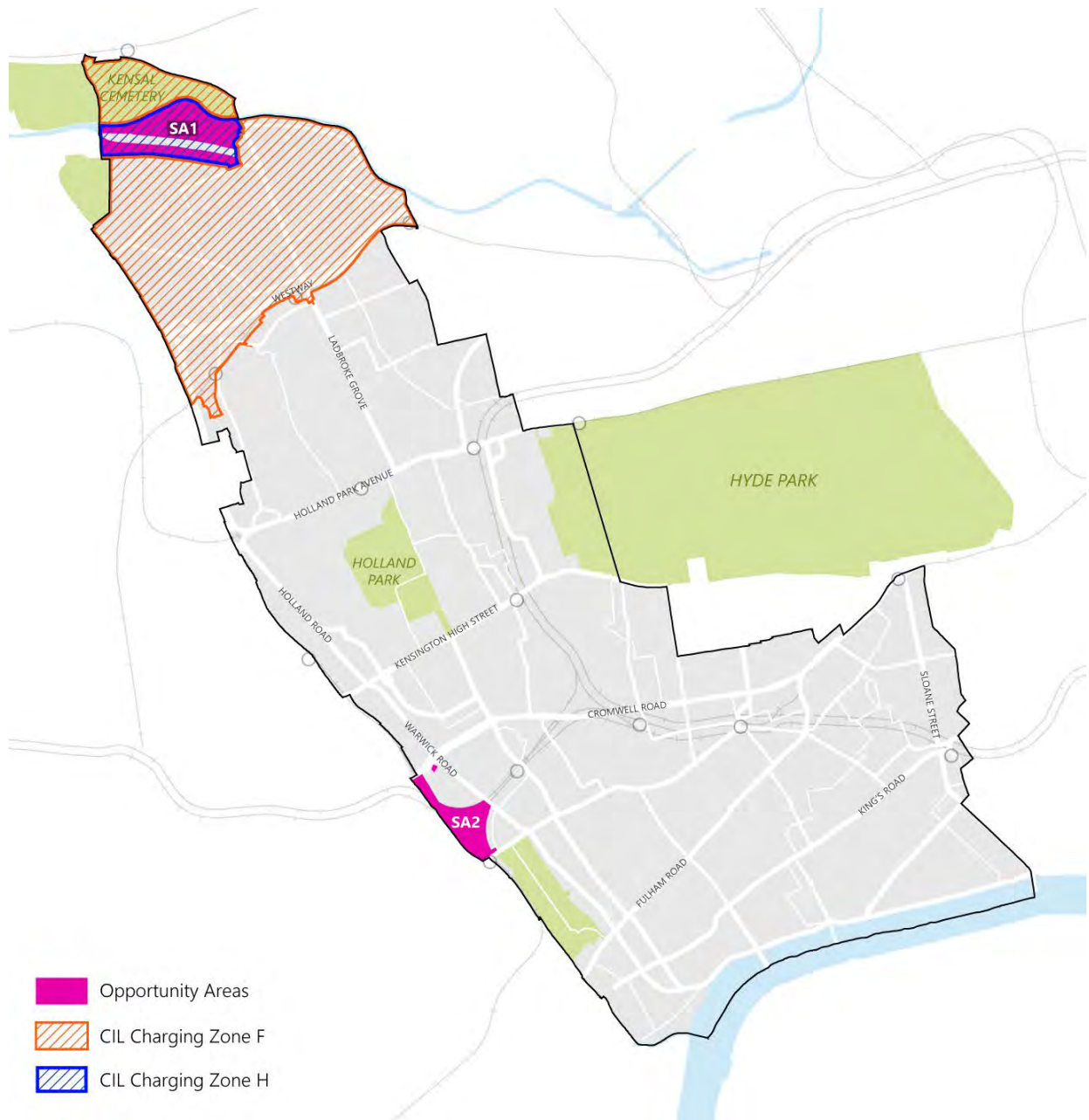


Figure 6.3: Areas suitable to accommodate affordable workspace

7 Social Infrastructure

Introduction

- 7.1 For a Borough to function properly it must provide the uses which will meet the needs of those who live within it. This goes beyond places to shop, or places to work, and include those uses which are essential to the health and well-being of all our communities. These are the uses which allow us to educate our children, keep us healthy and bring people together and help make the Borough the place that it is.
- 7.2 The Local Plan must ensure that we have the right social infrastructure in the right places, both now and in the future. Properly done, this will allow us to build upon our walkable communities' or to make sure that everyone has access to the facilities they need. This will depend on the nature of the use, so while it may be fine to drive to a hospital, nowhere in the Borough should be more than a short walk from a GP surgery.

Key facts

- 95 per cent of the Borough lies within 400 m from a shopping centre.
- 85 per cent of the Borough lies within 800 m from a GP Surgery.
- 94 per cent of the Borough lies within 800 m from a primary school.
- We are home to three NHS hospitals.
- We have two six form colleges, six secondary schools, 27 primary schools and two special schools.

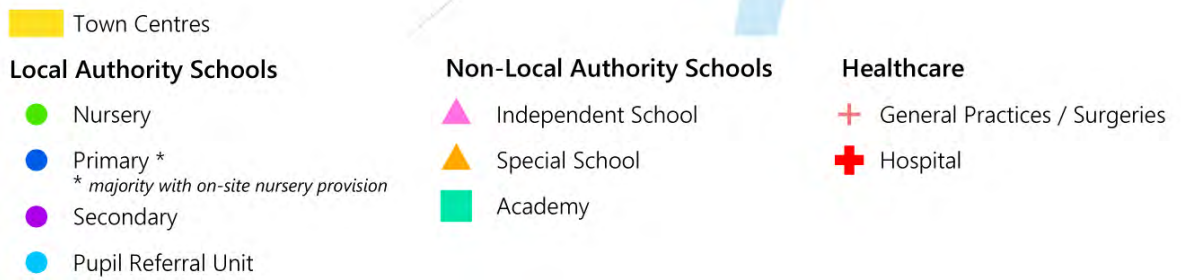
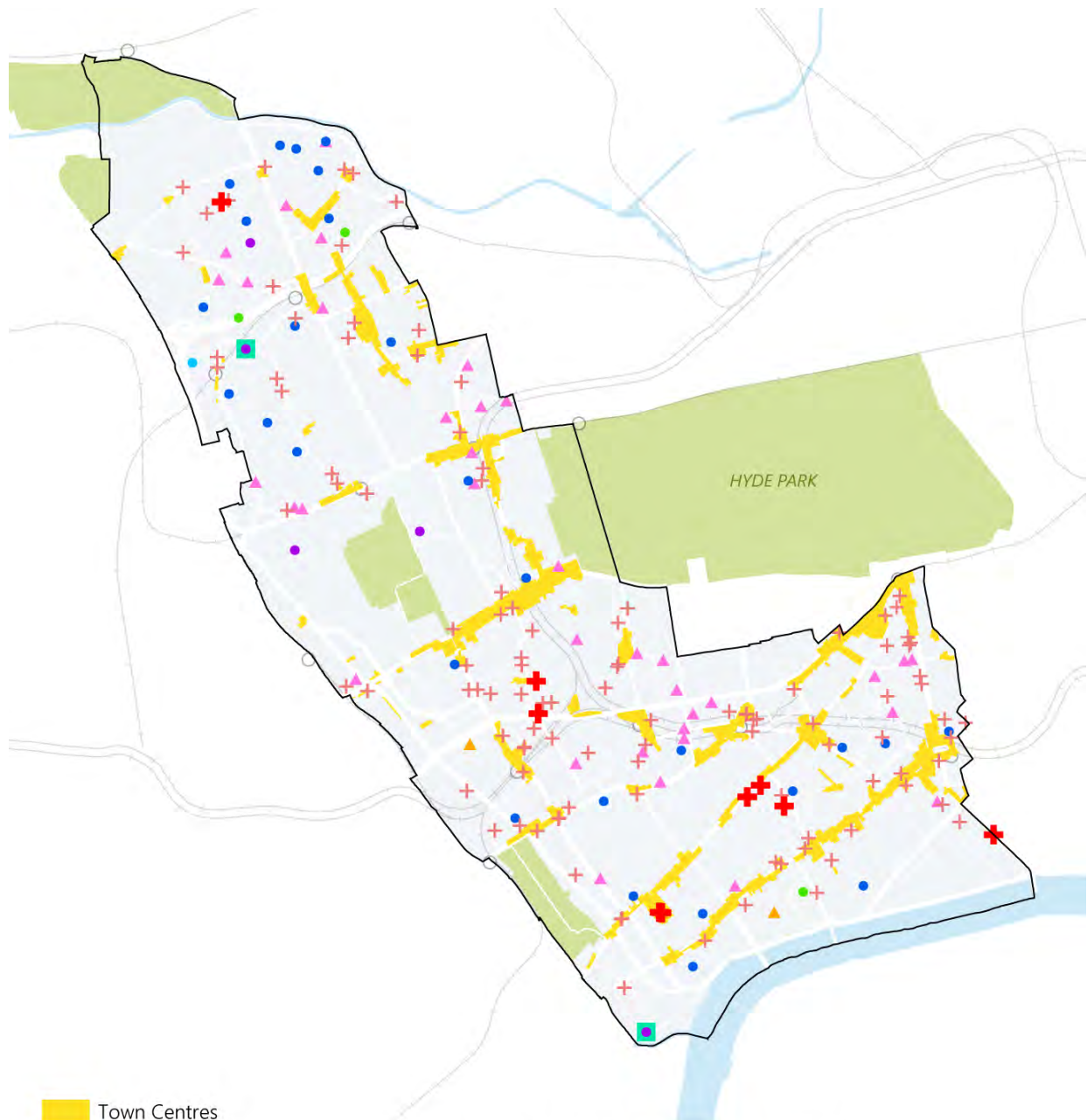


Figure 7.1: Social Infrastructure in the Borough

Policy SI1: Social Infrastructure and Facilities

SI1: Social Infrastructure and Facilities

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

New social and community uses

- B. The Council will support the provision of 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. Where new facilities are provided, they should seek to make the best use of land and co-locate a range of social and community uses where possible. The new provision should be well-designed, inclusive and easily accessible.

Existing social and community uses

- D. The following sequential approach must be followed for existing social and community use:
 - 1. 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.
 - 2. 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.
 - 3. Permit enabling development on land and/or 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.

Social and community facilities definition

- 7.3 Social and community facilities are identified within the London Plan as a range of services and facilities that meet local and strategic needs and contribute towards a good quality of life. Their role in stimulating a sense of community and providing valuable social infrastructure is recognised through the protection and enhancement of these facilities, and is essential to the Borough's status as one of London's most desirable places to live.
- 7.4 For the purposes of Policy SI1, social and community uses are grouped into seven broad categories and are defined as follows:
- **Health and social care facilities**, including (both private and NHS) GP practices, hospitals, community pharmacists, dental surgeries and other diagnostic and healthcare services.
 - **Education and childcare facilities**, including primary and secondary, private and grant maintained, schools, creches, nurseries and youth facilities, as well as colleges and universities. It also includes Special Educational Needs and Disability provision and Further Education provision.
 - **Play and recreation facilities**, appropriate for all age groups, including early years, older children and teenagers.
 - **Sports and recreation facilities**, including sport halls, playing fields, playing pitches, leisure centres, swimming pools, gyms, small fitness studios and river-based recreational facilities.
 - **Cultural uses**, including galleries, theatres, museums, rehearsal and dance studios, auction houses, exhibition spaces, cinemas.
 - **Uses supporting the emergency sectors**, including fire stations, police stations.
 - **Other 'valued use'**. These include (but are not restricted to) uses such as launderettes, public houses, pharmacies, post offices, petrol filling stations, libraries, community meeting rooms, places of worship and bespoke premises for the voluntary sector.
- 7.5 For clarity, the Council considers residential hostels catering to the vulnerable and care homes as housing, described in more detail in Chapter 3.
- 7.6 The role of social infrastructure in developing strong and inclusive communities cannot be underestimated. The Borough's community infrastructure needs will be kept under review to ensure they continue to be met. We will work with providers of local services to review existing provision, to identify future needs, and ensure the most efficient use of land in delivering services, with particular use made of the Infrastructure Delivery Plan (IDP).

New social and community uses

- 7.7 Where new social and community facilities are provided as part of a mixed-use development, they should be well-designed, inclusive and preferably located on the ground level to ensure accessibility. When provided on other floors these spaces must be of high quality and should be easily accessible to the intended community. Shared entrance with residential development should be avoided as this can impact on residential living conditions or vice versa.
- 7.8 Co-location of a range of social and community uses is strongly supported in the London Plan. Co-location can help facilitate the creation of new civic hubs and enable the best use of land available but it can also facilitate social interactions by bringing together diverse uses. The Council recognises the opportunities co-location presents and will encourage it where possible.

Existing social and community uses

- 7.9 The difference in land values between residential and social and community uses means that robust policies aiming to protect these valued uses are essential, so the present land bank of sites in these uses is maintained and preserved for future generations.
- 7.10 Following the introduction of the use class E and the flexibility this offers, the Council is unable to protect some social and community uses. Changes within Class E do not constitute development and therefore are not subject to planning control. However, should a Class E social and community use change to a different use class (for example to sui generis), it would be subject to Policy S11.
- 7.11 The Council also acknowledges that the needs of communities change as well as the frameworks in which some of the social infrastructure providers operate. Therefore, while criterion D(1) of Policy S11 requires the same or similar use or related use, if this need cannot be demonstrated other types of social and community uses can be provided. Robust evidence in the form of prolonged marketing and local needs assessment of social and community infrastructure should be submitted to demonstrate why criterion D(1) cannot be met. Similar evidence will be required if criterion D(2) also cannot be met. Where a proposal is seeking to meet the policy requirements to demonstrate benefits to the local community or the Borough, evidence should be submitted in the form of a local needs assessment of social and community infrastructure need and the applicant should justify in some detail how the local community will be served by the development.
- 7.12 Criterion D(3) of Policy S11 can only be applied where the sequential approach has been followed and robustly demonstrated as set out above.

8 Streets and Transport

Introduction

- 8.1 The quality of the Borough's streets is of national renown and, along with the cultural and commercial centres of the Borough, it is a key factor in making Kensington and Chelsea such an attractive place. Protecting and enhancing this heritage is a key objective for the Council and developers. Ensuring that new development does not worsen traffic and parking congestion is a key part of this. Given that the majority of the Borough's streets were designed and laid out before the advent of the car this is a challenge, despite Borough residents having some of the lowest levels of car ownership in the country.
- 8.2 The Borough's streets should allow for ease of movement within a safe, healthy and green environment. To this end, the Mayor of London has defined a "Healthy Streets" approach within the London Plan that is reflected here. In order to improve air quality, cut carbon emissions, reduce road traffic casualties, accommodate any growth in population and promote the health benefits of active travel, we need to continue to support walking, cycling and public transport, whilst managing motorised traffic as effectively as possible.

Policy T1: Street Network

T1: Street Network

New Streets

- A. In areas of large scale redevelopment, the Council will require new street networks to be inspired by the Borough's historic street patterns to ensure optimal connectivity and accessibility.
- B. New street networks must 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. New streets to be designed to give priority to pedestrian and cyclist movement, be attractive, safe, provide planting, minimise opportunities for crime, and be inclusive to all, in line with the Healthy Streets approach
- D. New streets to be built to adoptable standards.
- E. Development that provides new links and removes barriers that disconnect access for pedestrians, cyclists and people with limited mobility is encouraged. The development of new gated

communities and development that restricts access for pedestrians, cyclists and people with limited mobility to existing streets will be resisted.

Existing Streets

F. Development that changes the existing street network including the addition or modification of accesses, street layouts and road crossings must serve to (i) improve street safety in line with the Vision Zero approach, (ii) provide for ease of movement for all pedestrian groups (iii) contribute positively to the Healthy Streets score.

A connected and inclusive street network

- 8.3 “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. Streets need to be adaptable to changing priorities, particularly in contributing to making the borough green, inclusive and liveable, and in giving greater priority to active modes.
- 8.4 The Borough’s historic streetscape is generally permeable and offers excellent connectivity, but there are areas where this has been eroded or there are barriers created by infrastructure, changes to the original street pattern, or even open spaces such as cemeteries. Improved co-ordination of the Borough’s street form enhances the experience for pedestrians, cyclist and drivers. It provides for safer routes to school, contributes to road safety, reduces the need to travel, improves the accessibility of London’s transport system and access to local services, contributing to social inclusion.
- 8.5 The public realm, particularly the street network, plays a vital role in providing good transport and mobility. Where the street network is less well connected opportunities should be taken to improve connectivity by breaking down or otherwise overcoming barriers.
- 8.6 Road hierarchy is an important component of any street network. It helps to navigate the built environment and should facilitate safe and efficient movement through an area, especially for pedestrians and cyclists. Modal filters designed to exclude through motorised traffic can be useful to that end.
- 8.7 The provision of directional and way marking signage for pedestrians and cyclists within the street network makes getting around easier. Land uses that generate significant travel demand will be expected to contribute towards projects that improve wayfinding. Modifications to the Borough’s street network will be assessed against the Mayor’s Healthy Streets Indicators.

A safe public street network

- 8.8 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. Designing streets so that they appear as a continuation of the surrounding streetscape also contributes to protecting the character of the Borough, ensuring a level of uniformity and so aiding, to an extent, social cohesion.
- 8.9 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.

SAVED Policy T2: Three-dimensional street form

Policy T3: Living streets and outdoor life

T3: Living streets and outdoor life

- A. 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.

Al fresco hospitality

- B. Support proposals for outdoor hospitality uses that:
1. contribute positively to the streetscape by improving the visual and functional qualities of our streets,
 2. maintain the safe, secure passage of pedestrians including those with mobility needs and
 3. are proportionate in scale to their context.

Markets

- C. Support proposals for markets (including changes to existing markets) on the public highway that demonstrate that:
1. sufficient local access would be maintained; and
 2. satisfactory waste management and traffic management measures would be put in place.
- D. New isolated street trading pitches must contribute to the character and appearance of the street, have no adverse

impact on existing shops and residential amenity and allow for the safe and secure passage of pedestrians.

Events

E. Require that the occasional or temporary use of parks, gardens and open spaces for special events be well managed, and that in the duration, frequency and scale they have no adverse impact upon:

1. local residential amenity;
2. the setting of historic listed buildings;
3. the setting of registered parks and gardens;
4. the character and appearance of conservation areas;
5. the predominant use as open space, taking the cumulative impact into account;
6. the road network;
7. biodiversity, wildlife habitats and the quality of the natural environment.

F. Require the submission of an Events Management Plan and a Management Strategy as part of a planning application for repeated use of an open space.

8.10 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.

8.11 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 employment.

Supporting al fresco hospitality

8.12 The Council has long recognised the positive contribution that outdoor hospitality makes to enlivening our streets and creating attractive and successful places for residents and visitors to enjoy. For example, outdoor seating is key to the success of Pavilion Road and Bute Street as destinations. During the Coronavirus pandemic, when indoor dining was restricted, the opportunity to eat outdoors was valued and enjoyed by many who live, work or visit the Borough. Many new outdoor venues opened up and they have generally been very well received, safe and inviting. They have served to support our hospitality businesses and in turn the Borough's local economy. In January 2022 the Council adopted a

Council policy to support al fresco dining on streets and public spaces. Applicants should have regard to the Council's published guidance on *Supporting al fresco dining in Kensington and Chelsea*.

Markets

- 8.13 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 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 and the maintenance of access to public open space are all taken into account.

Temporary use of open spaces

- 8.14 Compared to other London boroughs there is a small amount of publicly accessible parks, gardens and open space. This makes any open space that does exist a precious asset. These spaces need to maintain their primary use as publicly accessible and visibly open space. Special events held within open spaces need to be managed accordingly.

Policy T4: Streetscape

T4: Streetscape

- A. 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.
- B. All work to, or affecting, the public highway must be carried out in accordance with the Council's Streetscape Guide.
 - 1. Remove redundant street furniture.
 - 2. Retain, and seek the maintenance and repair of, historic street furniture such as post boxes and red Gilbert Scott telephone boxes, where this does not adversely impact on the safe functioning of the street.
 - 3. Where there is an exceptional need for new street furniture, it must be of high-quality design and construction, and placed with great care, so as to relate well to the character and function of the street.

4. Resist adverts, including on street furniture, that by reason of size, siting, design, materials or method of illumination harm amenity or public or road safety.
5. Resist freestanding structures such as telephone kiosks where the function for the display of adverts dominates the primary purpose for the structure, whether sited on streets, forecourts or roadsides.
6. Resist pavement crossovers and forecourt parking.
7. Resist the construction of high garden walls and fences along street boundaries.

Public Art

- C. All major development must contribute to delivering new arts and culture in line with the Council's Culture Plan that is of high quality. This may either be on-site or where such on-site provision is not appropriate, through planning contributions towards delivering the Council's Culture Plan.

Streetscape

- 8.15 The Council has produced online guidance entitled the Streetscape Guide which forms a reference manual of good practice for all concerned with the design and implementation of streetscape schemes and the maintenance of the highway. Development proposals will be assessed on whether they have taken opportunities to contribute positively towards achieving, maintaining or improving a good streetscape. A new edition of the Streetscape Guide is expected to be published in 2023.

Street function and layout

- 8.16 New development increases the pressure on our streets by generating additional pedestrian and vehicular traffic, additional demand for parking and on street servicing and by increasing their use as places in which to spend time. These increased demands can compromise the functioning of streets and often cannot be accommodated without modifications to the street layout. Streetscape improvements will be required to mitigate development impacts on the functioning of our streets. Such interventions, related in scale and kind to the development, will be necessary to make development acceptable in planning terms. At the same time, new developments create opportunities to improve the public realm and these should be taken.

Street furniture and advertisements

- 8.17 Much of the Borough lies within designated 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, signs and redundant telephone kiosks, can both detract from this local character and hinder the safe passage for people with sensory and mobility difficulties.

- 8.18 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.
- 8.19 Advertising hoardings and freestanding adverts can have a negative impact on visual amenity and can also have serious implications for public and road safety.

Front gardens

- 8.20 Front gardens offer a valuable contribution to the streetscape. The loss of front gardens to off-street parking has long had harmful effects upon visual amenity and townscape quality. It can also reduce public safety. The introduction of high opaque garden walls that give a closed feel to the streetscape has also had harmful effects.

Public Art

- 8.21 Arts and culture can promote civic pride and help create of a sense of place and promote local distinctiveness. The Council has developed a Culture Plan. The Council expects the concept and execution of arts and culture provision to be of a high standard and quality.

Policy T5: Land use and Transport

T5: Land use and Transport

- A. Require development to be located in suitable areas where the transport requirements can be met in a sustainable manner, and which actively encourages travel by sustainable modes.
- B. 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.
- C. Large scale developments are required to submit Transport Assessments and Travel Plans.

D. Resist the loss of buildings and land used for public transport, active travel or related support functions (unless satisfactory alternative facilities are provided).

Promoting sustainable transport

- 8.22 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' sustainable travel patterns from the outset that support the realisation of walkable neighbourhoods. 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.
- 8.23 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. 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 the London Plan requires car free development for Inner London Boroughs. The Council's aim is to minimise the impact of new development on the transport network and maximise opportunities for sustainable travel. Areas with a PTAL of 4 or higher are appropriate locations for high trip generating development to achieve this aim. Higher density developments should generally be promoted in locations that are, or will be, well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

Policy T6: Active Travel

T6: Active travel

Promoting walking and cycling

- A. All new development to maximise trips made by sustainable transport modes by making it easier and more attractive to walk and cycle within the Borough.
- B. Improvements to the walking and cycling environment are required, including pedestrian and cycle links through new developments and through improving walking and cycling routes to transport infrastructure, social infrastructure, green spaces and town centre uses. Necessary off-site improvements shall be secured by planning obligation.
- C. New development must incorporate measures to improve road safety, and in particular the safety of walking and cycling and resist development that compromises road safety.
- D. New development adjacent to the River Thames or Grand Union Canal will be required to deliver improved access and connections to the water for walking, cycling and recreation alongside it.

Cycle parking

- E. Development must provide accessible, secure cycle parking facilities and make provision for high quality ancillary facilities that promote cycle usage including changing rooms, showers, and lockers in line with or above current minimum standards.

Safeguarding public access

- F. 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.

Promoting walking and cycling

- 8.24 Walking and cycling as space-efficient modes of travel are important in ensuring that new development optimises the use of space and delivers crucial environmental and health benefits.
- 8.25 It is vital that new development serves to make the Borough more walkable and more conducive to cycling. New development has a significant role to play in strengthening and encouraging active travel within the Borough by providing improved and healthier spaces that offer improved permeability with direct, safe and attractive walking and cycling

links. This can be done by improving infrastructure, removing barriers to movement and by ensuring that all Borough residents live close to and are well connected to the amenities and services they need. Development contributions will sought to this end.

- 8.26 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 many of the roads on the Transport for London road network continue to 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 of good quality, which can make walking and cycling a pleasant experience. Opportunity Area sites at Earl's Court and Kensal provide significant development potential and currently present significant barriers to movement in their respective parts of the Borough. It is essential that opportunities to provide cycle and pedestrian links and connectivity to surrounding areas and beyond should be taken.
- 8.27 Despite measurable improvements to the safety of roads within the Borough – the number of recorded road traffic casualties in the Borough has more than halved since 2005 – substantial improvements are required before all residents will feel safe and secure walking and cycling. Interventions such as improved lighting, better road crossings and the provision of seating and cycle parking are needed if the benefits of active travel are to be realised by all.
- 8.28 The enormous changes to travel patterns that have been seen as a result of the Covid 19 pandemic provide an opportunity to increase levels of walking and especially cycling and new development should actively support this mode shift.

Cycle routes

- 8.29 The Council is committed to creating a borough-wide network of cycle routes to enable more people to cycle. A plan of existing, approved, and future potential cycle routes is included in Figure 8.1 below. The Council will engage with Transport for London in respect of any proposals for strategic cycle routes on the strategic Transport for London Road Network.

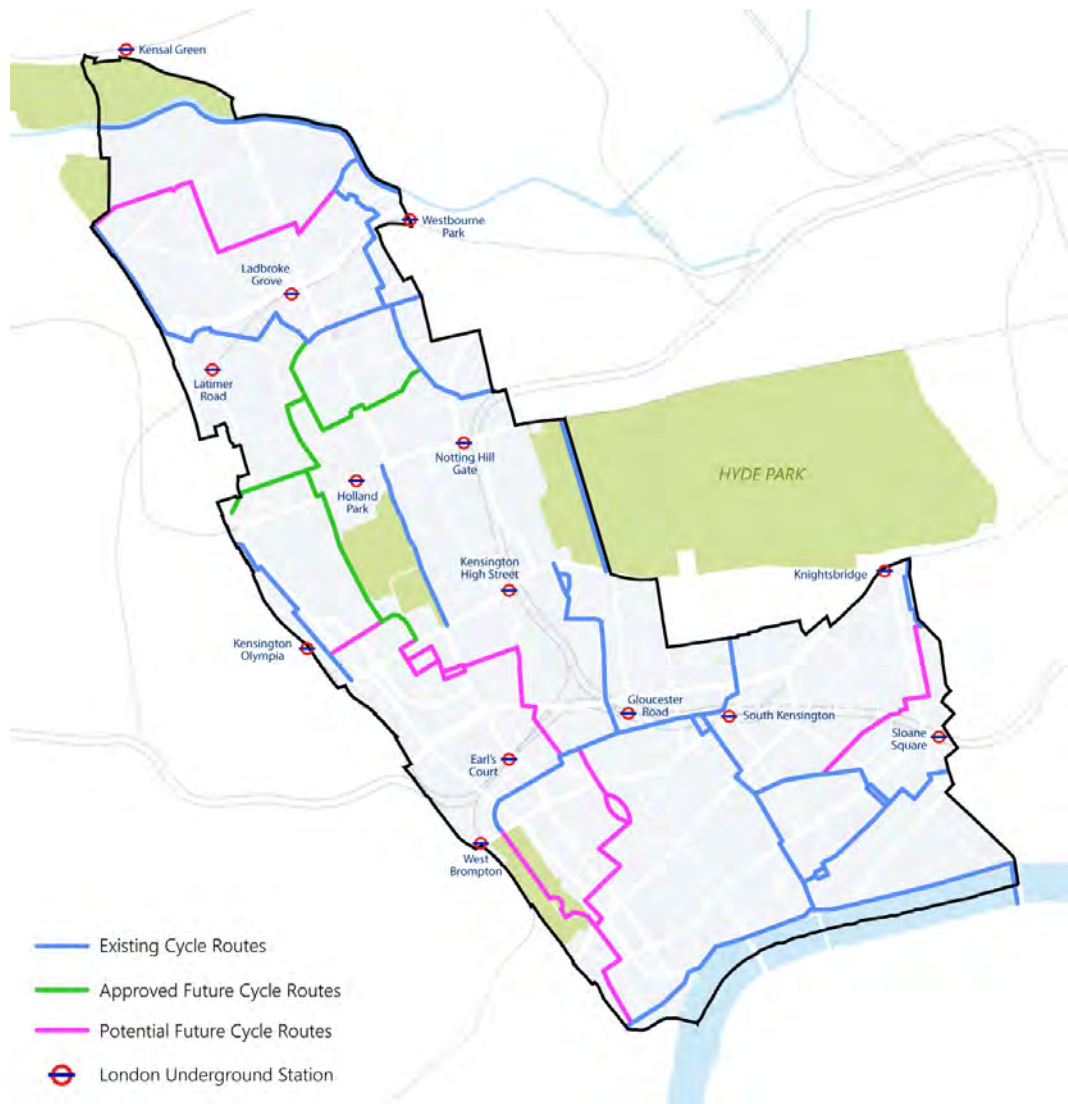


Figure 8.1 Cycle Routes Network

Cycle Parking

- 8.30 Cycle parking standards are set out in the London Plan 2021 and are expressed as minima. Additional bicycle hire docking stations or other shared micromobility facilities will be sought where appropriate.

Safeguarding public access

- 8.31 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.

Policy T7: Public Transport

T7: Public transport

- A. Development to promote sustainable travel through the delivery of enhancements to existing public transport infrastructure.
- B. New developments must provide or contribute toward improvements to public transport services, access to them and interchange between them, giving priority to areas that currently have lower levels of accessibility.
- C. Support improvements to West London Line services and enhancements to facilities that improve access to the services.

Step-free access

- D. The Council will work with partners to ensure that step-free access is delivered at all underground and rail stations, requiring 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, giving priority to those which deliver the greatest overall benefits.

- 8.32 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, along the River Thames and in the south west that are less accessible, particularly in terms of accessibility to the Underground network.

Buses

- 8.33 There is an extensive bus network in the Borough. Over the last 20 years our focus has been on strengthening north- south bus connections within the Borough. We have secured development contributions to that end under Local Plan policies and there have been modest improvements in north-south connectivity. Since the last Local Plan was adopted, London's bus network has faced a multitude of challenges that have resulted in a trend towards the rationalisation of bus services, particularly in Inner London. It is now more important than ever that new development contributes to bus services, access to them and interchange between them.

Rail

- 8.34 The renaissance of the West London Line (WLL) and its incorporation within the London Overground network is an opportunity to increase the public transport modal share. We wish to see more frequent trains on the WLL to improve the public transport offer in the Borough. The WLL does not currently serve North Kensington but a new station between

Shepherd's Bush and Willesden Junction would beneficially improve public transport accessibility. Residents' associations and rail user groups aspire for such a station, located just north of the Westway, to be known as 'Westway Circus'.

8.35 The Council recognises that an Elizabeth line station near Ladbroke Grove would transform transport links to North Kensington and offer considerable benefits to those living within, or working, in this part of the Borough. The Council, working with Network Rail and Transport for London, has not yet been able to prove that the delivery of an Elizabeth line station at Kensal Canalside is feasible. No further feasibility work on the station is anticipated within the lifetime of the Local Plan. We intend to continue safeguarding the potential future site for a station which is on Network Rail land.

8.36 The lands safeguarded for the future delivery of Crossrail 2, a regional rail line that would cross London via a station on the King's Road, are included on the proposals map accompanying the Local Plan.

Step-free access

8.37 It is important that everyone can travel spontaneously and independently on public transport services. To this end it is important that as many Underground stations as possible provide step free access. Earl's Court remains the only fully step free Underground station in the Borough, although step-free access is due to be delivered at Knightsbridge in early 2023. There is a need to pursue opportunities for step-free funding from development as they arise, however due to the uncertainty of current and future funding for such facilities the delivery of all stations as step free within the lifespan of this Local Plan is highly improbable. In this context there is a need to focus on funding those stations which would provide the greatest overall benefit including at Ladbroke Grove Station, High Street Kensington and South Kensington. The Council has made financial provisions to help support the delivery of step free facilities at these three stations.

River services

8.38 Limited river boat services are available from Cadogan Pier and from Chelsea Harbour Pier, nearby in Hammersmith and Fulham. The Council supports increased use of the river for passenger transport.

Policy T8: Car Parking

T8: Car Parking

- A. Seek to minimise reliance on private car use arising from new development and promote sustainable travel patterns by managing congestion and the supply of car parking.

- B. Require it to be demonstrated that development will not result in any material increase in traffic congestion or on-street parking pressure.
- C. All new additional residential development must be permit-free. Car parking provided in new residential development must be at or below the adopted car parking standards. Parking in non-residential development must be for essential need only.
- D. All parking spaces within new development to be equipped with electric vehicle charging points.
- E. Where a development creates new on-street parking, this must be managed so that parking demand is controlled and the need for off-street parking is minimised.
- F. Resist new public car parks and the loss of off-street coach parking.

Managing parking

- 8.39 The effective management of parking spaces and the management of parking demand is an important factor in influencing mode choice. Whilst in time, the likely widespread adoption of autonomous vehicle technologies, could have transformative effects on road conditions, the Borough's streets and society generally, parking management will continue to be a key tool given the prevalence of saturated parking conditions, local congestion, and poor level of air quality across the whole Borough.
- 8.40 Occupancy levels of on-street residents' and visitor parking bays are high in most areas of the Borough despite the majority of households not having access to a car. Consequently, demand for on-street parking from development must be managed. 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.
- 8.41 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 Council 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.

Car parking standards

- 8.42 Car parking standards for development are set out in the London Plan 2021, and are expressed as maxima. 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 below the maximum adopted standards in order to ensure the impacts of any additional car trips are acceptable.

Traffic congestion and air quality

- 8.43 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.
- 8.44 Transport has an enormous 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. This can be addressed by reducing congestion and by improving the environmental performance of the road traffic fleet.
- 8.45 Electric vehicles are becoming more prevalent and new developments are required under the London Plan to provide one fifth of spaces with on-site charging points. Whilst a move to electric vehicles will greatly reduce tailpipe emissions, it will not solve the issue of fine particles generated by braking and tyre wear. Walking and cycling remain the only truly zero-emission forms of transport, however any reductions in pollution that serve to encourage more walking and cycling will be doubly beneficial. Considering the relatively low levels of new off-street parking provided in the Borough and to support the Council's 2040 carbon neutral target, and improving poor air quality, a more ambitious requirement for off-street charging points is necessary.

Policy T9: Servicing

T9: Servicing

- A. Servicing facilities and coach parking must be well designed, built to accommodate the demands of new development and minimise the number of servicing trips required. Facilities should also be 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.
- B. Developments must provide sufficient on-site servicing space where feasible, delivery consolidation floorspace, 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.

- C. Require a Servicing Management Plan for all sites with on-site servicing space that will control the hours of servicing, including details 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.
- D. All new developments with on-site servicing facilities must provide sufficient electric vehicle charging points for the size and number of vehicles likely to be generated.
- E. New hotel developments including significant extensions to existing hotels must provide coach drop-off and pick-up facilities and a Coach Management Plan.
- F. Where developments cannot provide onsite servicing space or coach parking, applicants must demonstrate that 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.
- G. Proposals for restaurants or take-aways, requiring planning permission, must be supported by a Delivery Management Plan to explain how any food delivery service would operate and to demonstrate that there would be no resultant impact upon the function of the highway.
- H. Proposals for larger developments, must be supported by a Delivery Management Plan to explain how deliveries would be consolidated (through use of a concierge or mail office) to limit van traffic generation.

- 8.46 In recent years, a trend of falling traffic volumes has been reversed, largely due an increase in commercial vehicle traffic. 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 if not suitably managed.
- 8.47 Modern technological advances constantly shape the way we shop, work and our demand for travel through activities such as flexible working and internet shopping. Consumers who are now aware of the impact of private car use on traffic congestion, air quality and climate change, do not necessarily recognise the link between their online shopping habits and the growth in the number of light vans on our streets.
- 8.48 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 however there is a need to better manage servicing traffic in the Borough to ensure that developments can be consolidated on-site such that overall vehicle requirements are reduced, and sites can accommodate delivery vehicles with improved environmental performance. The Council supports the use of cargo bicycles and river freight to this end.

Servicing Management Plans

- 8.49 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, affect 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, including requiring that they occur outside of the busiest travel times.
- 8.50 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.

9 Places - Areas for growth and change

Introduction

- 9.1 There are many distinctive Places in the Borough that give it its unique character and identity. Our communities take pride in their neighbourhoods and the Local Plan can help steer the right development to make these places even more successful. This will be guided by an understanding of the distinctive character of the Borough. Our Character Study, which identifies the Borough's locally-distinctive character areas, will assist in this regard.
- 9.2 This chapter highlights the many distinctive places within the Borough with varying levels of expected growth and sets out our Vision for them.

Creating new neighbourhoods – Opportunity Areas

- 9.3 There are two locations in the Borough where there is significant capacity to build new homes and commercial space to create additional jobs. Kensal Canalside is a former gasworks and railway depot and is the largest brownfield site within the Borough. The site of the now demolished Earl's Court Exhibition Centre provides the second location for strategic development and growth in the Borough.
- 9.4 These sites have been designated as two of the 48 Opportunity Areas in the London Plan. Opportunity Areas are London's principal opportunities for accommodating large scale development to provide significant new employment and housing, with a mixed and intensive use of land and assisted by good public transport accessibility. Kensal Canalside lies wholly within RBKC, while the Earl's Court and West Kensington Opportunity Area lies partially in LBHF.
- 9.5 The Borough has an overall target to provide a minimum of 4,480 new homes over a ten-year period to 2028/29. The two Opportunity Areas are expected to deliver a significant quantum of these homes, which will be later in the Plan period as shown in the housing trajectory (Appendix 1).
- 9.6 In terms of employment, the London Plan sets an indicative capacity for jobs for each Opportunity Area, and this is then translated into the site allocations in this Local Plan so that the type and quantum of employment space can provide that number of jobs.
- 9.7 It is vital that the Opportunity Areas are successful places, as well as providing homes and jobs. To create new neighbourhoods, they will need to be well integrated with their surroundings, supporting and complementing existing facilities, providing transport and social infrastructure together with green open spaces and opportunities for recreation and culture.

- 9.8 Developments of such a large scale also present opportunities for innovative building design and exemplar sustainability standards, as part of the move to a circular economy.
- 9.9 The requirements and design principles specific to each Opportunity Area are contained in their respective site allocations. See Chapter 3. The two Opportunity Areas and their vision statements are included here:

Kensal Canalside Opportunity Area

- 9.10 Kensal Canalside lies in the very north of the Borough. The site sits close to borders with the London boroughs of Brent, Hammersmith and Fulham and Westminster. The Old Oak and Park Royal Development Corporation (OPDC) site adjoins the Opportunity Area site to the south west.
- 9.11 The Kensal Canalside site is approximately 15.4 hectares. It is currently home to a large superstore, 16 homes, a third-sector community office building, an outdoor water activity centre with wharf, former railway land and sidings, a residential converted water tower and an underutilised former utilities site (gas holders).
- 9.12 The site is split in two by the Great Western Mainline Railway. The Grand Union Canal forms the northern border of the site with the Grade I registered park and garden, Kensal Green Cemetery conservation area to its north. Ladbroke Grove forms the border to the east for the northern part of the site and Barlby Road sits to the south. The southern boundary consists of back gardens to the homes and residential estates of the Dalgarno ward. The OPDC area sits to the west of the site and contains the western portion of the North Pole Railway Depot (east).
- 9.13 The Council developed the Kensal Canalside SPD (2021) to help guide the development of the site in conjunction with the landowners and local community. As part of this an encompassing vision has been developed.

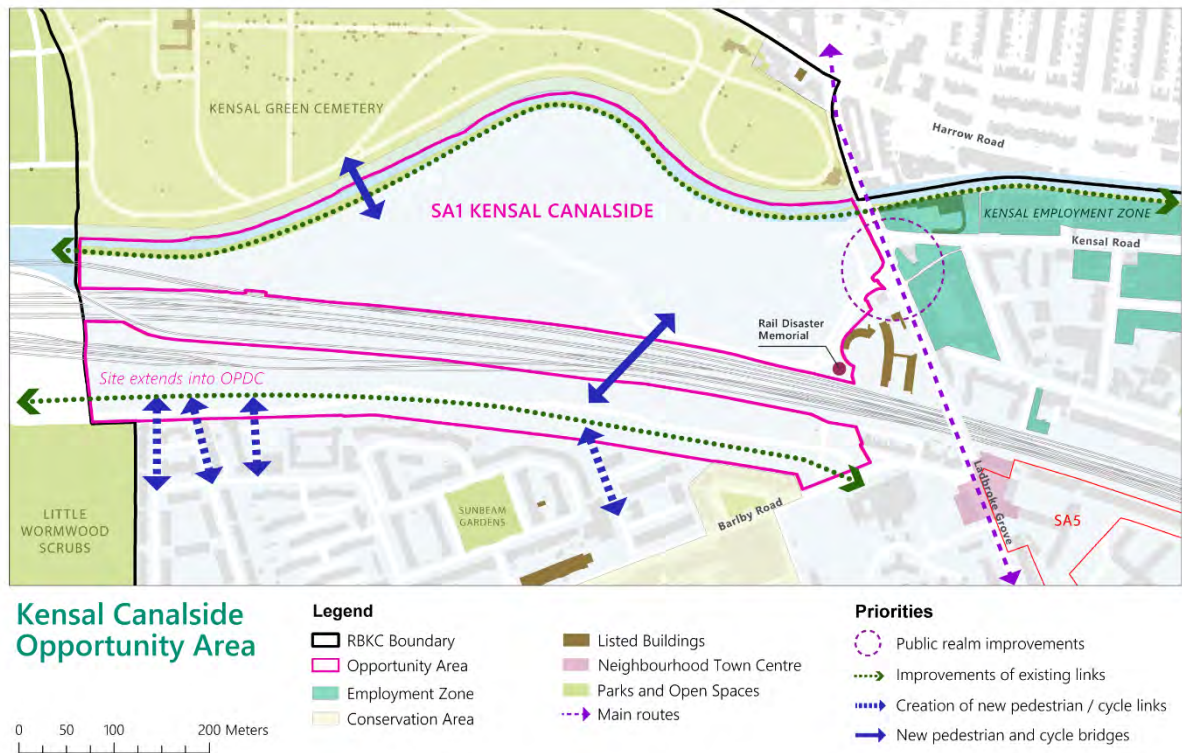


Figure 9.1: Kensal Canalside Opportunity Area

PLV1: Kensal Canalside Opportunity Area

- A. Kensal Canalside Opportunity Area will have been transformed from a former gasworks and railway depot into a thriving, well-connected mixed and inclusive community as per the Kensal Canalside Opportunity Area SPD.
- B. Prioritising affordable housing and infrastructure delivery the Council supports a high-density, environmentally sustainable and well-connected development that can be delivered through high-quality architecture that takes cues from the Borough's urban form and existing typologies and townscape, public realm and open space, whilst appropriately managing and mitigating the effects of climate change, pollution, water and waste.

Earl's Court Opportunity Area

- 9.14 The Earl's Court Opportunity Area site lies to the west of the Borough bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line. The surrounding area is largely residential in character with a range of different property types and tenures.
- 9.15 The Earl's Court Opportunity Area site provides an opportunity for a new urban quarter to be created which will complement and enhance the existing District centre. It will be a destination in its own right, well served by existing public transport facilities which are in close proximity. A significant cultural facility, or facilities, of world class importance are anticipated together with a range of commercial and employment uses.

Earl's Court Opportunity Area

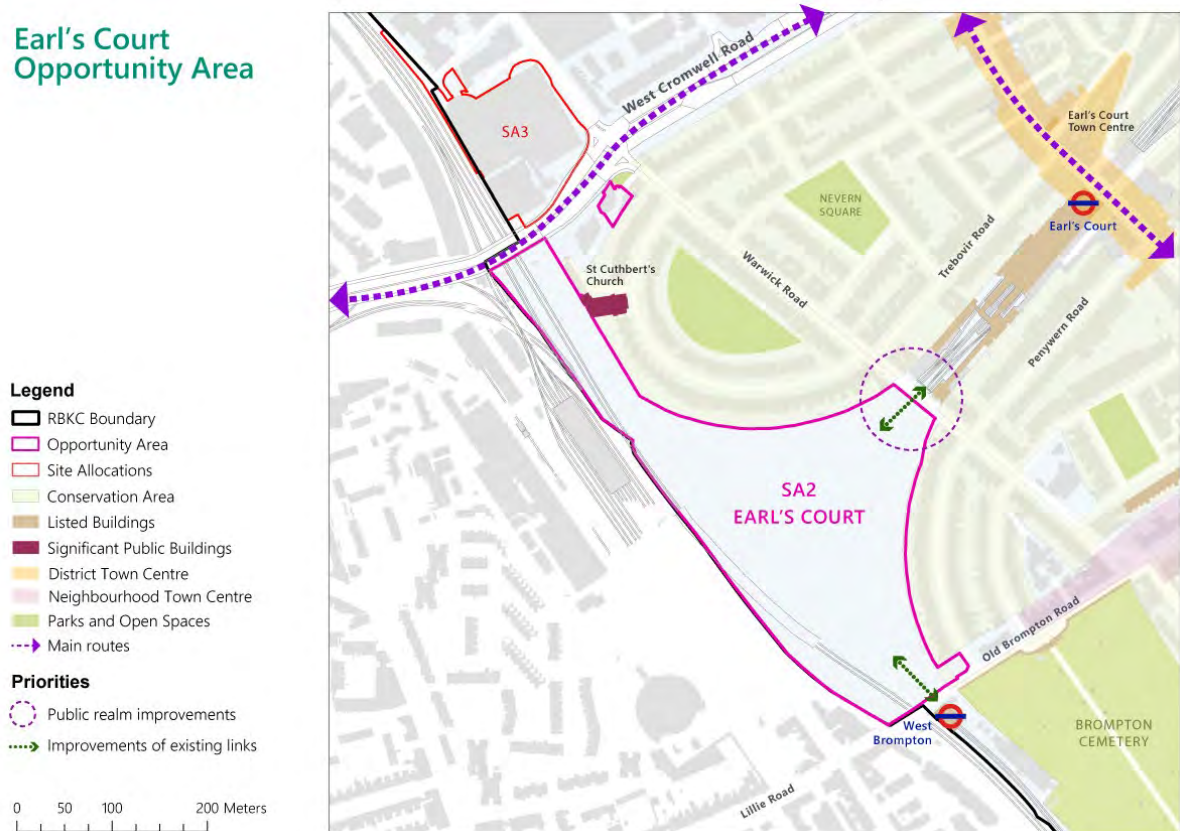


Figure 9.2: Earl's Court Opportunity Area

PLV2: Earl's Court Opportunity Area

- A. The Opportunity Area will become a lively new urban quarter of cultural, employment and residential uses that is innovative, sustainable and integrated with the surrounding neighbourhood.
- B. A significant cultural facility of world class renown will restore a distinctive identity to the area and attract a variety of uses to make Earl's Court a vibrant destination, which will in turn enhance the wider neighbourhood including the Earl's Court Road District Centre.
- C. A high quality public realm network made of streets and open spaces, including a public park, will serve the needs of the local community and be green and inclusive, offering continuity from the surrounding townscape and new connections and routes within the site and through to key destinations beyond.

Areas with potential for some change

- 9.16 There are other parts of the Borough where change is envisaged, but it will not involve the quantum of good growth development provided at Kensal Canalside or Earl's Court. These are areas with potential for some positive change which will involve being at the vanguard of the carbon neutral agenda, the creation of successful mixed use development, improvements to the public realm and providing the necessary support for our town centres to remain as community hubs and for our higher order town centres to remain of national/ international reputation and importance.

Lancaster West Estate and Notting Dale

PLV3: Lancaster West Estate and Notting Dale

- A. The Council is co-designing a vision for the Lancaster West Estate – and a separate exercise for the ward as a whole - to become an eco-neighbourhood that provides a model for the rest of the Borough, London and the UK as a whole.
- B. The Council's ambition is for all of Notting Dale to be carbon neutral by 2040 with the Lancaster West Estate becoming a 21st Century model for social housing, that will also be carbon neutral by 2030. The Council also has ambitions for other estates and blocks in the ward including Silchester Estate, Henry Dickens Estate, Nottingwood House, Allom House, Barlow House, Bramley House, and other social housing in the ward to be carbon neutral by 2030.

- C. The Notting Dale Heat Network will deliver zero-carbon heating and hot water to Lancaster West Estate and other public buildings in Notting Dale by 2030. The expectation is that there will be an opportunity for other estates in the ward to join the network by 2030.
- D. Given the above, all physical improvements and planned developments in the area will be expected to meet or exceed the energy and environmental standards set out in Chapter 4 of the Local Plan.

Lancaster West Estate and Notting Dale



Figure 9.3: Lancaster West Estate and Notting Dale

- 9.17 The Council considers that the area around Grenfell Tower and Lancaster Road (West) should be recognised as an area that will undergo positive change in partnership with residents, with the Lancaster West Neighbourhood Team providing a range of Council services and a dedicated point of community engagement in the area.
- 9.18 The [Grenfell Tower Memorial Commission](#) has been set up to ensure that the bereaved, survivors and North Kensington residents lead decision-making on the long-term future of the Grenfell Tower site. The Council recognises, and seeks to assist in this work, and through the Local Plan help in the provision of what is decided to be a suitable memorial.

- 9.19 The Council has been working in partnership with local residents, through the [Lancaster West Neighbourhood Team](#). As a result, alongside the commitment for Lancaster West to become a 21st century model for exemplary social housing, we also aim for it to be carbon neutral by 2030. The Council also has ambitions for other estates and blocks in the ward including Silchester Estate, Henry Dickens Estate, Nottingwood House, Allom House, Barlow House, Bramley House and other social housing in the ward to be carbon neutral by 2030. The Council's ambition is for all of Notting Dale ward to be carbon neutral by 2040. The opportunity to connect properties in the ward to the Notting Dale District Heating Network in the future will assist in meeting these ambitions.
- 9.20 The Council's Lancaster West Neighbourhood Team is working with local residents to co-design a Future Neighbourhood Vision to become an eco-neighbourhood that provides a model for the rest of the Borough, London and the UK as a whole. This includes building fabric, green energy, reducing waste, improving air quality, and creating green skills and jobs. This approach is intended to be replicated across the ward to the benefit of other housing estates. An example of the innovative approach is the Notting Dale Heat Network, which will deliver zero carbon heating and hot water to Lancaster West Estate and other public buildings in Notting Dale by 2030.
- 9.21 The Lancaster West Future Neighbourhood Vision will set out a road map to create an eco-neighbourhood, developing opportunities to deliver sustainable projects, increase social homes, improve accessibility to transport and housing and reduce social inequality. This approach will be replicated across the rest of Notting Dale to benefit residents in the local area.
- 9.22 We are working with all levels of government to explore the feasibility of improving the energy performance of all homes on the estate, and provide hot water and energy via renewable energy, rather than using fossil fuels as is currently the case. The estate already hosts Kensington and Chelsea's first low-energy council home in the Borough at Verity Close, which was completed in spring 2021.
- 9.23 The Council is committed to maximising investment opportunities to decarbonise homes across the ward as a whole, specifically Silchester Estate, Henry Dickens Estate, Nottingwood House, Allom House, Barlow House, Bramley House, and other social housing in the ward to be carbon-neutral by 2030.

Priorities to achieve the vision

1. Deliver on the projects identified in the co-designed Future Neighbourhood Vision for the area, which will improve energy performance of Council homes, generate green energy, improve air quality, and provide green jobs and training opportunities.

2. Deliver the resident-led refurbishment of Lancaster West, and ensure that it is carbon-neutral by 2030.
3. Deliver the Notting Dale Heat Network by 2030.
4. Ensure other estates have the opportunity to connect to the Notting Dale Heat Network by 2030 and other properties in the ward have the opportunity by 2040.
5. Ensure any new development or physical improvements work in the area towards delivering a net-zero carbon estate and eco-neighbourhood by 2030.

The Westway

- 9.24 The Westway flyover and West Cross Route, built in the 1960s, passes east to west in the north of the Borough. Approximately 23 acres of land sit below it and plays an important role in terms of employment land, the public realm and local context.
- 9.25 The Westway Trust, set up in partnership with the Council, manages the majority of the space underneath the raised A40 (Westway), which is owned by Transport for London. The land is used for a variety of commercial, industrial, retail, sports and community uses as well as a vintage clothing market. These uses could be augmented and consolidated to provide further space for innovation, community and employment uses.
- 9.26 Whilst the Westway has become a well established feature over the last 50 years, it still dominates the area visually and audibly and together with the West Cross route and the West London railway line creates a significant severance both within the area and access to the Borough boundary to the west.
- 9.27 The eclectic mix of uses beneath the Westway includes leisure and sports facilities, light industrial and storage, community and retail outlets. Whilst access along the space under the Westway is relatively good in the day there are a number of areas that do not have natural surveillance and there are pockets of leftover undeveloped land that become more unwelcoming during hours of darkness.
- 9.28 There is the opportunity to improve connectivity, including pedestrian/cycle access to White City and Westfield and the Imperial College buildings to the east through a new underpass under the West London line, providing a better route beneath the Westway itself together with improvement to the public realm and improved security, both beneath and to the area immediately around the Westway.
- 9.29 Opportunities should also be taken to improve the air quality along the Westway to ensure improved environment and continued use of the space is enjoyed by all.

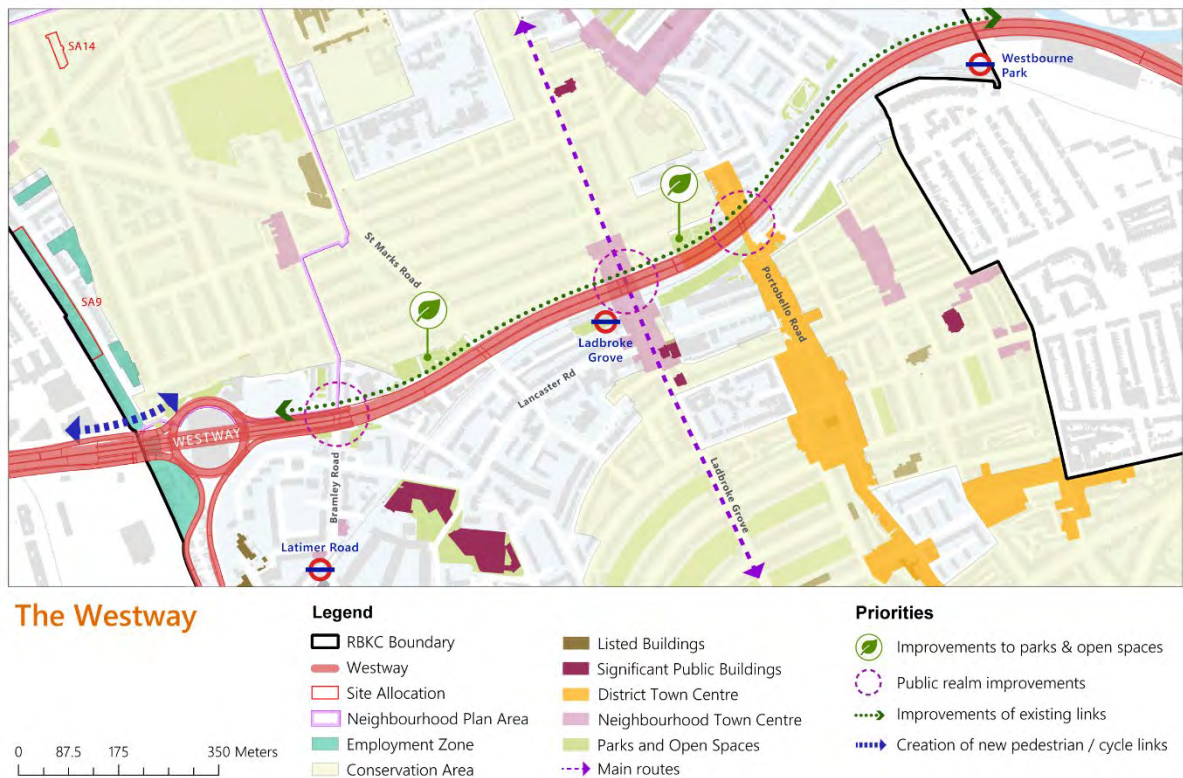


Figure 9.4: The Westway

PLV4: The Westway Vision

- A. The land underneath the Westway will have been developed by the Westway Trust to provide space for innovation, employment, and entrepreneurship alongside a well-connected and safe route beneath and alongside the Westway together with improved public realm all of which relates to the history, culture and local context. Greater pedestrian/cycle links will be developed east and west along the Westway with a new underpass under the West London line to ensure greater connectivity and a much improved route.

Optimising employment areas

- 9.30 Whilst the Borough is primarily residential in nature there are areas of concentrated employment generating uses. Although relatively small in size they make an important contribution to the diversity of job opportunities and stock of business premises in the Borough whilst being vital to the Borough's economic base.
- 9.31 The types of commercial activities that operate in the Employment Zones have naturally led to a low-intensity, low-rise form of development. As we

look to make best use of land, there is an opportunity to optimise the Borough's three Employment Zones, recognising that residential uses can unlock enhancements to the viability of wider improvements to the Employment Zones.

- 9.32 It must, however, be clear that protecting and improving commercial spaces remains the priority for our Employment Zones. The provision of flexible and modern commercial space to meet the needs of local businesses will help ensure that they function primarily as areas that are important for employment. This is particularly important in light of the Covid pandemic, whereby flexibility, affordable workspace and diversity in offer are becoming increasingly in demand.
- 9.33 In order to achieve both improvements to the employment offer in these areas and to optimise the sites, adding other uses such as housing could bring wider placemaking benefits as well as contributing to meeting housing need. Co-locating commercial space, workshops, retail and residential is typical in the Borough; there are historic residential areas that have purpose-built studios and workshops. Mixed use areas have a rich character because many different activities are concentrated in one place. Ground floor shops, restaurants, workshops and other commercial uses bring activity and liveliness to the street. With this type of development, it is possible to add or improve commercial floor space as well as include flats on upper floors. This type of development can include refurbishing premises to help commercial uses to thrive, which also supports businesses and jobs.
- 9.34 The mix of uses should be compatible, to ensure the employment use now or in the future is not compromised. The introduction of housing should be informed by an understanding of existing commercial activities to ensure these are not undermined.
- 9.35 These sites therefore have the capacity to accommodate good growth, by not only helping meet evolving employment and local business needs, but also delivering housing as a complementary use.
- 9.36 The land under the Westway is also an area of significant employment land use. Whilst not a designated employment zone there are a mix of commercial and recreational uses that contribute to community based activities and local employment opportunities.
- 9.37 The three Employment Zones combined with the land underneath the Westway and the new commercial space in the Earl's Court and Kensal Canalside Opportunity Areas form a 'spine' of creative activities and employment opportunities. The Council is seeking accreditation from the GLA to designate this spine as one of London's Creative Enterprise Zones (CEZs). CEZs are zones where artists and creative businesses can find permanent affordable space to work; are supported to start-up and grow; and where local people are helped to learn creative sector skills and access pathways to employment. Residents who are unemployed and/or claiming benefits are concentrated in the north and parts of the south-west

of the Borough, while those with no qualifications and/or occupied in lower paid occupations are particularly concentrated in the north of the Borough. These are the same areas that are home to the Borough's three Employment Zones, all of which have many creative and cultural businesses. The CEZ would provide a focus to link these communities with these sectors, providing important local employment opportunities and affordable workspace for local people.

Kensal Employment Zone

- 9.38 The Kensal Employment Zone lies to the western end of Kensal Road and 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 canal-side location.
- 9.39 The Kensal Canalside Employment Workspace Strategy which covers a wider area than the Employment Zone sets out Kensal's wider creative ecosystem and needs. It contains guidance intended to aid development and assist design teams in successfully planning for the inclusion of creative and civil society sector workspace into new mixed-use developments as well as wider strategic advice on how to integrate public realm to support workspace.

PLV5: Kensal Employment Zone Vision




- A. A vibrant employment area where land is optimised to create opportunities for innovative small and medium sized businesses. Delivered in line with the Kensal Canalside Employment Workspace Strategy.

Kensal Employment Zone

Legend

-  RBKC Boundary
-  Opportunity Area
-  Site Allocations
-  Employment Zone
-  Conservation Area
-  Listed Buildings
-  Significant Public Buildings
-  Neighbourhood Town Centre
-  Parks and Open Spaces
-  Main routes

Priorities

-  Improvements to parks & open spaces
-  Public realm improvements
-  Improvements of existing links

0 50 100 200 Meters



Figure 9.5: Kensal Employment Zone

Freston / Latimer Road Employment Zone

- 9.40 The Freston / Latimer Road Employment Zone is located in the north west of the Borough, immediately to the east of the Borough boundary with Hammersmith and Fulham. It stretches north/south along the boundary and is split by the Westway.
- 9.41 Units 1-14 Latimer Road which lies within the Employment Zone is subject to a Design Code Supplementary Planning Document (SPD) that was produced with the community. The Employment Zone north of the Westway also sits within the St Quintin and Woodlands Neighbourhood Plan Area.
- 9.42 The design code sets out a series of design guidelines to help shape the future development of the area which in turn should act as a catalyst for positive change in the wider employment area.
- 9.43 Building uses should support the creative and cultural industries.

Freston / Latimer Rd Employment Zone

Legend

- RBKC Boundary
 - Site Allocations
 - Lancaster West Estate
 - Employment Zone
 - Conservation Area
 - Neighbourhood Plan Area
 - Listed Buildings
 - Significant Public Buildings
 - Neighbourhood Town Centre
 - Parks and Open Spaces
 - Main routes
- Priorities**
- Public realm improvements
 - Improvements of existing links

0 70 140 280 Meters

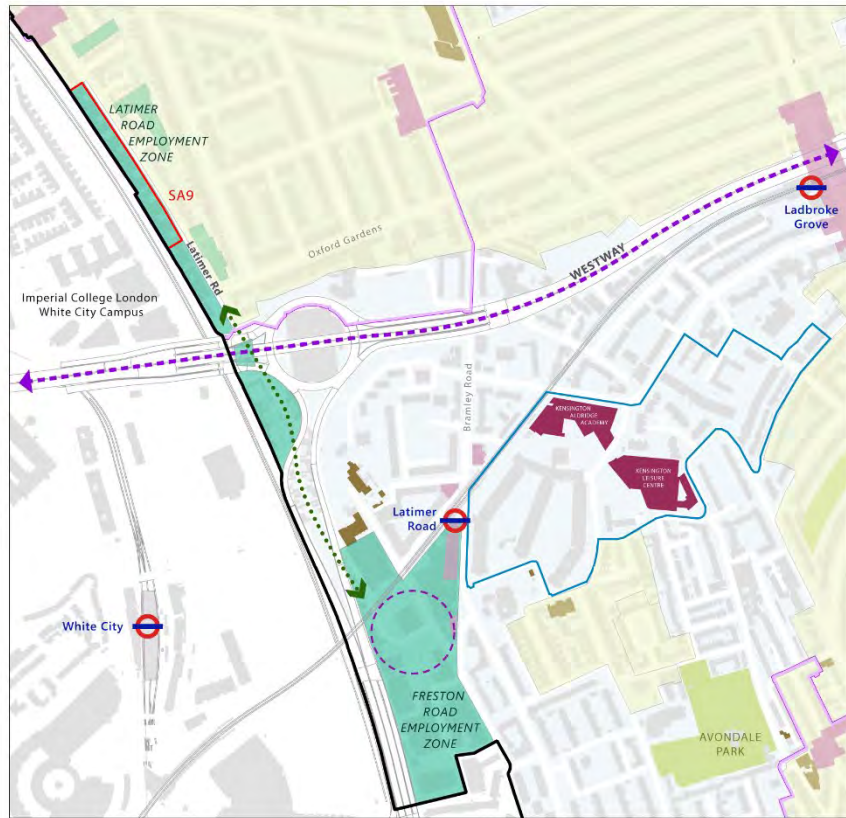


Figure 9.6: Freston/Latimer Road Employment Zone

PLV6: Freston/ Latimer Road Employment Zone Vision

- A. An Employment Zone that supports the development of the creative and cultural industries and contributes to the vitality of the street scene and local neighbourhood to deliver a vibrant mixed use creative quarter. Appropriate mixing of complimentary uses should be used to the south of the Westway to deliver an uplift in employment and maximise commercial floor space. To the north of the Westway, new development shall retain, or re-provide, existing commercial floorspace.

Lots Road Employment Zone

- 9.44 The Lots Road Employment Zone lies in the south west of the Borough and, together with the Lots Village Conservation Area, reflects the historic character of Chelsea's working riverside heritage.
- 9.45 The 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.
- 9.46 Thames Tideway Tunnel infrastructure is also located at Cremorne Wharf. Thames Water, through the Tideway Company should ensure that operations and maintenance, through their Development Consent Order remains compatible with surrounding development and future land uses so that the beneficial use of Cremorne Wharf for other activities can be maintained.
- 9.47 We seek to maintain the vibrant mix of activities in the Employment Zone, protecting and supporting additional small business and light industrial uses so that the area retains its industrial character.
- 9.48 The Council, as landowner, is working to comprehensively redevelop its Lots Road South site, on the western side of Lots Road. The site, which straddles the boundary with the London Borough of Hammersmith and Fulham, is currently home to the Council's car depot, salt store and street sweeping storage, as well as commercial floorspace. This redevelopment provides an opportunity to create additional, more modern commercial space to the Employment Zone, as well as co-locating residential uses to optimise the site with a vibrant mix of uses.
- 9.49 A design guide for the site, developed through a number of consultation workshops with local residents and businesses, will shape the development and ensure it delivers wider placemaking benefits such as making the most of the access to Chelsea Creek, community uses and attractive public realm.

PLV7: Lots Road Employment Zone Vision

- A. The Employment Zone will provide improved and additional workspaces and facilities for innovative and creative small and medium sized businesses with a focus on art, architecture, antiques and interior design. To make the best use of land, complementary uses that contribute to the area's eclectic mix and character will be incorporated.

9.50 Details of the requirements for the development of the site can be found in site allocation Policy SA6.

Lots Road Employment Zone

Legend

- RBKC Boundary
- Site Allocations
- Lots Road Employment Zone
- Conservation Area
- Listed Buildings
- Landmark Buildings
- Neighbourhood Town Centre
- Parks and Open Spaces
- Main routes

Priorities

- Improvements to parks & open spaces
- Public realm improvements
- Improvements of existing links

0 35 70 140 Meters

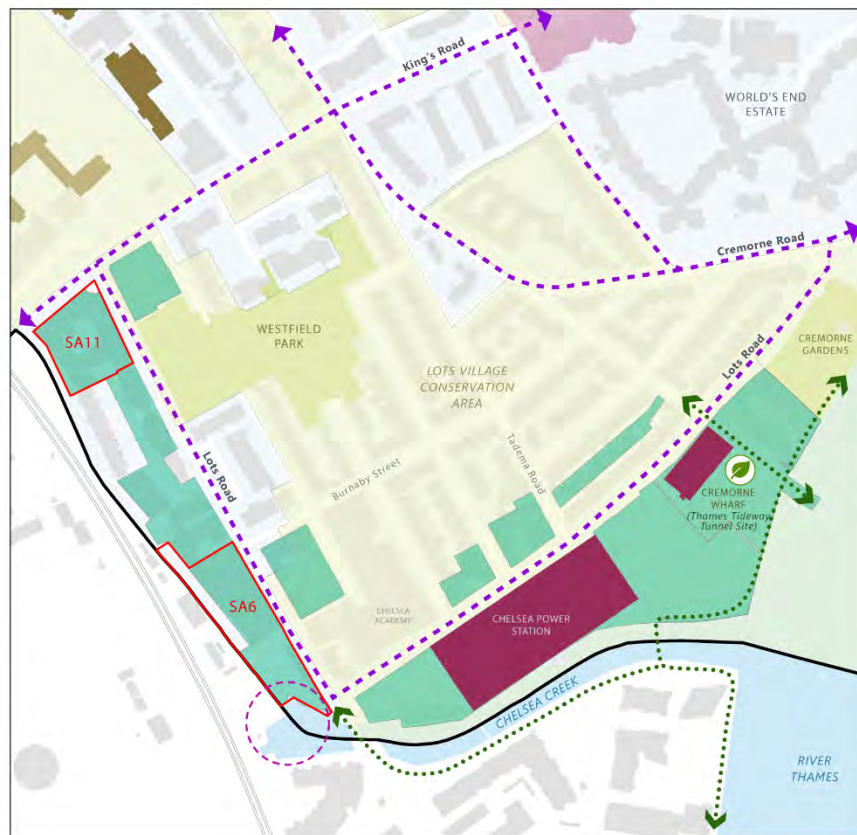


Figure 9.7: Lots Road Employment Zone

Our larger Town Centres

9.51 These are the town centres which have traditionally attracted many visitors and have driven the Borough's economy. These are the same areas which have been severely impacted by the Covid-19 crisis. Whilst our town centres have begun to bounce back there is some uncertainty around the direction of travel for the future of many high streets.

9.52 Good high streets combine retail, hospitality, culture and essential services in a concentration that is compelling, sustainable and accessible to all. To deliver greater certainty and support for our high streets and town centres we have developed a number of high level placemaking principles, based on extensive community engagement¹⁶⁰.

9.53 High streets within our town centre hierarchy will:

¹⁶⁰ High streets and place making: Phase 1 report from Centre for London (January 2022)

1. Be places people want to visit and spend time in by encouraging a range of facilities, services and attractions as well as exploring opportunities for an evening economy.
2. Be adaptable and proactive to meet future needs by allowing for and supporting innovative and creative solutions.
3. Work for everyone by ensuring the provision of accessible facilities, commercial space and public realm that meets the needs of all ages and disabilities.
4. Encourage active travel by ensuring provision for cycle parking/hire, pedestrian friendly public realm and supporting traffic reduction schemes.
5. Be places that celebrate their own individual character and history by supporting their unique needs and offering bespoke cultural events and activities.
6. Be part of the solution to the climate crisis by reducing emissions and adapting to changing conditions, and encouraging greening
7. Be places for creativity, culture and art by supporting festivals, events and activities.
8. Support existing businesses and encourage economic growth by working with and encouraging new Business Improvement Districts (BIDs), landowners and commercial tenants.

9.54 Drawing on these principles we will develop action plans for the high streets to aid the delivery of short term interventions and longer term strategic action plans. The action plans will help identify and focus activity on key areas, and help the Council build sustainable, *Healthy Streets*¹⁶¹ and walkable neighbourhoods. They will help to deliver public realm initiatives that encourage dwell time and are welcoming for families as well as the youth and the elderly, pop up uses of vacant units, cultural and market activities, whilst contributing towards a strong visual identity for the high street.

¹⁶¹ Healthy Streets - Transport for London (tfl.gov.uk)

Kensington High Street

PLV8: Kensington High Street

- A. The High Street will capitalise upon its traditional role as the civic heart of the Royal Borough. New development will improve and enhance the area's range of shops and uses that provide a rich eclectic mix of attractions with office and residential space at upper levels. Cultural destinations will be supported and enhanced and the evening economy will be supported. Improvements to the streetscape will link together the area's functions and make it a better place for people to spend time.

Kensington High Street



Figure 9.8: Kensington High Street

- 9.55 Kensington High Street runs from east to west through the centre of the Borough, sitting to the north of Earl's Court Road District Centre, and to the south of Notting Hill Gate District Centre. It is designated as a major centre in the London Plan and is home to a wide range of mainstream high street stores. 411 units run in linear format for approximately 900 metres along Kensington High Street, including Kensington Church Street.
- 9.56 It is an important shopping and leisure destination and is the focus for 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. It is the Borough's largest town centre office location, with a range of drop in desk space and small offices above retail units, to larger offices in former department stores. Kensington High Street is also an important cultural centre, and is home to attractions such as Kensington Palace, Leighton House, the Design Museum, Linley Sambourne House and Opera Holland Park. Kensington Gardens and Holland Park act as bookends to the street. It has been identified within the London Plan as having a night-time economy of regional or sub-regional significance.

9.57 Kensington High Street benefits from being a Business Improvement District (BID), an area in which the local businesses have voted to invest together to improve the environment of their local area.

9.58 Priorities to achieve the vision are:

1. Support of more regular and seasonal events and markets such as Phillimore Walk farmers market and events outside of the Town Hall, as part of the Council's emerging Cultural Placemaking Strategy.
2. Support a more diverse offering of uses, including meanwhile uses in vacant units.
3. Explore opportunities to support and deliver an evening economy.
4. Support the delivery of more accessible community and cultural uses in the centre.
5. Celebrate the rich history and heritage of the area by improving wayfinding to existing local attractions
6. Improve and support the delivery of step free access to High Street Kensington station platforms.
7. Support the centre to become an even more important economic hub through the provision of different types of new workspace.
8. Support the BID.
9. Improve the pedestrian and cyclist environment including supporting the removal of pavement clutter where not used.

Portobello Road

PLV9: Portobello Road

- A. Portobello Road Market will continue to be vibrant with distinctive street markets serving the day-to-day needs of local residents and attracting visitors from across the world. The area will maintain a rich variety of small independent shops offering 'something different.', including art, antiques and collectibles.

Portobello Road

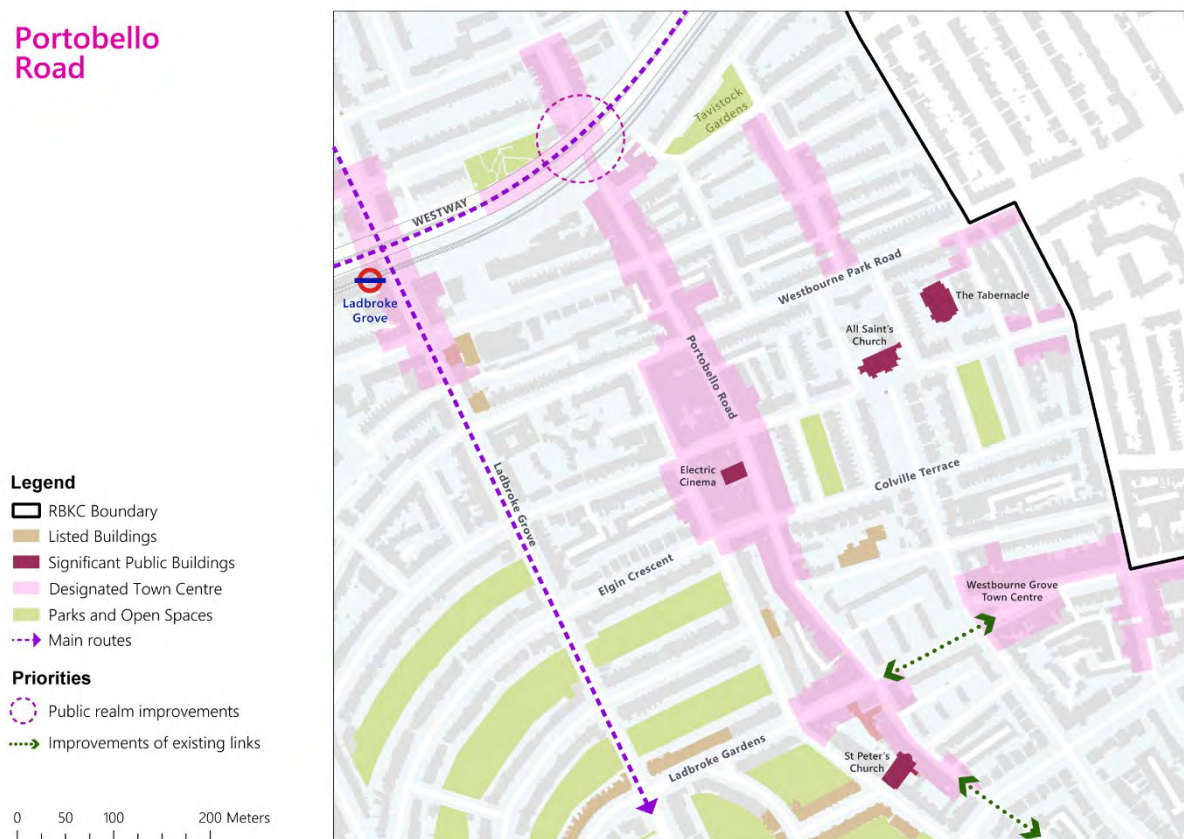


Figure 9.9: Portobello Road

9.59 Portobello Road is a 1.5 km road running north from Notting Hill Gate. It is recognised in the London Plan as a Special District Centre and as a Strategic Market. The centre is located within the heart of a very diverse area in terms of race and ethnicity as well as socio-economically. There are significant Afro-Caribbean, Spanish, Portuguese, Moroccan, Somali, West Indian and East Asian communities in the area. The centre has a very extensive primary frontage and most of the units are owned by independents (only 25 per cent are multiples). Portobello Market is one of the most visited attractions in London and attracts very high footfall on Fridays and weekends with a broad range of retail and hospitality options, catering from local essential needs to high end specialty shops and restaurants. The many outlets for art, antiques and collectibles, including

those in the arcades, are a particularly important part of its attraction for visitors.

9.60 Priorities to achieve the vision:

1. Support existing independent businesses to adapt, diversify and increase revenues to combat rent and business rates.
2. Support the provision of commercial, retail and services to meet the daily needs of local residents.
3. Support the significant opportunities for meanwhile uses, cultural uses and pop-up uses within vacant units and under the Westway.
4. Improve wayfinding, navigation and walkability from Notting Hill Gate, Ladbroke Grove and Holland Park underground stations.
5. Improve the public realm.
6. Support the provision of uses that deliver greater public value, particularly where the Council and Westway Trust own land and assets.

Notting Hill Gate

PLV10: Notting Hill Gate

- A. Notting Hill Gate will remain as one of the Borough's most distinctive district centres. It will build upon its long-standing reputation for the arts, culture and for the evening economy while continuing to serve as an important local shopping centre for residents in the surrounding area. It will also use the pull it has as a key employment area to provide the premises needed by the types of agile business which will thrive in a post Covid-19 world. The streetscape along Notting Hill Gate will be improved to make the area more accessible and attractive. Outdated buildings will be refurbished or redeveloped to improve the image of the area.

Notting Hill Gate

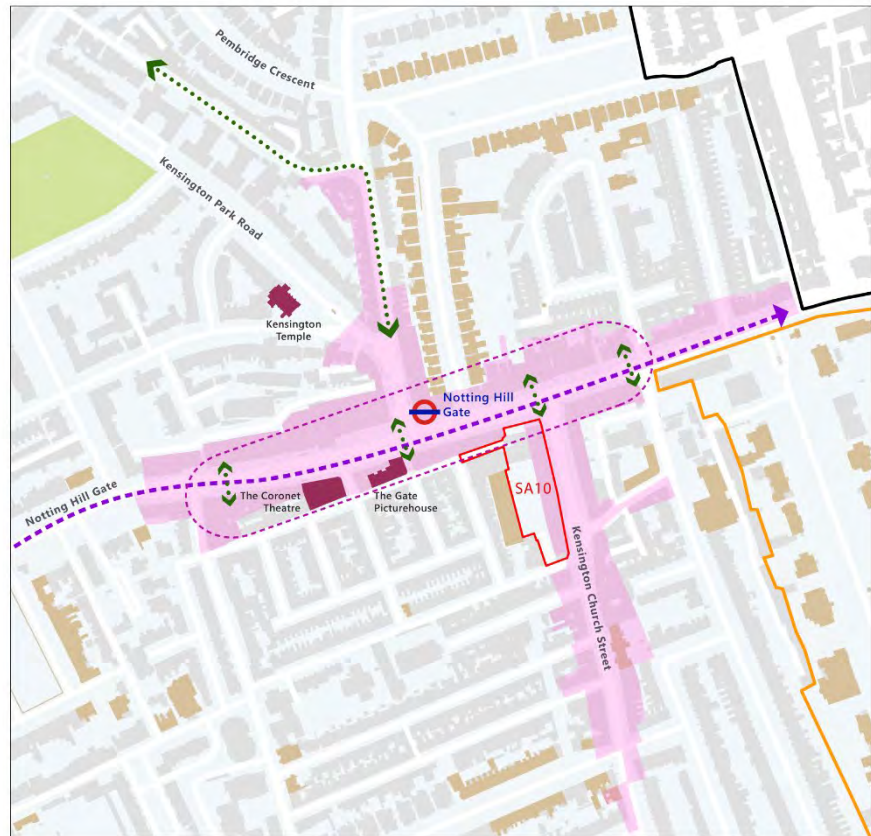
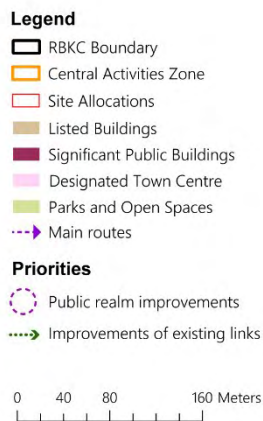


Figure 9.10: Notting Hill Gate

9.61 Notting Hill Gate developed along the route of the old Roman road to Silchester and remains a key route linking London to the west. The centre is surrounded by conservation areas, but the town centre itself was comprehensively redeveloped in the 1950s and is of a completely different scale and character to the surrounding residential areas. It forms a key gateway to the Portobello Road Market, as Notting Hill Gate Underground Station is within walking distance and is one of its nearest and best-connected transport hubs.

9.62 Priorities to achieve the vision:

1. Support the delivery of sites as identified in the Notting Hill Gate SPD.
2. Take opportunities to improve cycling and active travel infrastructure.
3. Improve the attractiveness and walkability of the centre through investments in public realm and greening infrastructure.
4. Support the delivery of more accessible community and cultural uses.
5. Support the centre to become an even more important economic hub through the provision of different types of workspace.
6. Support more regular markets and seasonal events

South Kensington

PLV11: South Kensington

- A. South Kensington will maintain two distinct identities: a world class cultural destination and education hub based around the South Kensington Strategic Cultural Area, and the district centre, continuing to provide valued local facilities and services. The centre must be able to thrive to maintain its character and function as a mixed, vibrant place with an international reputation and also as a central London residential community. Public realm improvements will boost the area's connectivity and attractiveness.

South Kensington

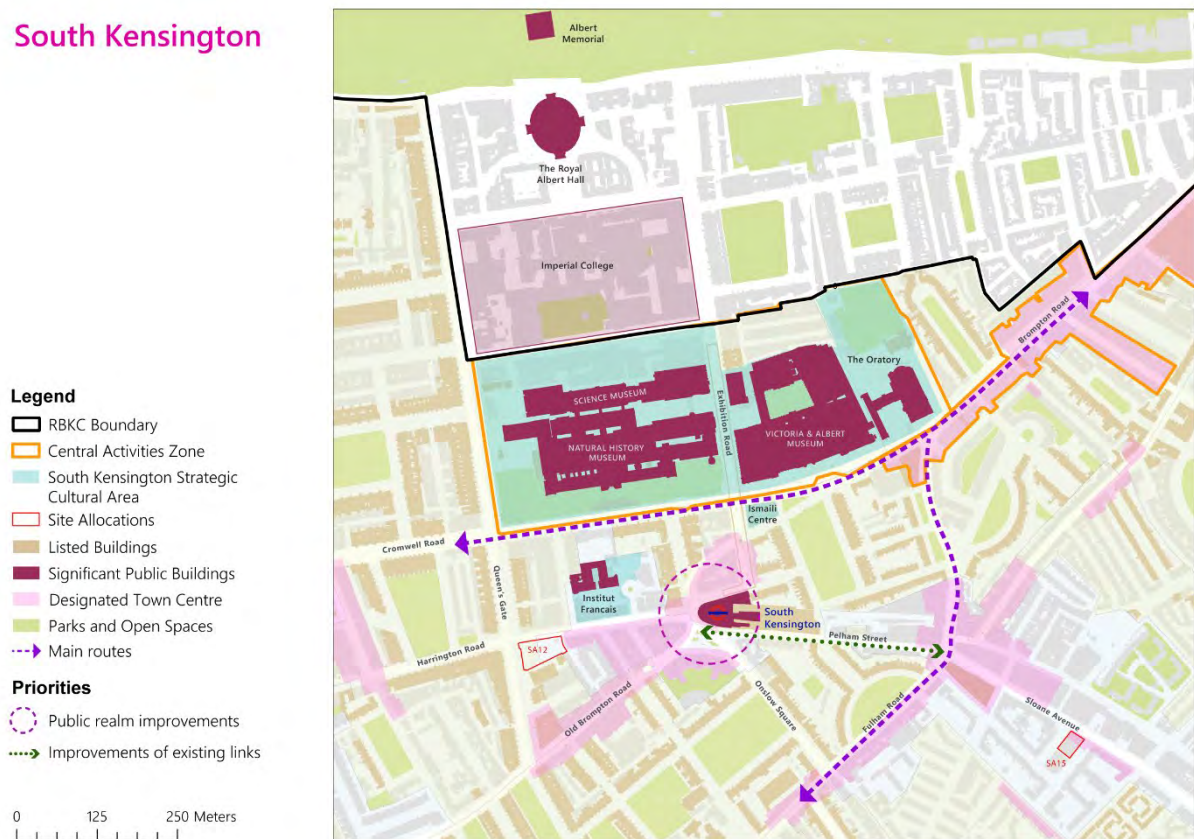


Figure 9.11: South Kensington

- 9.63 South Kensington is in the centre of the Borough and is the cultural focal point. Thousands of people visit the area every day to visit the world renowned Victoria and Albert Museum, Natural History Museum and Science Museum. It is also an important educational hub home to Imperial College, the Royal College of Art, the Royal College of Music and the Lycee Francaise Charles de Gaulle. It is within the capital's Central Activity Zone and is designated as the South Kensington Museum Complex/ Royal Albert Hall Strategic Cultural Area in the London Plan. The area is surrounded by residential streets, the residents of which value

the small shops and Bute Street Farmers' Market on offer to the south of Cromwell Road.

9.64 South Kensington has been identified within the London Plan as having a night-time economy of "international or national" significance.

9.65 Priorities to achieve the vision:

1. Support opportunities to deliver more accessible community uses in the centre.
2. Support the provision of new and existing shops and services that provide for the local residents.
3. Support opportunities to improve the underground station including step-free access.
4. Strengthen the public realm to improve the user experience and foster a safer environment.
5. Support the use of new and existing outdoor space for temporary outdoor exhibitions.
6. Support the area as a world class cultural and educational hub
7. Welcome the provision of different types of new workspace to enable the centre to become an important economic hub.
8. Improve cycling and active travel infrastructure, particularly via the Council's Cycle Quietway programme.
9. Introduce public art through the Council's Cultural Placemaking Programme.

Kings Road (East)

PLV12: King's Road (East)

- A. The rich iconic brand and history of King's Road will be enhanced 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 within the wider residential community.

King's Road East

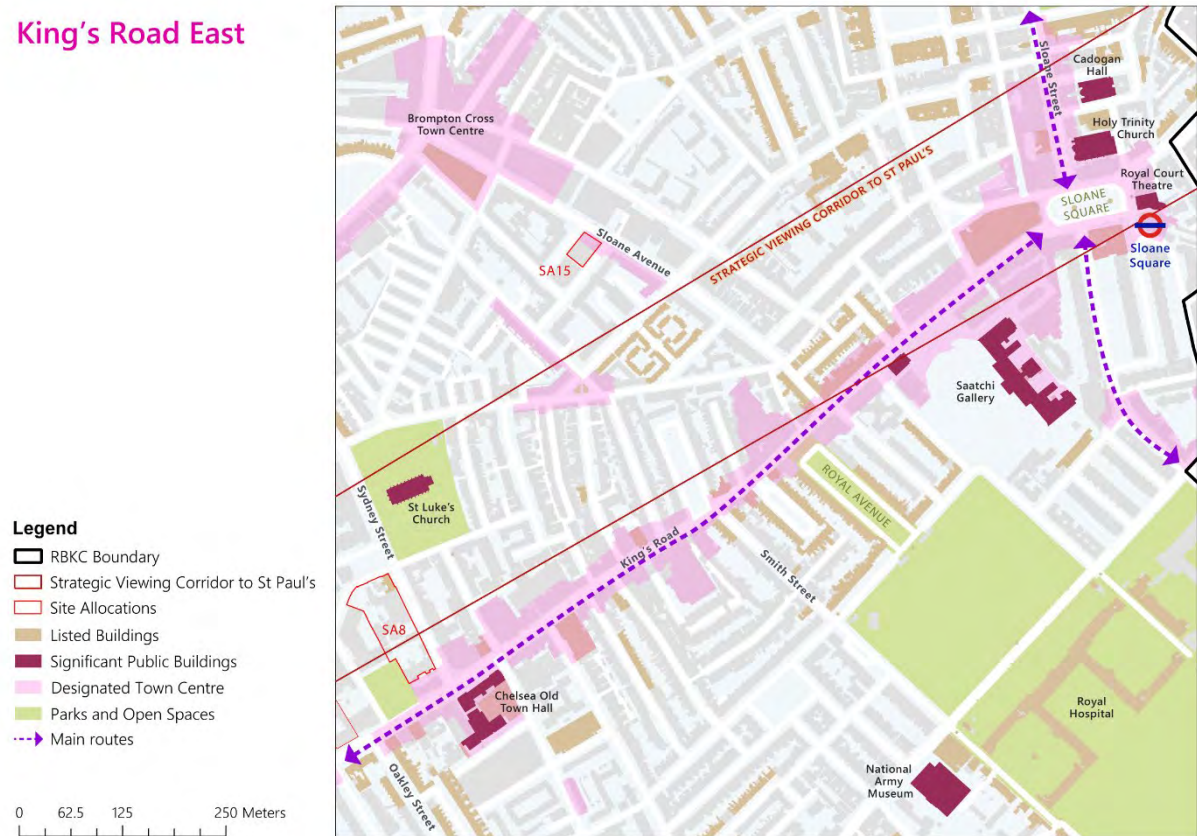


Figure 9.12: King's Road (East)

- 9.66 King's Road (East) is a Major centre anchored by the Peter Jones department store at Sloane Square and the Duke of York Square development. Recent additions such as the improvements to Pavilion Road and the Cadogan Café have further enhanced its reputation as a centre that supports both the local community and visitors. This part of King's Road is characterised by upmarket international chains and multiple retailers. It also has a vibrant cultural offer and is home to the Royal Court, Cadogan Hall, (home of the Royal Philharmonic Orchestra), the Saatchi Gallery, Chelsea Hospital (home of the Chelsea Pensioners and the annual Chelsea Flower Show), the National Army Museum and Chelsea Physic Garden.
- 9.67 Parts of this area also benefit from being a Business Improvement District (BID), an area in which the local businesses have voted to invest together to improve the environment of their local area.
- 9.68 Priorities to achieve the vision:
1. Promote the strengths and diversity of the area to attract people to visit the centre.
 2. Support an increase in the number of events and temporary fixtures at Duke of York Square and Sloane Square.

3. Support opportunities to better harness and use shared spaces such as Duke of York Square, Sloane Square and Royal Avenue.
4. Support opportunities to deliver more accessible community and cultural uses in the centre.
5. Take opportunities to improve existing shopping centres (e.g King's Walk).
6. Support development and public realm improvements to encourage footfall and dwell time on Sloane Street.
7. Support the redevelopment of Chelsea Farmers Market to include a new public square.
8. Support the centre to become a more important economic hub through the provision of different types of workspace.
9. Support the development of the BID.

Kings Road (West)

PLV13: Kings Road (West)

- A. Kings Road (West) will build on its specialist retail offer that supports creative industries, encouraging new businesses whilst supporting the current bespoke offer of design and furniture retailers. Public realm and infrastructure improvements will increase footfall and accessibility.

King's Road West

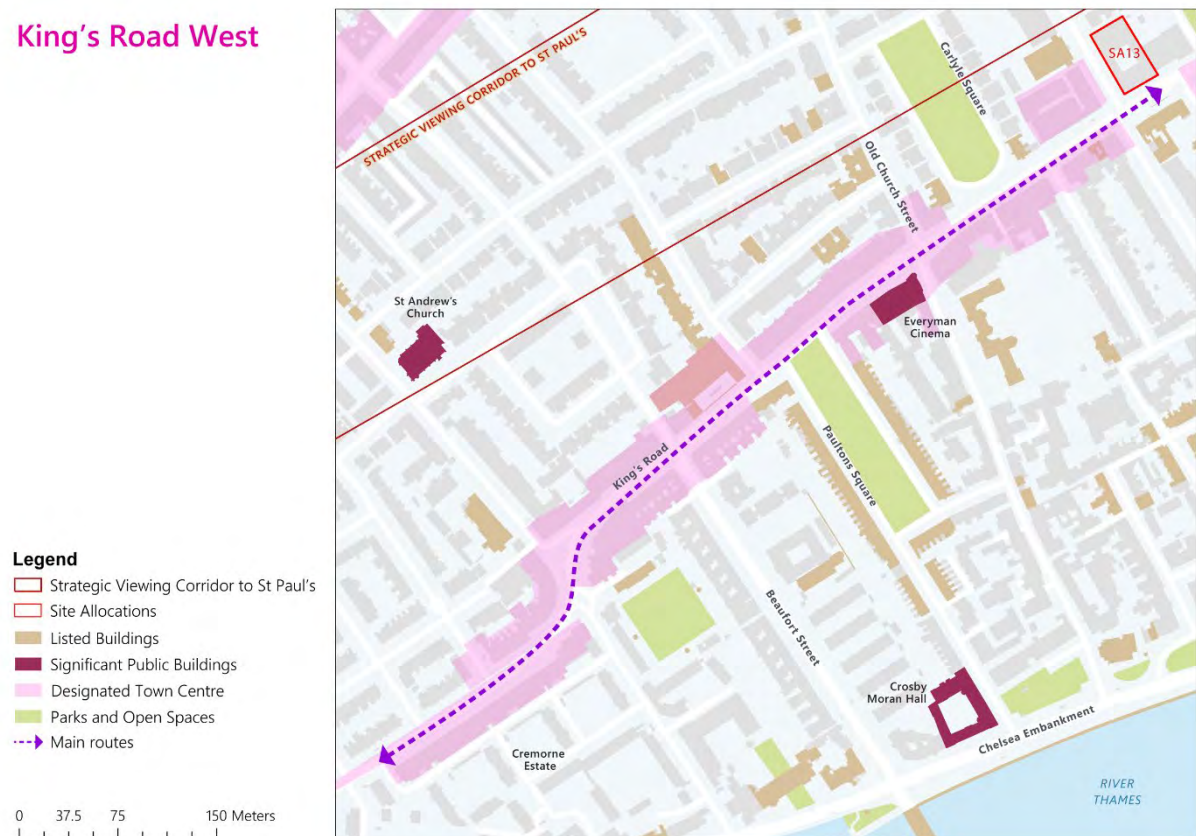


Figure 9.13: King's Road (West)

- 9.69 The King's Road (West) District Centre is at the western end of the King's Road and is adjacent to King's Road East Major Centre. It is different to King's Road East and Sloane Square, containing a mix of specialist retailers, including a significant furniture and design element as well as shops serving the needs of local residents. The area is poorly served by public transport, as many bus routes peel off north and south, up Sydney Street and down Beaufort Street and it is a long walk to the nearest underground or overground station. Pedestrian footfall is significantly lower here than other parts of the King's Road.
- 9.70 The King's Road has been identified within the London Plan as having a night-time economy of regional or sub-regional significance.

9.71 Parts of this area also fall into the Kings Road Business Improvement District (BID), an area in which the local businesses have voted to invest together to improve the environment of their local area.

9.72 Priorities to achieve the vision:

8. Support opportunities to improve attractiveness of the centre through public realm improvements.
9. Support opportunities to deliver more accessible community and cultural uses in the centre.
10. Enhance connectivity in the area by supporting proposals for future infrastructure improvements.
11. Improve cycling and active travel infrastructure.
12. Support the development of the BID.

Earl's Court

PLV14: Earl's Court

- A. Earl's Court will continue to provide a wide range of services for local residents and visitors reflecting its role as a district centre and key transport hub. The nearby redevelopment of the Opportunity Area will help to transform it into a vibrant centre that draws from its legacy, delivering a strong cultural element. Shopfronts and public realm improvements will reflect the surrounding heritage.

Earl's Court

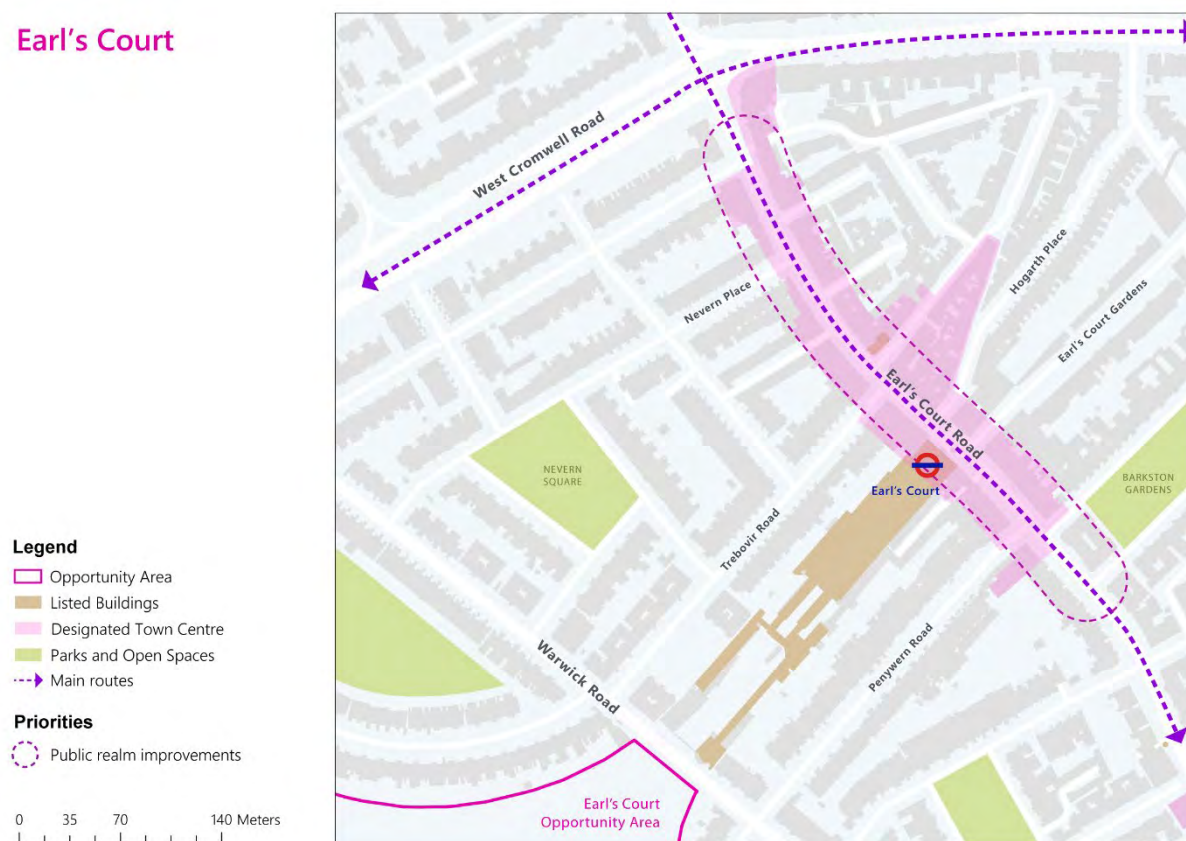


Figure 9.14: Earl's Court

9.73 Earl's Court lies to the west of the Borough and borders the London Borough of Hammersmith and Fulham. It is largely residential in character with a range of different property types and tenures. The district centre provides a range of shops, restaurants, cafes and pubs, primarily meeting the needs of people that live in the area. Businesses in the centre have suffered as footfall has reduced with the closure of the Earl's Court Exhibition Centre. A new urban quarter will be built in the nearby Opportunity Area.

9.74 Priorities to achieve the vision:

1. Improve attractiveness and walkability of the centre through further investment in public realm, green infrastructure and shopfront improvements.
2. Support opportunities to improve attractiveness of the centre through public realm improvements and greening.
3. Support the delivery of more accessible community and cultural uses in the centre.
4. Support the centre to become a more important economic hub through the provision of new types of workspace and the strengthening of existing and new businesses.

Brompton Cross

PLV15: Brompton Cross

- A. Brompton Cross will maintain its function as a high quality specialist boutique retail centre with 'international appeal'. Improvements to walking routes and signage between South Kensington cultural core will serve to encourage visitors, the evening economy and highlight its unique retail offer.

Brompton Cross

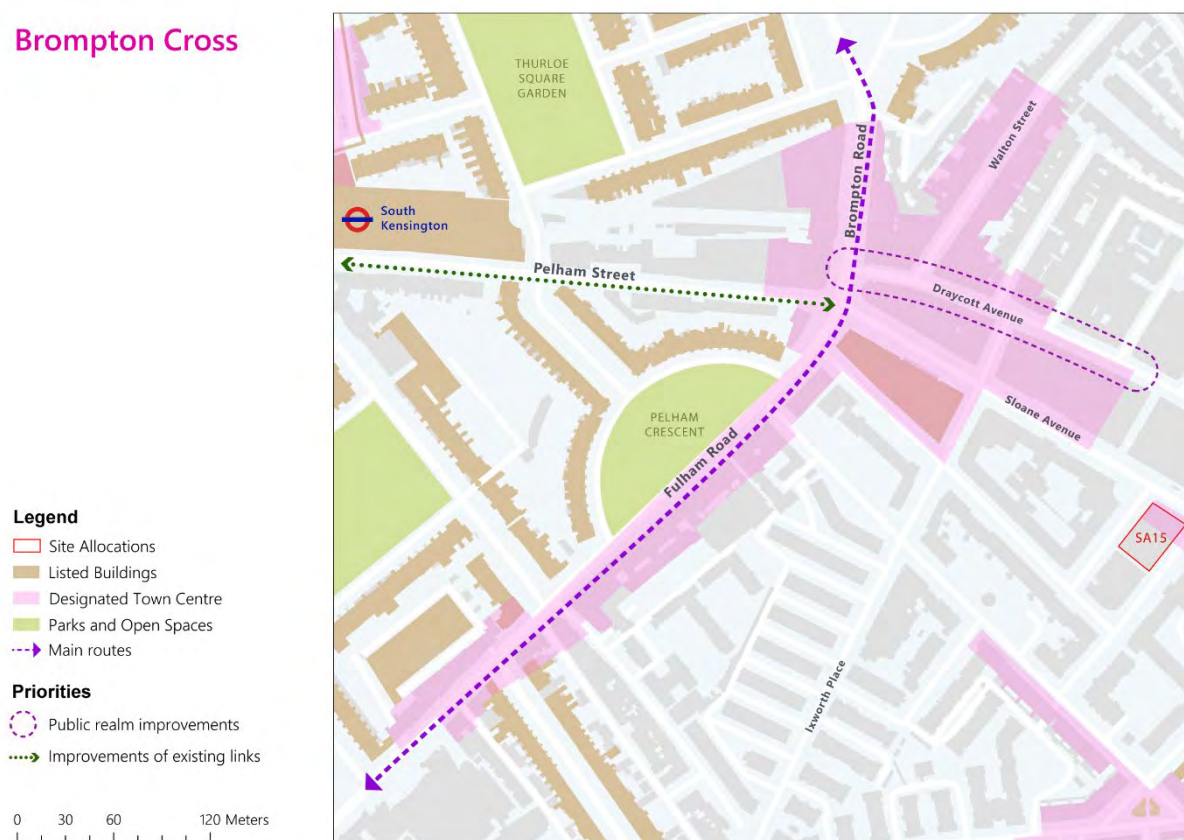


Figure 9.15: Brompton Cross

- 9.75 Brompton Cross is a small highly specialised district centre that sits between South Kensington and Sloane Square. The wider area is largely residential in character but the centre is widely known as a high quality specialist boutique retail centre with international appeal. The retail offer is complimented by a number of well-known restaurants cafes and bars. The centre is accessible via South Kensington and Sloane Square underground stations.
- 9.76 Priorities to achieve the vision:
1. Improve cycling and active travel infrastructure.
 2. Support opportunities to introduce meanwhile uses in vacant units with a focus on fashion and interior design.

3. Improve attractiveness and walkability of the centre through further investment in public realm, and green infrastructure particularly along Draycott Avenue.
4. Increase signage and wayfinding in the public realm.

Westbourne Grove

PLV16: Westbourne Grove

- A. Westbourne Grove will maintain its reputation for offering a range of high quality commercial and business uses including international designer boutiques and fashion retailers, whilst expanding its offer of community services that meets the needs of local residents.

Westbourne Grove

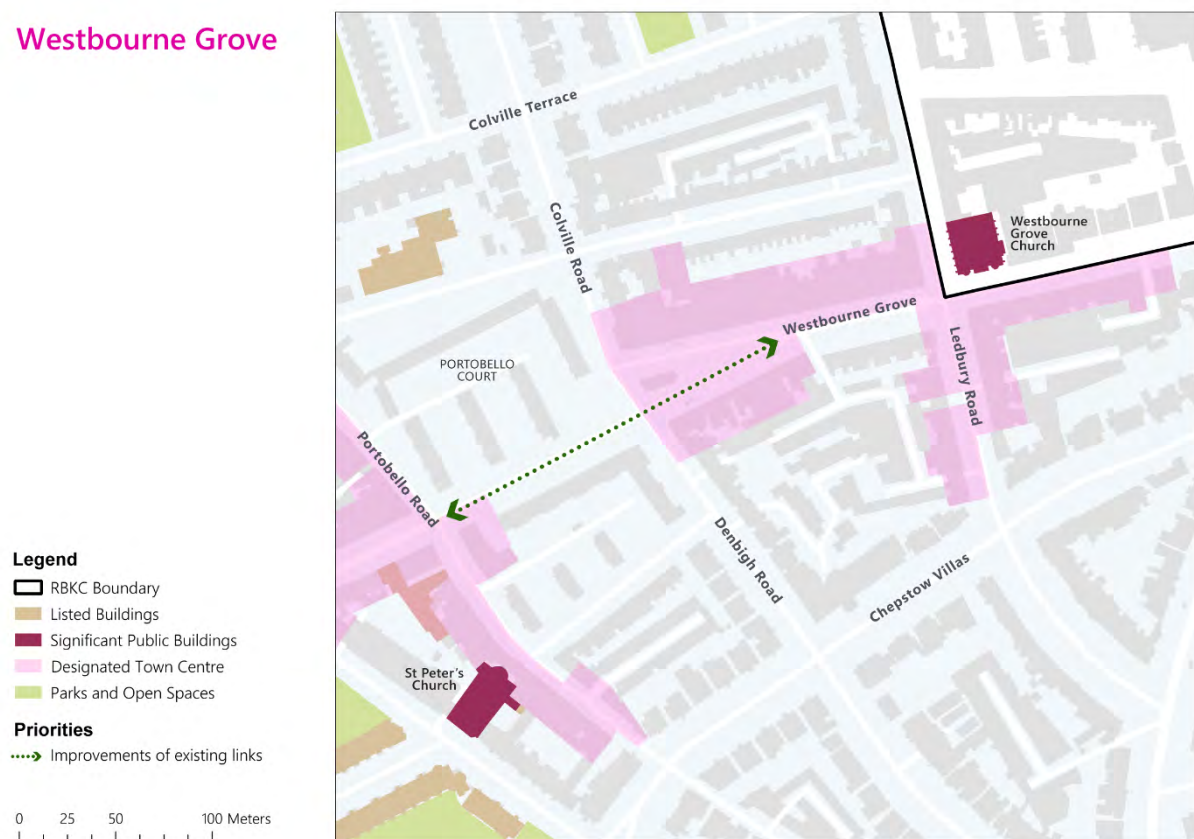


Figure 9.16: Westbourne Grove

- 9.77 Westbourne Grove is adjacent to the Portobello Road Special District Centre and close to Notting Hill Gate, Bayswater, Kensington Gardens and Hyde Park. It is designated as a Special District Centre as it is home to a cluster of up-market fashion and art galleries and restaurants and was previously well known as a specialist centre for antiques and food.
- 9.78 Priorities to achieve the vision:

1. Support opportunities to hold more regular events and markets.
2. Support opportunities to introduce more leisure services to the area, particularly as part of any new development.
3. Support opportunities to introduce more community and social uses to the centre to better meet the needs of local residents.

Knightsbridge

PLV17: Knightsbridge

- A. Knightsbridge will maintain its role as one of London's most exclusive national and international shopping destinations - attracting 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.

Knightsbridge

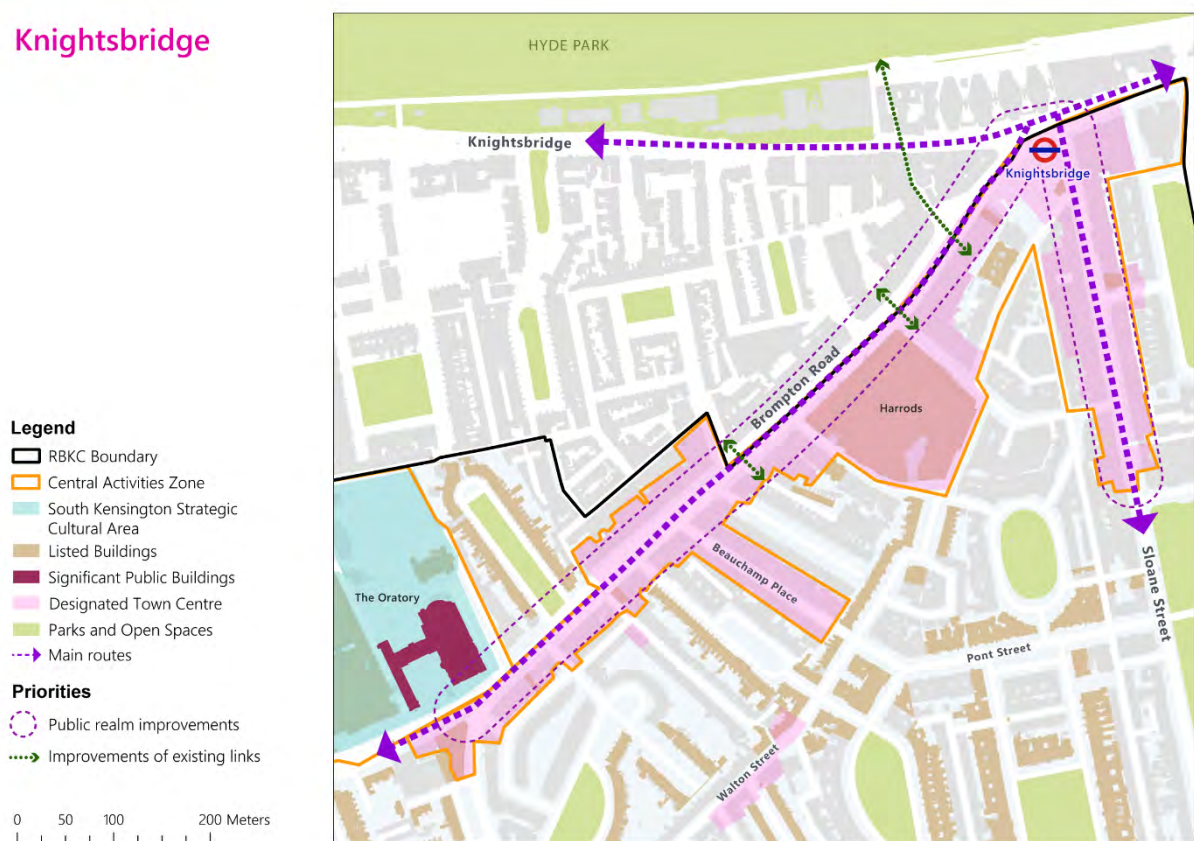


Figure 9.17: Knightsbridge

9.79 Knightsbridge is our largest town centre and is designated as an international shopping centre in the London Plan. This reflects the concentration of flagship stores and department stores, most notably

Harrods, which is the single largest visitor shopping attraction in the Borough. The centre includes the northern end of Sloane Street, recognised for its high end international shopping offer. The centre is surrounded by residential streets and the needs of these residents tend to be served by the shops and services in the western part of the centre. Knightsbridge has been identified within the London Plan as having a night-time economy of “regional or sub-regional significance.

9.80 This area also benefits from being a Business Improvement District (BID), an area in which the local businesses have voted to invest together to improve the environment of their local area.

9.81 Priorities to achieve the vision:

1. Improve the attractiveness and walkability of the centre through investments in the public realm and green space.
2. Take opportunities to create space for and hold events and markets.
3. Support the delivery of more accessible community and cultural uses.
4. Support the development of a Knightsbridge BID.
5. Support and promote the importance of Sloane Street as a key connection between Knightsbridge and Kings Road to encourage footfall between the two.

Fulham Road West

PLV18: Fulham Road West


- A. Fulham Road West will continue to offer specialist and local provision of goods, supporting independent shops and services and ensuring a strong diversity of uses is maintained across the centre. The existing evening economy will be strengthened offering a range of activities and services for locals and visitors.

Fulham Road West

Legend

-  Listed Buildings
-  Strategic Viewing Corridor to St Paul's
-  Significant Public Buildings
-  Designated Town Centre
-  Parks and Open Spaces
-  Main routes

Priorities

-  Public realm improvements

0 40 80 160 Meters

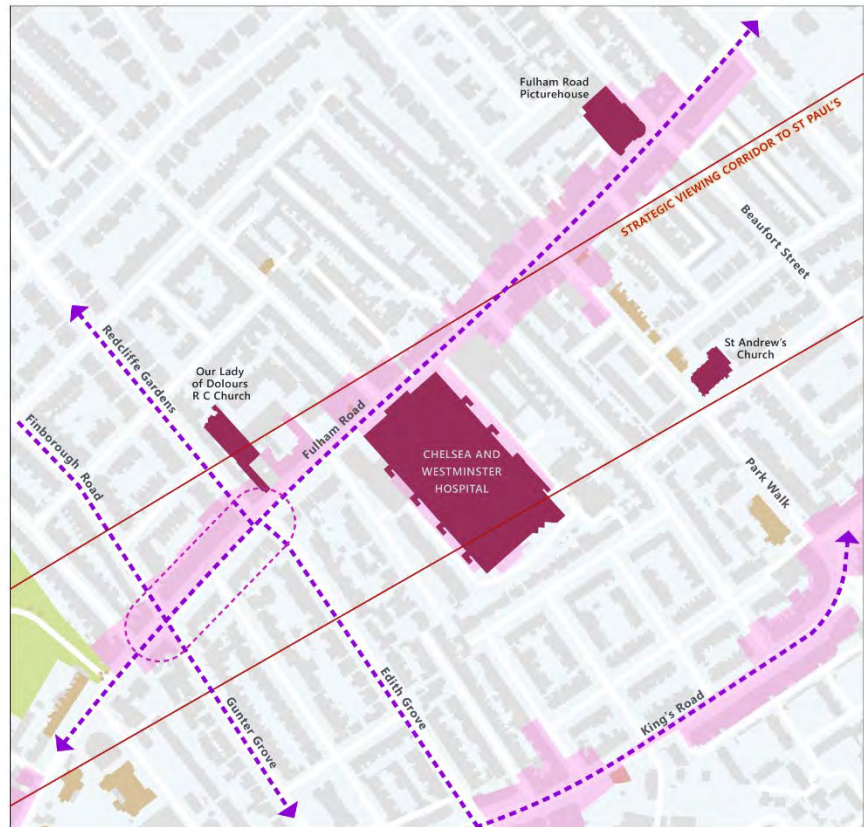


Figure 9.18: Fulham Road West

9.82 Fulham Road West District Centre is located between the Kings Road and Earl's Court and is on the western border of the Borough adjacent to the London Borough of Hammersmith and Fulham. The District Centre has a mix of local shops, restaurants, cafes and services which largely serve the local population and workers.

9.83 Priorities to achieve the vision:

1. Take opportunities to improve the attractiveness and walkability of the centre through investments in the public realm and green space.
2. Improve cycling and active travel infrastructure.
3. Support and encourage infrastructure improvements to enhance connectivity in the area.

Our Local Centres and Neighbourhoods

PLV19: Keeping life local – walkable neighbourhoods

- A. Support walkable neighbourhoods and the role that our network of town centres have in providing the range of services which meet the day-to-day needs of our residents by:
1. Maintaining access to a range of neighbourhood facilities, both within and outside our town centres, and seeking to increase the facilities which assist in creating walkable neighbourhoods as opportunities arise.
 2. Supporting initiatives to increase walkability and access to our town centres.
 3. Supporting public realm improvements to local centres, giving them a distinctive look and feel - promoting partial and full pedestrianisation in some locations, as well as more trees and greenery and outdoor dining.

NOTE. The policy mechanisms are set out in Policies TC3 (Diversity of uses within town centres), TC5 Local shopping and other facilities which support day-to-day needs), CI1, (social infrastructure and facilities), T1 (Street Network) and T6 (Active Travel).

- 9.84 Our local centres and our neighbourhoods differ from the other “Places” identified in this chapter in that we do not expect these to be the main areas for growth or for change. However, they have been included to reflect their key role that they play in supplementing the services provided by our larger centres and in helping support the walkable neighbourhood.
- 9.85 The walkable neighbourhood is a simple concept, but one which sits at the very centre of the Council’s vision for an inclusive, green and liveable borough. It means that everyone who lives within the Borough is within a reasonable distance from the range of the services they need.
- 9.86 The nature of the use will determine how close one should be from it. So while all our residents should live within a 20 minute walk of a secondary school, a library or a larger shopping centre, a 5 minute walk will be more appropriate for a choice of shops which meet day-to-day needs.



Figure 9.19 Elements of Walkable Neighbourhoods

- 9.87 A successful walkable neighbourhood is more than simply having access to a single facility – it is also about choice. It is this choice that can increase the well-being of all our residents.
- 9.88 The Council uses Space Syntax data to build upon our own understanding of the Borough to identify areas which have less access to a range of facilities than others. We have data for a myriad of uses and features, including GP surgeries and play spaces, as shown below, but also access to shops, to places of work and to cultural uses. It helps us visualise the disparity, and therefore inequality, across the Borough. It helps us decide the new uses or facilities that may be needed in particular areas to strengthen our walkable neighbourhoods.
- 9.89 The Council recognises that planning regulations mean that planning permission will not be needed for the loss of some of these valued uses. However, we will continue to use the powers that we do have to try to protect the character of our local centres as the places which serve the day-to-day needs of our residents. We will go further, and try, where possible, to increase access to these valued uses. This can be by seeking the provision of new facilities and uses as opportunities arise, by improving the public realm, and by improving the access to those facilities which already exist.



Access to a range of GP Surgeries



Access to a range of play spaces

Space Syntax considers the accessibility of a point to a choice of uses. A warm colour suggest greater access, blue less access.

Figure 9.20: Space Syntax and accessibility

10 Site Allocations

Introduction

- 10.1 The Council has identified sites (site allocations) across the Borough which will allow us to deliver our vision for good growth and provide for the new homes, businesses and social and community uses needed by our residents. However, with a very dense built environment, much of which is within conservation areas, the Borough has very little space that is free for development. Most of the land that is not already built upon is protected in the form of parks, open spaces and cemeteries, some of significant historic value. Clearly, these open spaces are of great value to both physical and mental health and well-being of our residents and as such cannot be used for development.
- 10.2 Therefore, we need to continue to make sensible choices about where we want new development to go.
- 10.3 We have divided these site allocations into three categories essentially by their size:
- *Opportunity Areas - Earl's Court and Kensal Canal side*: These are the two parts of the Borough which have the greatest potential to deliver the largest number of new homes, businesses, jobs and services that our residents need. These areas will become new neighbourhoods in their own right.
 - *Large sites*: A large proportion of development has been, and will continue to be, directed to a small number of large sites. These are sites which are 0.25 hectares or more in size. Generally, these are those sites / uses that we know are reaching the end of their current life.
 - *Small sites*: The Council has also identified a number of smaller sites which, taken together, have the potential to play a significant contribution to the meeting our housing requirements. These are sites of less than 0.25 hectares but with a capacity to provide at least five new homes. This ties in with the requirement within the NPPF for Local Planning Authorities to identify land to accommodate at least 10 per cent of their housing requirements on smaller sites of less than 1 hectare and will help meet the London Plan small sites target.

- 10.4 The Council is satisfied that all these sites are available and either deliverable or developable ¹⁶² over the lifetime of the Local Plan. We undertook a “call for sites” in the two early consultations while preparing this Local Plan. Further sites were also suggested during the Regulation 18 Draft Policies consultation. However, only sites which met our assessment criteria are included in the Local Plan. The methodology used to assess the sites received during the “call for sites” is set out in our Site Allocation Paper, September 2022 ¹⁶³.
- 10.5 The site capacity for the site allocations has been determined through information available if the site already has a planning history. Where there is no planning history, site capacities have been determined using the principle of optimising the site through a design-led approach. Optimising site capacity does not mean maximising the use of the site but ensuring that a development responds to a site’s context and to its capacity for growth.

Opportunity Area Sites

Site Allocation SA1: Kensal Canalside Opportunity Area

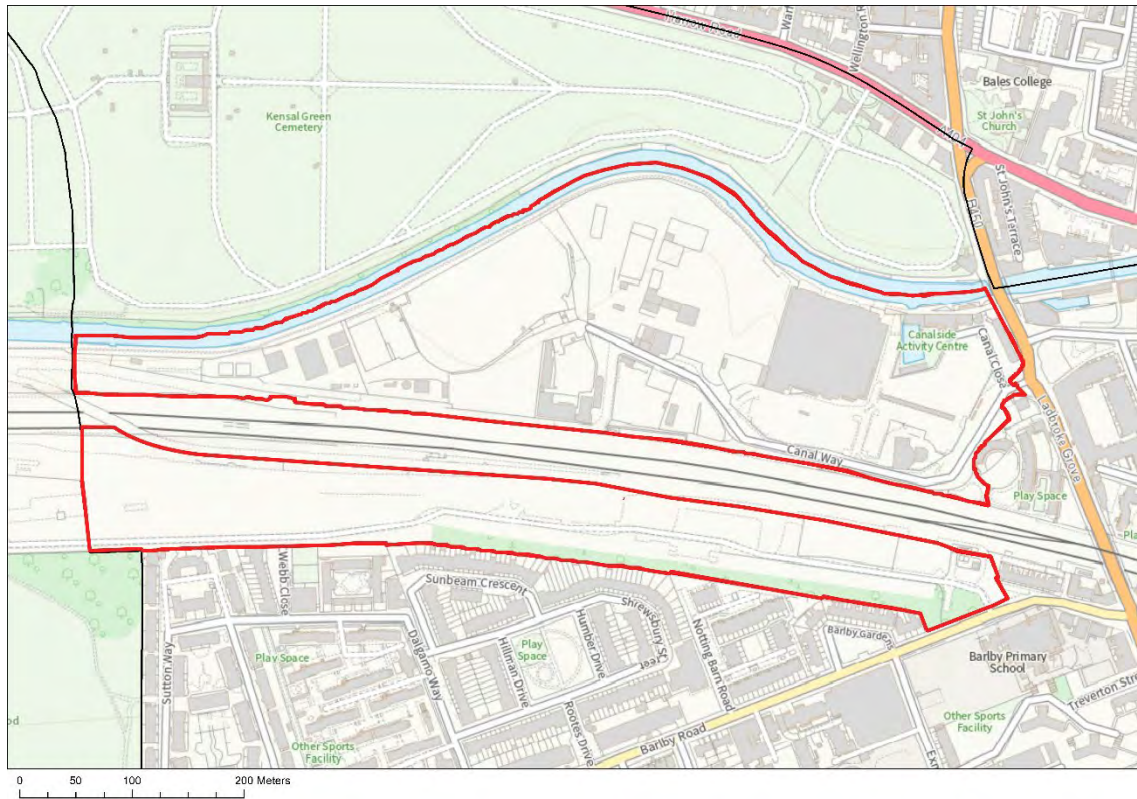
Site Context

- 10.6 Kensal Canalside is the largest brownfield site in the Borough. It adjoins the Old Oak and Park Royal Opportunity Area to the west and has the potential to act as a catalyst for the regeneration of the whole of this part of northwest central London as development is likely to come forward before the majority of the Old Oak and Park Royal can be developed.
- 10.7 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 bounded by the Grand Union Canal and Kensal Green Cemetery to the north.

¹⁶² Deliverable and developable are defined in the NPPF glossary. Deliverable sites are those that will be built in the first five years of the Local Plan and developable sites will be built later from year six onwards.

¹⁶³ Site Allocation Paper, September 2022

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), Barby Road

Canalside House - 383 Ladbroke Grove

Boathouse Centre - 1-16 Canal Close

The Water Tower, Canal Close

Ward

Dalgarno

Site Area

15.4 ha

Ownership

Western site - National Grid

	<p>Central site – Ballymore</p> <p>Eastern site - Sainsbury's</p> <p>Southern site - Department for Transport</p> <p>Canalside House - Royal Borough of Kensington and Chelsea</p> <p>Boathouse Centre - Catalyst Housing Limited</p> <p>Water Tower - private individual</p> <p>Canal and towpath – British Waterways</p>
Current Uses	<p>Western site – gas pressurisation head housing</p> <p>Central site – vacant. Temporary uses</p> <p>Eastern site – retail and petrol station</p> <p>Southern site – railway associated uses</p> <p>Canalside House – affordable office space for voluntary and community organisations</p> <p>Boathouse centre – leisure and residential</p> <p>Water Tower - residential</p>
Relevant Planning History	<p>Planning application (PP/06/01619) was submitted in 2006 for the central site for 790 residential units (negotiated to 730 units) and 14,895 sq m of non-residential uses. The application was withdrawn in 2008 following a change in ownership.</p>
Delivery	<p>Developable</p> <p>Years 6 to 10 – 1,950 homes</p> <p>Years 11 to 15 – 1,550 homes</p>
Planning 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

	<p>Grove which provides the only access to the site.</p> <ul style="list-style-type: none"> • 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
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Building Heights

- 10.8 The site is considered to be suitable for tall buildings because of the development capacity potential identified through the site's designation in the London Plan as an Opportunity Area, and having regard to local capacity studies undertaken. The Council has commissioned a heights study in order to assess the visual impact of development on this site upon its immediate and wider context. This work has been used to assess townscape impact and provide a response to scale and building heights as shown in Figure 10.1. Precise locations for tall buildings will be the subject of detailed masterplanning work and an assessment of impact in line with Policy D9 (C and D) of the London Plan, the need to take into account site constraints and other factors such as legibility, sunlight and daylight. Heights are indicated from the ground level to the top of the building and approximate number of storeys are given as an

indication but the actual number of storeys will depend on the floor to ceiling heights.

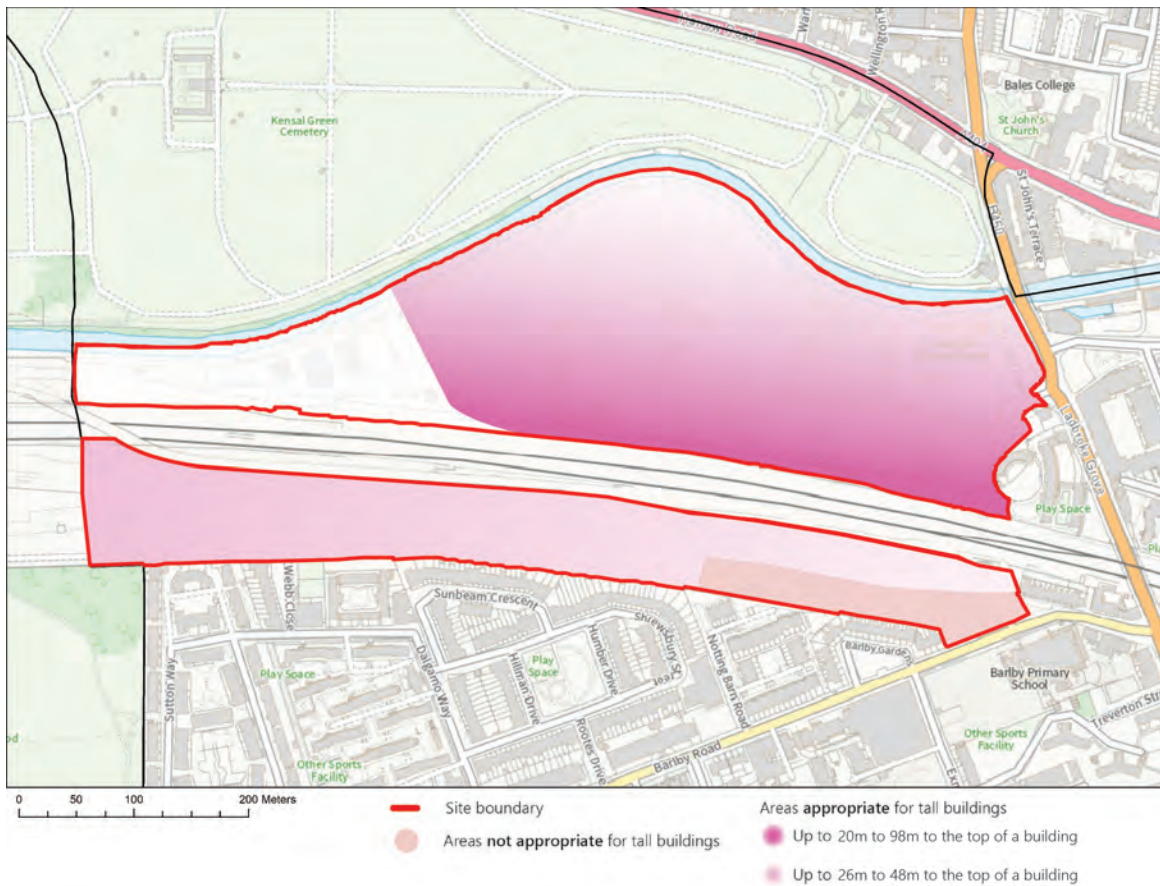


Figure 10.1 Kensal Canalside – Sitewide building heights strategy

SA1: Kensal Canalside Opportunity Area

A. The site will deliver a high-quality mixed-use development to include:

Land use

- B. A minimum of 3,500 new homes (C3).
- C. A minimum of 12,000 sq m of commercial floor space of which 5,000 sq m is E(g) as part of a new Neighbourhood Centre.
- D. The provision of affordable workspace to the quantum of either: 500 sq m or 10 per cent of the commercial floor space E(g), whichever the greater, to be located within the Neighbourhood Centre.

- E. The relocation and re-provision of the existing Sainsbury's supermarket.
- F. On-site renewable energy sources.

Principles

- G. Comprehensive development of the site in accordance with the Kensal Canalside Opportunity Area SPD.
- H. 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.
- I. Tall buildings and the site wide building heights strategy must not exceed the parameters set out in in Figure 10.1. Where tall buildings are deemed appropriate, they must not exceed 98 m from the ground level to the top of the building or approximately 31 storeys.
- J. Development to comply with the following townscape principles:
 - 1. Development along the canalside should be smaller scale, finer grain and varied but continuous, with varying height creating a continuous horizontal lower rise frontage, with a finer grain and variation of the skyline when seen close-up from Kensal Green Cemetery;
 - 2. In direct line with the main Kensal Green Cemetery entrance through the gate, the development should create a sense of openness and sky view directly opposite the gate;
 - 3. Greater height in the development should be located further away from the cemetery towards the railway as shown in Figure 10.1;
 - 4. The development should respond to the coherent range of heights on Ladbroke Grove and avoid overly stark enclosure of the street;
 - 5. Tall buildings in the development should address the site's entrance and create distinctiveness;
 - 6. The development should allow for setbacks for tree planting along the canal as part of a comprehensive landscaping plan;
 - 7. Heights of taller buildings should vary, and the maximum height within the site is limited to distinct points of height;
 - 8. In views from the east, tall buildings should be clustered along the railway and staggered to allow sky views in between.
- K. New or improved infrastructure, including a new pedestrian and cycle bridge over the railway, safeguarded land (included access land) for a

potential future Elizabeth Line station, a new pedestrian and cycle bridge over the canal, remodelling of the Ladbroke Grove junction, and new streets that connect the allocation area into its surrounding context and other public transport links.

- L. Kensal Canalside Opportunity Area is nil rated for Borough CIL so the required social, environmental transport and other infrastructure will be funded through s106 agreements including, where appropriate, allocation-wide framework agreements, which can help ensure that s106 contributions towards infrastructure are apportioned fairly and proportionally across the allocation area, make provision for physical infrastructure delivery and maintenance in lieu of financial contributions, and provide a consistency of approach across the allocation area, regardless of when development comes forward.
- M. 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.
- N. 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.
- O. 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.
- P. The ongoing access to, and respect for, the memorial site of the victims of the Ladbroke Grove rail disaster.
- Q. A suitable setting for the designated heritage assets.
- R. A public art strategy to enhance the public realm and quality of the development and contribute to local distinctiveness and character.

Infrastructure and Planning Contributions

- S. Social and community facilities (including health, education and police) depending on the population change.
- T. Affordable housing.
- U. Construction and long term maintenance of (a) a new pedestrian and cycle bridge across the railway line and (b) a new pedestrian and cycle bridge over the canal, which improves north – south access, in the case of the new bridge across the railway line, promote active travel, provide necessary connections to surrounding infrastructure and facilitate the effective integration of the allocation site into the wider area – including rental obligations to safeguard and/or transfer

land required to construct and maintain the bridges and/ or potential Elizabeth line station (including access), where appropriate.

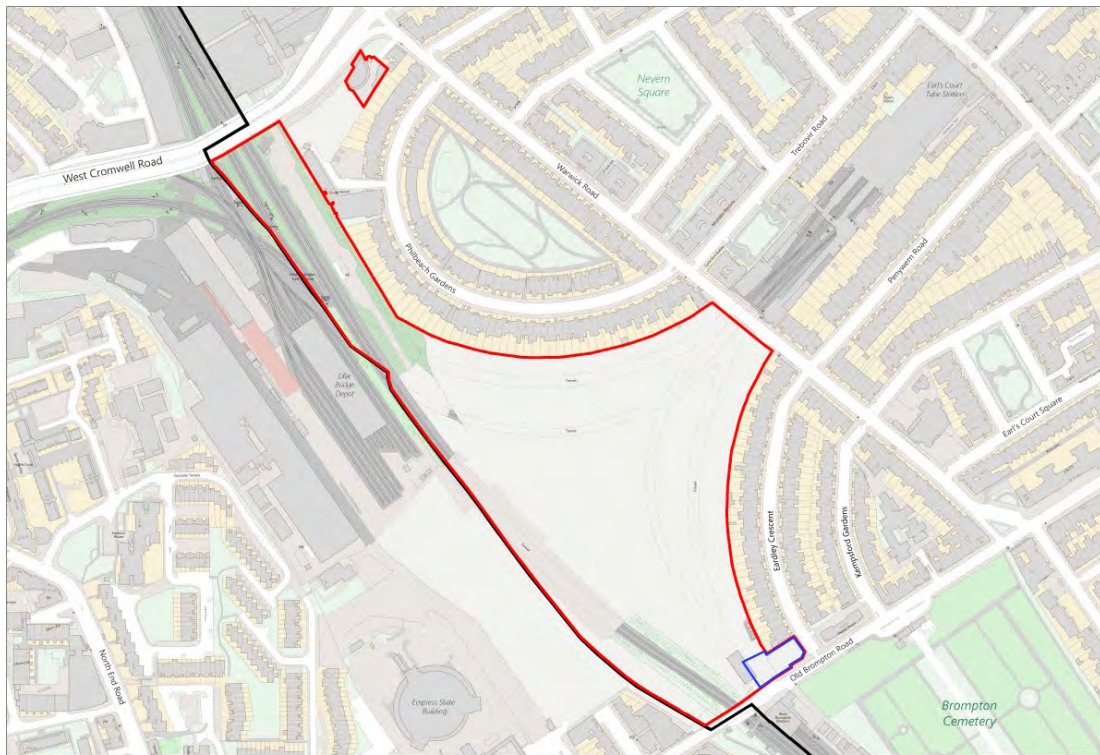
- V. Public realm and public spaces and improvements to Little Wormwood Scrubs and Kensal Green Cemetery (subject to access through the cemetery and a linking bridge over the canal).
- W. Improved transport infrastructure including better bus links, enhancements to Ladbrooke Grove underground station, and new roads and improvements to the junctions with Ladbrooke Grove and east-west connections to the south.
- X. Landscaping, biodiversity and amenity improvements to the Grand Union Canal.
- Y. On-site renewable energy sources to serve the new development and form part of a wider development in the future.
- Z. The overall water infrastructure need (including potable water demand and sewerage capacity) will be informed by an Integrated Water Management Strategy. Surface water runoff rates to be restricted to equivalent greenfield rates.
- AA. Other contributions as set out in relevant SPDs.
- BB. Kensal Opportunity Area is nil rated for Borough CIL so the required infrastructure will be funded through s106 agreements. S106 contributions may be payable after the required infrastructure has been fully built as at the date of the relevant s106 agreement such as where there is an element of forward funding of infrastructure by the Council or other body; s106 contributions may be used in full or part to satisfy any funding requirements (including any repayment or recovery and recycling obligations) in respect of forward -funding; pre-occupation or pre-commencement s106 obligations may be considered to ensure that the required infrastructure is in place at an appropriate time before development (or development of a certain level) comes forward.


Site Allocation SA2: Earl's Court Exhibition Centre

Site Context

- 10.9 Earl's Court lies to the west of the Borough, bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line. This site allocation relates to the part of Earl's Court and West Kensington Opportunity Area within the Borough. The site has outline planning permission for a mixed-use development which has been implemented through initial works including the demolition of the former exhibition centre. The approved scheme has not been built and the site has since changed ownership.

Site Information



 344-350 Old Brompton Road site with granted planning permission (PP/21/00272)

Site Address	Earl's Court Exhibition Centre, Warwick Road Land located between the railway line and the rear of Philbeach Gardens
Ward	Earl's Court
Site Area	7.43 ha

Ownership	Earl's Court Partnership Limited (ECPL) (A joint venture between Delancey and Transport for London)
Current Uses	Vacant
Relevant Planning History	<ul style="list-style-type: none"> • Permission PP/11/01937 was 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. The permission has been implemented. • Following the grant of outline planning permission PP/11/01937, reserved matters for development plots within the outline permission were approved in 2014 (reference PP/13/07062) and 2017 (reference PP/16/07386). • Permission PP/21/00272 was granted in 2021 for a site within this site allocation boundary at Nos. 344-350 Old Brompton Road for a mixed use development of 51 homes plus commercial space within new buildings ranging in height from 4 to 9 storeys.
Delivery	<p>Deliverable</p> <p>Years 1 to 5 – 100 homes</p> <p>Developable</p> <p>Years 6 – 10 – 650 homes</p> <p>Years 11 – 15 – 300 homes</p>

<p>Planning Constraints</p>	<ul style="list-style-type: none"> • Brompton Cemetery is designated Grade I in Historic England’s Register of Parks and Gardens. It is also a Conservation Area. It lies to the south-east of the site. • Grade I listed Church of St Cuthbert and St Matthias lies to the east of the site. • Philbeach Gardens Conservation Area surrounds the site to the east. • District and Piccadilly Line tunnels; • West London Line railway; • The retained part of the former exhibition centre straddling the West London Line. • A Flood Risk Assessment should be submitted to support any future planning application as site is over one hectare and is partially located in Flood Zones 2 and 3. 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.
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Building Heights

10.10 The site is considered to be a suitable location for tall buildings because of the development capacity potential identified through the site's designation in the London Plan as an Opportunity Area, and having regard to the site's extant permission which includes buildings that exceed the London Plan height threshold. The Council has commissioned a building heights study in order to assess the visual impact of development on this site upon the townscape in the immediate and wider context. This work has been used to set out a townscape response to scale and building heights as shown in Figure 10.2 below, including the areas within the site which are not suitable for tall buildings. Precise locations for tall buildings will be the subject of detailed masterplanning work and an assessment of impact in line with Policy D9 (C and D) of the London Plan, the need to take into account site constraints and other factors such as legibility, sunlight and daylight. Ground levels vary across the site, so heights have been indicated in height Above Ordnance Data (AOD), with the range of building heights approximately 3 to 20 storeys, depending on floor to ceiling heights.

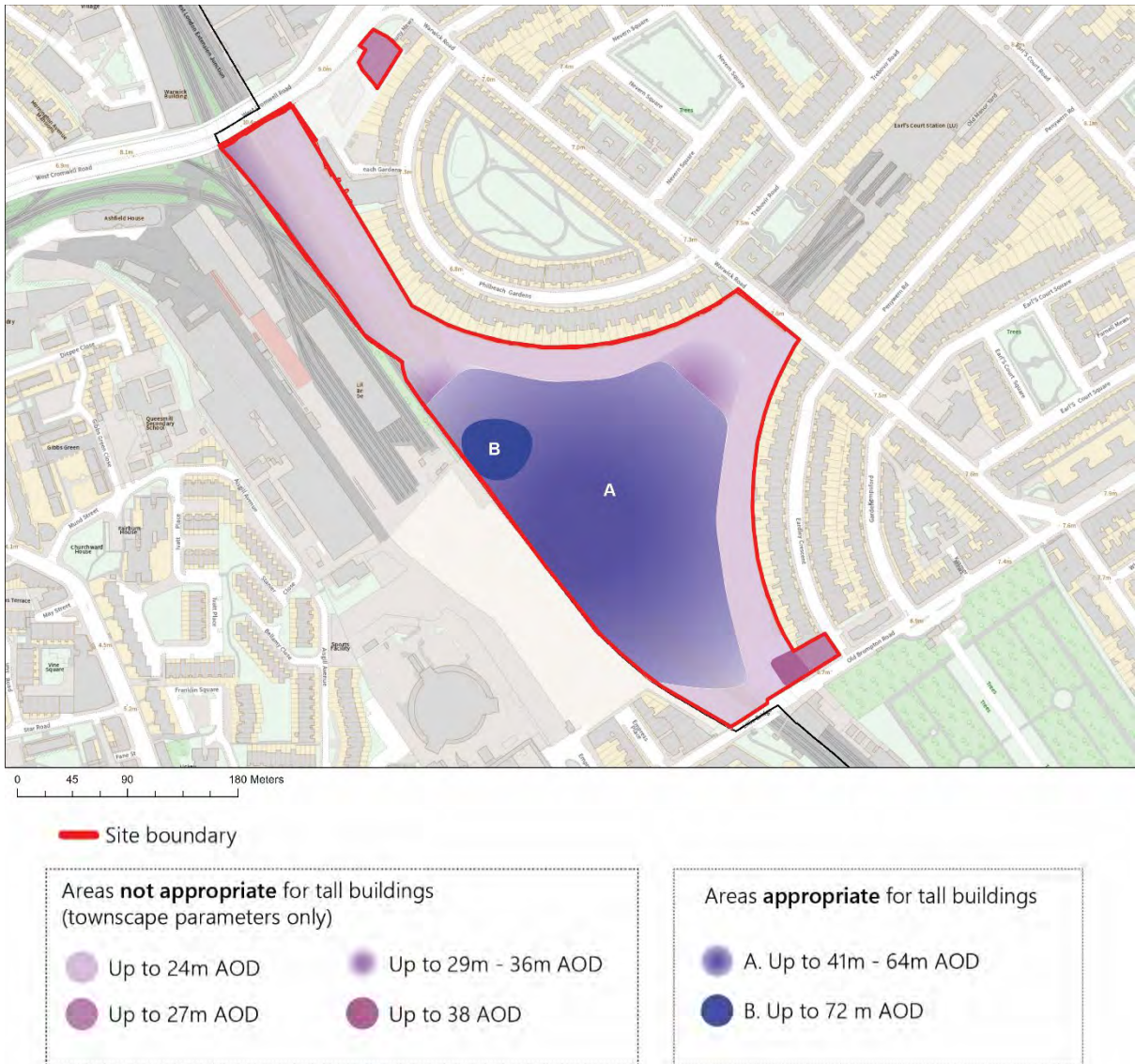


Figure 10.2 Earl's Court - Maximum height parameters

SA2 – Earl's Court Exhibition Centre

A. The site will deliver residential-led mixed use development, providing:

Land use

- B. A minimum of 1,050 (C3) homes within the Borough.
- C. A minimum of 40,000 sq m non-residential floorspace, of which a minimum 20,000 sq m should be for offices or research and development as per Class E(g).

- D. A significant world-class cultural facility to retain Earl's Court's long-standing brand as an important cultural destination.
- E. Retail and other uses within Class E sufficient to serve the day-to-day needs of the new development and supplement existing facilities in the immediate area without harming the vitality and viability of other town centres in the Borough.
- F. Other non-residential uses required to deliver a sustainable and balanced mixed-use development.
- G. Social and community uses to meet the needs of new residents and to improve health, social and cultural well-being for all sections of the community.
- H. A series of interlinked public green spaces to provide a place for people to rest, interact and play along with providing opportunities for potential SuDS and biodiversity benefits.
- I. A new public park to provide a focal point for the development to meet the needs of those who will visit, work and live in the new development.
- J. An on-site early-years education facility.

Principles

- K. A landscape-led layout with key public realm spaces as structuring elements, prioritising new public green spaces.
- L. A world-renowned cultural use and its associated activities and facilities define the character of the place.
- M. A new urban quarter which integrates well with its surroundings, enhancing the environment at the thresholds where the site links with the existing urban fabric.
- N. Tall buildings are only appropriate in Areas A and B as set out in Figure 10.2, and must not exceed the following maximum height parameters:
 1. Area A: 41 m AOD to 64 m AOD
 2. Area B: 72 m AOD
- O. Development to comply with the following townscape principles:
 1. Building heights in the areas not appropriate for tall buildings as set out in Figure 10.2 must not exceed the parameters set out in Figure 10.2.
 2. Building heights in Area A as set out in Figure 10.2 must include a range of building heights informed by the townscape context with the maximum heights between 41 m AOD and 64 m AOD.

3. The development should not compete or coalesce with the Brompton Cemetery cupola seen in views northwards from the Great Circle; the cupola should remain the prominent vertical high point within the view along the axis of the cemetery.
 4. In views from Earl's Court Square, the development should not over-dominate above the terrace on Warwick Road and should build up middle ground between Warwick Road terrace and Empress State Building.
 5. In views south from Holland House, tall buildings should not dominate and fragment the skyline.
- P. A street network that mitigates the severance created by the transport infrastructure on site and creates convenient routes and connections between key destinations within the site and wider Opportunity Area and beyond. The street network will create an attractive public realm characterised by tree-lined spaces and urban greening that makes walking and cycling appealing.
- Q. A public art strategy to enhance the public realm and quality of the development and contribute to local distinctiveness and character.
- R. A comprehensive approach to mitigating the impact of the development upon the environment that makes this site an exemplar of sustainability in London and that is applicable throughout the whole life-cycle of the development.

Infrastructure and Planning Contributions

- S. Improvements to underground, bus and rail access, including interchange from the West London line to the underground network.
- T. To contribute to step-free access at West Brompton Station.
- U. New and improved pedestrian links through the site and its environs to local services, public transport facilities and open spaces.
- V. New and improved cycleways to connect to existing cycleways and key destinations to the north, south, east and west of the site. A contribution to the enhancement of the Earl's Court One Way System in line with the Healthy Streets Approach, including safety measures, greening, increased space for active travel and buses, and lower speed limits.
- W. The overall water infrastructure need (including potable water demand and sewerage capacity) will be informed by an Integrated Water Management Strategy. Surface water runoff rates to be restricted to equivalent greenfield rates.

- X. Development will be liable to making planning contributions in accordance with the CIL Regulations and other relevant Local Plan policies and SPDs.

Large Sites

Site Allocation SA3: 100/100A West Cromwell Road

Site Context

- 10.11 The site lies to the north of the West Cromwell Road opposite the Earl's Court Opportunity area, on the western boundary of the Borough bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line.

Site Information



Site Address	100/100A West Cromwell Road, London, W14 8PB
Ward	Abingdon
Site Area	1.7 ha

Ownership	Tesco Stores Limited, Notting Hill Housing Trust and RBKC
Current Uses	Retail food store - Tesco (Class E) and residential (Class C3)
Relevant Planning History	Planning permission (PP/19/00781) granted in June 2020 for a mixed-use development which includes partial demolition of existing structures and erection of 8 buildings up to a maximum 29 storeys to provide 462 residential units (C3) including 186 affordable homes, a public leisure centre including a gym and swimming pool, commercial/retail floorspace.
Delivery	<p>Deliverable</p> <p>Years 1 to 5 – 362 homes</p> <p>Developable</p> <p>Years 6 – 10 – 100 homes</p>
Planning 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.
Guidance	Warwick Road SPD (2008) ¹⁶⁴

Building heights

- 10.12 The site is considered to be a suitable location for tall buildings. The latest planning permission was granted for eight buildings on site with heights ranging from 1 storey (above podium) to 29 storeys (above podium). Most of the buildings (five of the eight) ranged from 11 storeys to 14 storeys). Given the complexity of level changes on this site, above

¹⁶⁴ [RBKC Warwick Road SPD \(2008\)](#)

ordnance datum (AOD) is used to set out the maximum height. The building heights in the granted scheme range from 3 m AOD to 116 m. If any alternate scheme is proposed, in the future no building on the site should exceed 116 m AOD.

Policy SA3: 100/100A West Cromwell Road

- A. The site will deliver a high quality mixed use development to include residential, commercial and leisure floorspace.

Land use

- B. A minimum of 450 gross residential units (C3).
- C. Provision of commercial (office, retail, restaurant, food and drink) floorspace.
- D. A public leisure facility (community sports hall and public swimming pool).
- E. Provision of car parking and open amenity space.

Principles

- F. Landscape improvements to the West Cromwell Road in connection to the site.
- G. Streetscape improvements to Warwick Road in connection to the site.
- H. No building on the site should exceed a building height of 116 m AOD.
- I. Pedestrian and cycle improvements.

Infrastructure and Planning Contributions

- J. A contribution to enhancement of the Earl's Court one way system in line with the Healthy Streets Approach, including safety measures, greening, increased space for active travel and buses, and lower speed limits.
- K. Safety improvement and crossing facilities at Warwick Road/ West Cromwell Road junction.
- L. Development will be liable to making planning contributions in accordance with the CIL Regulations and other relevant Local Plan policies and SPDs.

Site Allocation SA4: Former Territorial Army Site, 245 Warwick Road

Site Context

- 10.13 The former Territorial Army site currently is vacant and lies on the western boundary of the Borough bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line.

Site Information



Site Address	245 Warwick Road, London, W14 8PU
Ward	Holland
Site Area	0.84 ha
Ownership	The Government of Russian Federation
Current Uses	Vacant
Relevant Planning	Planning permission (PP/08/00218) granted in 2008 for a mixed-use development including 174

	residential units including 81 affordable homes, 481 sq m of Class A1 (shop), Class A2 (Financial and Professional Services), Class A3 (Restaurant and Cafes) or Class D1 (Non-Residential Institutional) use.
Delivery	Developable Years 6 – 10 – 255 homes
Planning Constraints	The site was part of a number of sites along Warwick Road as set out in the Warwick Road SPD (2008). While the other sites have been developed this one has not. As a result, while this site on its own is below the 1 hectare threshold for a Flood Risk Assessment, one should be carried out given the scale of new development in this area viewed comprehensively.
Guidance	Warwick Road SPD (2008) ¹⁶⁵

Building heights

- 10.14 The site is considered to be a suitable location for tall buildings. The latest planning permission was granted for three buildings on site with heights ranging from 6 to 10 storeys or 29 m and 41 m FFL. If any alternate scheme is proposed, in the future no building on the site should exceed 41 m FFL.

Policy SA4: Former Territorial Army Site, 245 Warwick Road

The site should deliver a high quality residential development with some retail.

Land use

- A. A minimum of 255 residential (C3) units.
- B. Class E providing active frontage along Warwick Road.
- C. Public open space, including outdoor play space.

¹⁶⁵ [RBKC Warwick Road SPD \(2008\)](#)

Principles

- D. Active frontage to Warwick Road.
- E. Continuation of the linear open space running through all the sites on Warwick Road.
- F. No building on the site should exceed a building height of 41 m from ground level to the top of the building.

Infrastructure and Planning Contributions

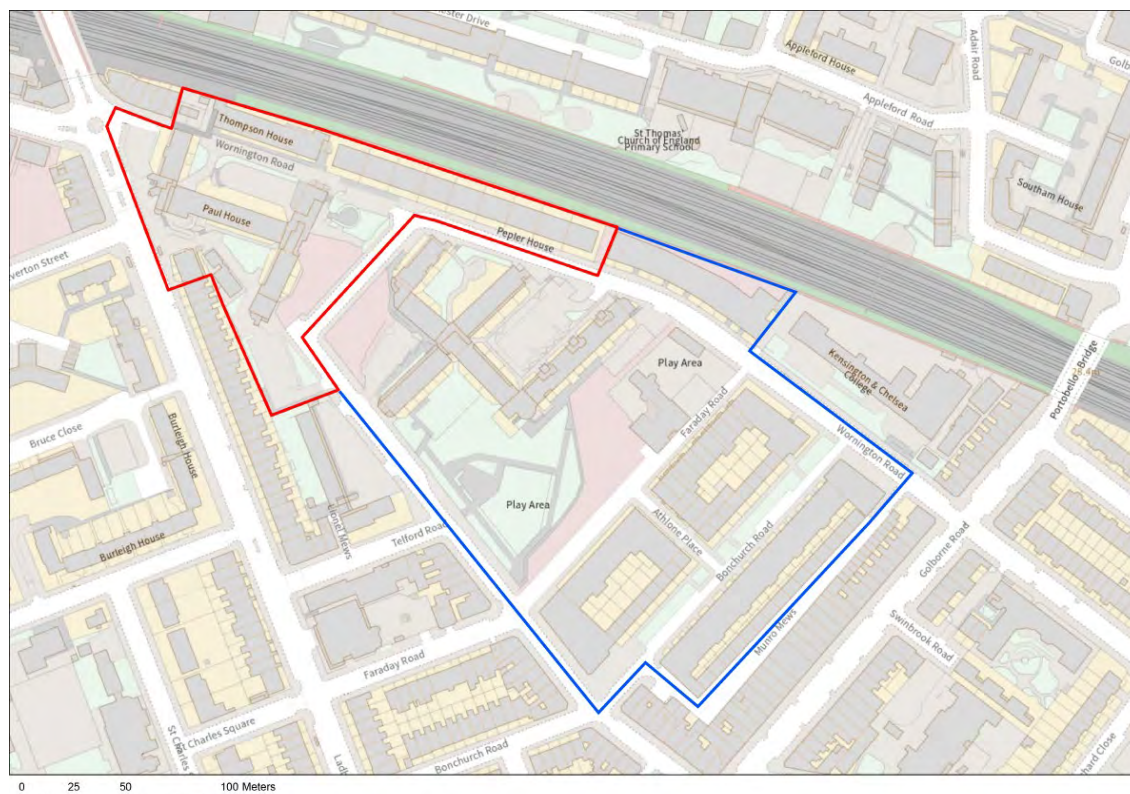
- G. Development will be liable to make planning contributions in accordance with the CIL Regulations and other relevant Local Plan policies and SPDs.

Site Allocation SA5: Wornington Green, Phase 3

Site Context

- 10.15 Redevelopment of the Wornington Green Estate has been underway over a number of years. It is a multi phase development with Phase 2 nearing completion. This site allocation relates only to the portion of land which has not been developed and will form the final phase – ‘Phase 3’. Prior to its re-development Wornington Green Estate was a post-war housing estate of 535 social rent homes constructed between 1946 and 1985 in predominantly large-deck blocks, typical of public housing of the time. The Estate was identified for regeneration because it failed to meet Decent Housing standards and is the first estate regeneration scheme in the Borough. The Phase 3 site is broadly triangular in shape and marks the northern end of Portobello Road. The site is currently occupied by seven residential blocks incorporating two vacant retail units, which form the northern part of the wider Estate, and Portobello Hall (previously known as ‘the Friendship Centre’) which is in community use.
- 10.16 Outline planning permission and Phase 1 Reserved Matters for redevelopment of the Wornington Green Estate was granted in 2010, with subsequent planning permission for amendments granted in 2014. The redevelopment is split into 3 phases: Phase 1 was completed in 2015; sub-Phase 2a was completed in 2020; sub-Phase 2b is scheduled for completion by 2024. Phase 3 is due for completion by 2029.

Site Information



Site Address	Worrington Green Estate, Worrington Road
Ward	Golborne
Site Area	1.56 ha
Ownership	Peabody, RBKC
Current Uses	Residential, retail and community
Relevant Planning	<ul style="list-style-type: none"> • Outline planning permission and Phase 1 Reserved Matters was granted in 2010 (Ref. PP/09/02786). • Subsequent planning permission for amendments was granted in 2014 (Ref. PP/13/04516). • Phase 2 Reserved matter approved in 2017 – 2020. • Phase 3 Planning application (PP/21/07028) was submitted in November 2021 for a mixed-use residential-led development to provide between

	<p>373 and 377 residential dwellings across three blocks of five buildings ranging from 4 to 15 storeys in height, with ground floor commercial space, and provision of a community centre with associated adventure playground.</p>
<p>Delivery</p>	<p>Deliverable</p> <p>Years 6 – 10 – 107 net additional homes</p> <p>Across the whole site the net gain is a minimum of 462 homes (1,000 consented in outline – 535 existing).</p> <p>The London Development Database (LDD) now the Planning London Datahub and our own Monitoring Reports have recorded a net gain of 193 homes for Phase 2 (2020 AMR). The 2015 AMR has a net gain completed figure of 181 homes. In total therefore a net gain of 374 homes has already been recorded. These figures have assumed Phase 2b to be complete ahead of its completion. As such including the figures again would be double counting. Therefore, the net gain figure for what is deliverable for Phase 3 is below what will be completed.</p>
<p>Planning Constraints</p>	<p>The Site lies within the Flood Zone 1.</p>
<p>Guidance</p>	<p>Wornington Green Planning Brief (2009)¹⁶⁶</p>

¹⁶⁶ [RBKC Wornington Green Planning Brief SPD](#) (2009)

Policy SA5: Wornington Green Estate, Phase 3

The site should deliver a high-quality residential development.

Land use

- A. A minimum of 373 gross residential (Class C3) units.
- B. 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.
- C. Public open space, including adventure playground.

Principles

- D. An integrated community, where current tenants who want to remain at the Wornington Green Estate will be guaranteed a new home on the new development and the vast majority of residents should only have to move once.
- E. A phasing scheme to minimise disruption to residents and adjoining neighbours during the construction period.
- F. A good quality open space at least half the size of Athlone Gardens (4,593 sq m) must be available for public use throughout the construction period.
- G. The re-connection of Portobello Road and Wornington Road to Ladbroke Grove and the re-establishment of the traditional street pattern with street layouts that favour active travel and discourage car traffic in the area.

Infrastructure and Planning Contributions

- H. Affordable housing, with Housing Needs Assessment and Nominations Agreement.
- I. Community Centre and associated outdoor space.
- J. Residents' Room which re-provides an existing facility.
- K. Re-provision of the open space (new Athlone Gardens) with a temporary space provided during construction.
- L. Development will be liable to make planning contributions in accordance with the CIL Regulations and other relevant Local Plan policies and SPDs.

Site Allocation SA6: Lots Road South

Site Context

- 10.17 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.

Site Information



Site Address	Crown Wharf 63, 65/69 and 71/73 Lots Road, SW10 0RN
Ward	Chelsea Riverside
Site Area	0.50 ha (land within RBKC, as shown on map) Total site area including 0.71 ha within LBHF: 1.21 ha

Ownership	Royal Borough of Kensington and Chelsea (RBKC)
Current Uses	Vehicle pound, studio workspace, commercial auction rooms, self storage.
Relevant Planning History	No previous permissions.
Delivery	Deliverable Years 1 to 5 – 165 homes
Planning 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.
Guidance	Lots Road South Design Brief (2022)

10.18 An auction house (sui generis or falling outside the Use Class Order) forms a significant part of the current employment-generating uses on site. It is a valuable use which fits with the character and dynamic of the Employment Zone and its retention should be sought in any redevelopment of the site. Should the use be retained, the commercial

floorspace required in the site allocation would be in addition to the auction house use.

Building Heights

- 10.19 This site is suitable for tall buildings and a maximum building height is expressed as a range to allow for a distribution and variation of heights across the site. The site is of a scale that it can accommodate a variety of building heights. The maximum height set out in Policy SA6 below is indicative only, is subject to further testing and may only be appropriate on part of the site.

SA6: Lots Road South

- A. The site will deliver a high quality mixed use development to include residential and employment floorspace.

Land use

- B. A minimum of 100 new gross residential (C3) units.
C. A minimum of 65 gross affordable extra care units.
D. A minimum of 4,000 sq m (GIA) of commercial floorspace (Class E and B8) of which at least 3,000 sq m will be business floorspace (Class E(g) or B8).

Principles

- E. Building heights should respond to the principles in the Lots Road South Design Brief SPD with maximum heights within the range of 22 m to 34 m from ground level to the top of the building or 6 storeys to 10 storeys.
F. The character should be employment use led, informed by end user needs incorporating flexibility, opportunities for collaboration and practical needs.
G. The design, construction and operation of the development shall be informed by the energy hierarchy, circular economy and urban greening principles.
H. There should be a series of buildings along Lots Road with modest variation in form, that respects the scale of existing buildings on Lots Road.
I. Ensure the architecture and materials reference the industrial heritage and character of the area.
J. The development should locate taller buildings away from Lots Road.

- K. Create an active frontage on Lots Road with a variety of commercial uses at ground floor.
- L. Create courtyard space(s) within the development accessed through gaps between buildings.
- M. Ensure the development does not compromise the quality of the light to Heatherley School of Fine Art north-east facing windows.
- N. Create a new attractive and welcoming public space that is accessible to all.
- O. Make a feature of the creek within the landscape strategy.
- P. Incorporate a buffer zone along the full length of the site adjacent to the railway, to allow for a future cycleway and pedestrian route.
- Q. Led by a clear servicing strategy, including for van drop-offs and collections.
- R. Community space shall be located above basement level and allow for wide range of activities.
- S. Locate the extra care use in an optimal location for future residents following the principles of Design for Dementia; including outdoor space.
- T. Ensure some on-site facilities are designed to provide overlaps between the different resident groups, workers and the wider community.

Infrastructure and Planning Contributions

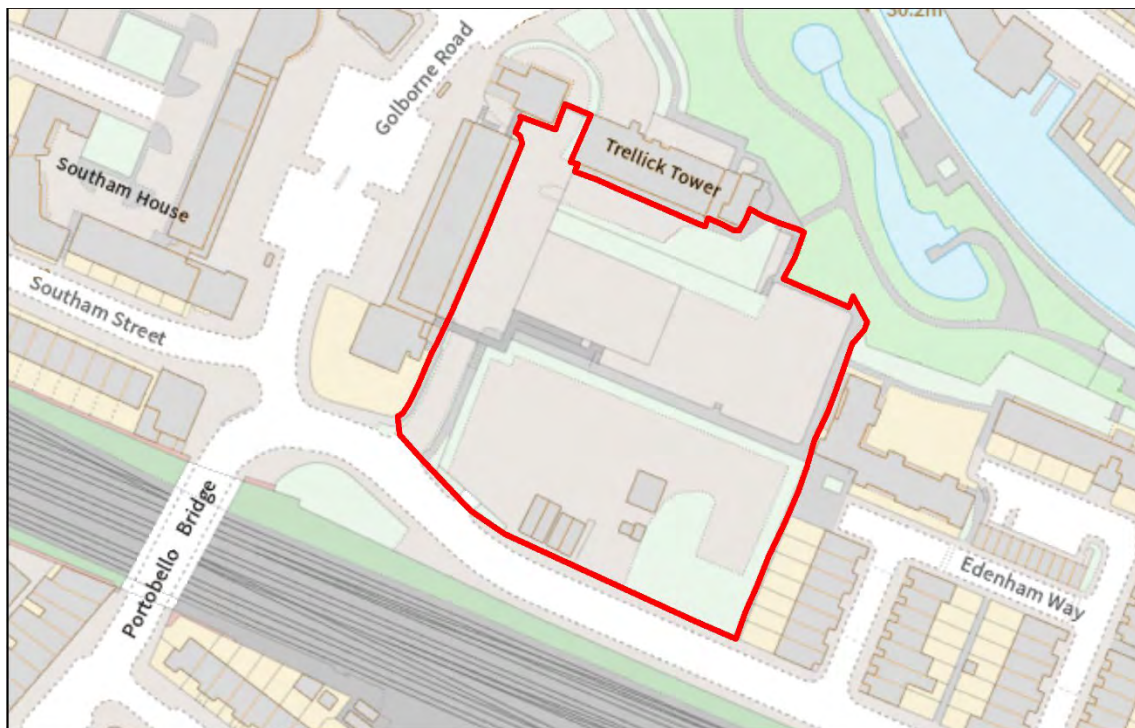
- U. Development will be liable to make planning contributions in accordance with the CIL Regulations and other relevant Local Plan policies and SPDs.

Site Allocation SA7: Edenham Way

Site Context

10.20 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.

Site Information



0 20 40 80 Meters

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 ha
Ownership	Royal Borough of Kensington and Chelsea (RBKC)

Current Uses	Site of former Care Home (class C2) demolished in 2008 - currently being used as a temporary coach park. Garages/parking area and multi-use games area; social and community uses.
Relevant Planning History	No previous permissions.
Delivery	Deliverable Years 1 to 5 – 60 homes
Planning Constraints	<ul style="list-style-type: none"> • Trellick Tower is Grade II* listed, Cheltenham Estate is Grade II listed. • The site contains a ball court. • 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.

Building Heights

- 10.21 Building heights have been expressed as a range which will enable a variety of heights and typologies. The site allocation SA7 D specifies a maximum height of 50 m or approximately 14 storeys, which will serve to limit the height. The actual heights within these parameters are subject to further testing and can only be established through detailed design following close engagement with the residents.

SA7: Edenham Way

- A. The site will deliver a high quality residential development with some social and community use.

Land use

- B. A minimum of 60 gross residential (C3) units.
- C. Additional social and community uses including health provision to be included as part of any redevelopment.

Principles

- D. Building heights within the range of 8 m to 50 m from ground level to the top of the building or 2 storeys to 14 storeys.
- E. A suitable setting for the designated heritage assets including the Grade II* listed Trellick Tower.
- F. Improvements to the public realm and open spaces around the site including improvements to the service areas and basements of Trellick building.

Infrastructure and Planning Contributions

- G. Development will be liable to making planning contributions in accordance with the CIL Regulations and other relevant Local Plan policies and SPDs.

Site Allocation SA8: Chelsea Farmer's Market

Site Context

- 10.22 The site lies on Sydney Street, 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. The site is surrounded by conservation areas, although it is not located within one itself.
- 10.23 To the south, the site is occupied by a Chelsea Farmers' Market – a collection of non-permanent chalets and kiosks containing a variety of small shops, cafes and restaurants. The northern part is occupied by a garden centre.

Site Information



0 25 50 100 Meters

Site Address	Chelsea Farmers Market, 125 Sydney St, Chelsea, London, SW3 6NR
Ward	Stanley
Site Area	0.6 ha

Ownership	Royal Brompton & Harefield NHS Foundation Trust
Current Uses	Class E (Retail, Food and Drink)
Relevant Planning History	<ul style="list-style-type: none"> • Planning permission (PP/16/04366) was granted in November 2017 for a mixed-use development comprising 59 residential units, and flexible retail uses (Class A1, A2, A3) and the creation of new publicly accessible landscape spaces, associated car, cycle parking, landscaping and amenity and all necessary enabling works. A time limit of 15 years applies to this planning permission. • A planning permission (PP/21/02704) was granted in June 2021 for the continued use of Chelsea Farmers Market, ancillary shopping and cafe for a further period of 5 years up until 2026.
Delivery	<p>Developable</p> <p>Years 11 to 15 – 50 homes</p>
Planning 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. • The site is covered by a Crossrail 2 safeguarding direction requiring the Council to consult Transport for London on any planning applications.

Policy SA8: Chelsea Farmer's Market

- A. The site will deliver high quality residential development with some retail.

Land use

- B. A minimum of 50 (C3) residential units.
- C. Retail units at ground level facing 151 Sydney Street.
- D. The creation of a new public square facing 151 Sydney Street and linking to Dovehouse Green.

Principles

- E. Provision of active retail frontages facing onto the new public square.

Infrastructure and Planning Contributions

- F. Development will be liable to making planning contributions in accordance with the CIL Regulations and other relevant Local Plan policies and SPDs.

Site Allocation SA9: Units 1-14 Latimer Road Industrial Estate

Site Context

- 10.24 A series of one and a half storey industrial style buildings on the western side of Latimer Road, backing onto the railway to the east. The site lies in the northern part of the Freston/ Latimer Road Employment Zone. It is also within the St Quintin and Woodland's Neighbourhood Area and is subject to the St Quintin and Woodlands Neighbourhood Plan.
- 10.25 This site is the subject of a detailed design code¹⁶⁷ which sets out the nature and scale of the development which the Council expects on site.

Site Information



Site Address	Units 1-14, Latimer Industrial Estate, Latimer Road, W10 6RQ
Ward	St. Helen's

¹⁶⁷ [Units 1-14 Latimer Road Design Code, \(October 2021\)](#)

Site Area	0.58 ha
Ownership	Multiple ownership
Current Uses	Office, workshop, light industrial and warehouse and storage uses.
Relevant Planning History	<ul style="list-style-type: none"> • Three of the units have a noteworthy planning history: • Planning permission was granted subject to a Legal Agreement at Unit 1 (PP/19/00991) for “Demolition and redevelopment of property to provide a four-storey building comprising B1 office space on ground floor and 8 x residential units on upper floors”. • Planning permission was granted at Unit 12 (PP/18/02446) for “Change of use from B1 use (business) to dual use B1 and D1 (non- residential institutions)”. • Various planning permissions were granted at Unit 8 (PP/15/03130) (PP/15/04920) (PP/02497) which relate to the use of the space as a theatre.
Delivery	<p>Deliverable</p> <p>Years 1 to 5 – 10 homes</p> <p>Developable</p> <p>Years 6 – 10 – 65 homes</p>
Planning Constraints	<ul style="list-style-type: none"> • The site is within the Freston / Latimer Road Employment Zone. • The site is adjacent to the Oxford Gardens Conservation Area.
Guidance	Units 1 -14 Latimer Road Design Code SPD (2021) ¹⁶⁸

¹⁶⁸ [Units 1-14 Latimer Road Design Code SPD \(October 2021\)](#)

Policy SA9: Units 1-14 Latimer Road Industrial Estate

- A. The site to deliver mixed-use development, providing:

Land use

- B. A minimum of 75 homes on upper floors.
- C. Retention of existing Class E at ground floor floorspace.

Principles

- D. Active street frontage to Latimer Road.
- E. Creation of a successful mixed uses street, combining a range of flexible Class E commercial and service uses with residential uses on upper floors.
- F. High quality design that reflects the mixed character of the area and respects the Employment Zone identity.

Infrastructure and Planning Contributions

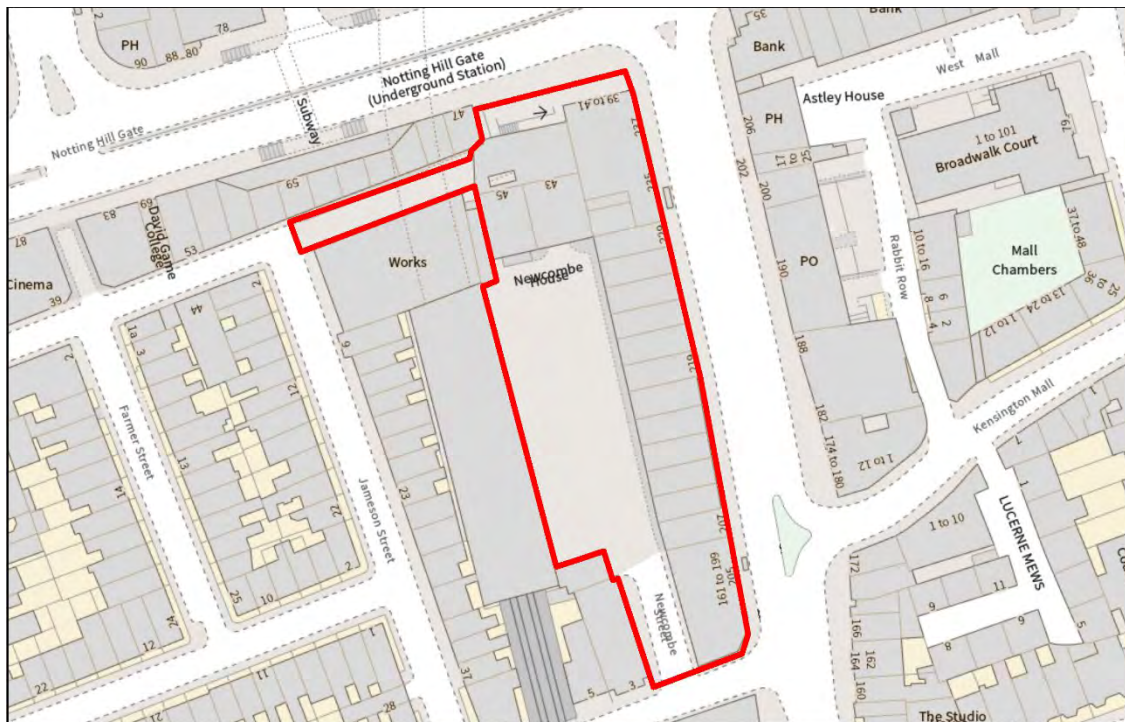
- G. Development will be liable to making planning contributions in accordance with the CIL Regulations and other relevant Local Plan policies and SPDs.

Site Allocation SA10: Newcombe House

Site Context

- 10.26 The site is located at the corner of Notting Hill Gate and Kensington Church Street. It is adjacent to the Notting Hill Gate Underground station. The site currently contains a number of linked blocks, a surface car park of 61 spaces, Newcombe Street and part of Uxbridge Street. The site comprises of Newcombe House, 207-237 Kensington Church Street, Royston Court and a surface level car park.
- 10.27 The existing frontages onto Notting Hill Gate and Kensington Church Street form part of the primary shopping frontage the Notting Hill Gate District Shopping Centre.

Site Information



Site Address

Land at 43-45 and 39-41 Notting Hill Gate and 167-237 (odd) Kensington Church Street

Ward

Campden

Site Area

0.5 ha

Ownership	Notting Hill Gate KCS Limited
Current Uses	Offices, retail and social housing (20 units)
Relevant Planning History	Planning permission (PP/17/05782) was granted on appeal in June 2020 for demolition of existing buildings and redevelopment to provide 55 residential units including 23 affordable, office and retail uses, and a flexible surgery/office use, across six buildings (ranging from ground plus two storeys to ground plus 17 storeys), with a two storey basement together with landscaping to provide a new public square, ancillary parking and associated works.
Delivery	Developable Years 6 to 10 – No net increase in homes.
Planning Constraints	<ul style="list-style-type: none"> • No part of the site is within a conservation area, although it adjoins the boundaries of the following four conservation areas: Kensington Conservation Area to the south and east; Kensington Palace Conservation Area to the east; Pembridge Conservation Area to the north east, and; Ladbroke Conservation Area to the north west. • The Circle and District line underground station, including its roof, is Grade II listed and directly adjoins the site. • The site is within an area of Archaeological Importance.
Guidance	Notting Hill Gate SPD (May 2015) ¹⁶⁹

Building heights

10.28 The site is considered to be a suitable location for tall buildings. The latest planning permission was granted for six buildings on site with heights ranging from 3 to 18 storeys. The approved building heights range mainly between 3 and 4 storeys above a two storey basement, but the permission also includes two taller buildings of 14 and 18 storeys, being 55.2 and 71.8 m from the ground floor to the top of the building respectively. If any alternate scheme is proposed, in the future no

¹⁶⁹ [Notting Hill Gate SPD \(May 2015\)](#)

building on the site should exceed 72 m from the ground floor to the top of the building.

Policy SA10: Newcombe House

- A. The site will deliver a high-quality residential led or office led mixed use development.

Land use

- B. Refurbish or re-provide a minimum of 20 social rent homes and floorspace on-site with a requirement to provide additional community homes as per Policy HO3.
- C. High quality office employment space, including large, flexible office floor plates that will meet diverse local occupier requirements.
- D. Retail and leisure uses, at ground level bringing active frontages to the ground floor.
- E. A new medical centre / GP surgery of a minimum 650 sq m GIA.
- F. A new accessible, permeable and inclusive public square with level access through the site.
- G. A dedicated space for a Farmer's Market to return and operate.

Principles

- H. A high quality vibrant new public realm.
- I. No building on the site to exceed 72 m from ground level to the top of the building.

Infrastructure and Planning Contributions

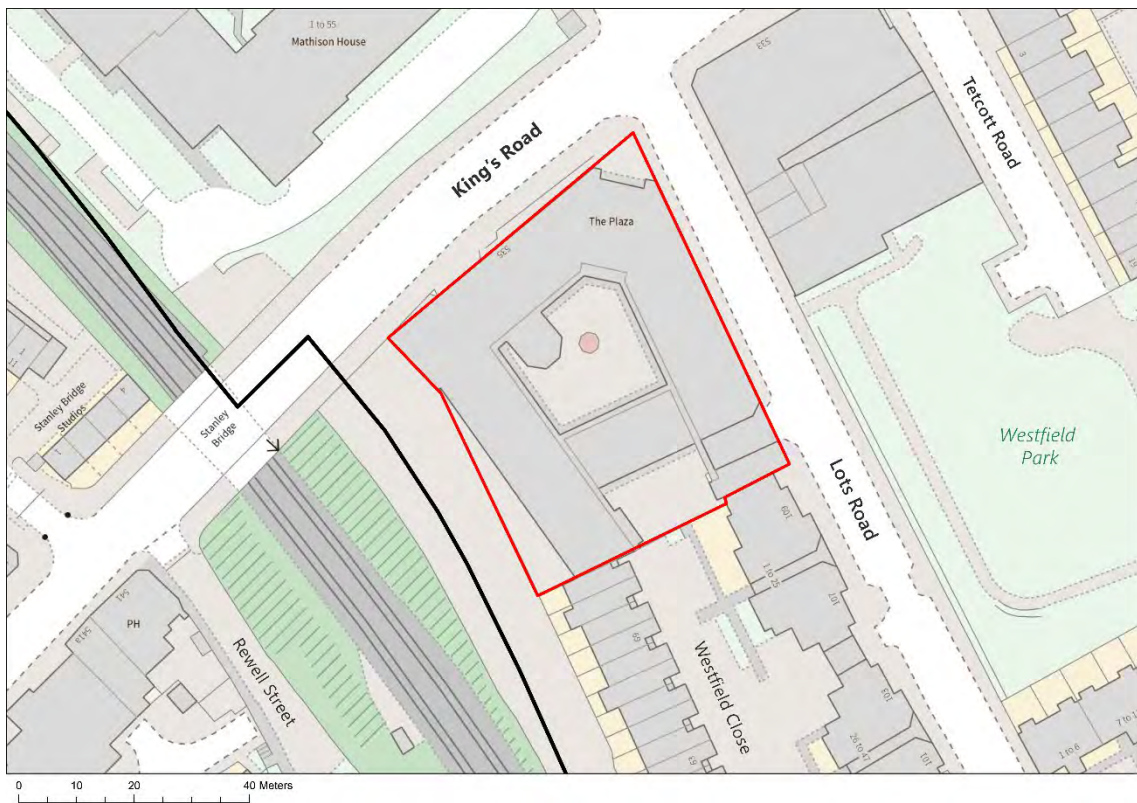
- J. The delivery of step free access from street level to the southbound platform of the Circle and District Line of Notting Hill Gate Underground Station through new lifts and walkways partially within the site.
- K. Development will be liable to making planning contributions in accordance with the CIL Regulations and other relevant Local Plan policies and SPDs.

Site Allocation SA11: The Plaza, 535 King's Road

Site Context

- 10.29 The site is situated on the boundary with the London Borough of Hammersmith and Fulham at the western end of King's Road. It is bounded by Council owned land used as a Highways depot and Salt Store on the western boundary, Lots Road to the East, King's Road to the north and residential buildings to the south. The site comprises a part three, part four, part five storey commercial building constructed in the late 1980s and is currently used for offices.

Site Information



Site Address	535 King's Road, LONDON, SW10 0SZ
Ward	Chelsea Riverside
Site Area	0.3 ha
Ownership	Private Ownership
Current Uses	Class E (Offices and Retail)

Relevant Planning History	<ul style="list-style-type: none"> • A planning permission (PP/20/01165) was granted in April 2020 for the refurbishment of existing office and retail building comprising erection of roof extension to create additional office floorspace and external alterations.
Delivery	<p>Developable</p> <p>Years 6 to 10 – 28 homes</p>
Planning Constraints	<ul style="list-style-type: none"> • The site lies within the Lots Road Employment Zone. • The site sits in close proximity to the Lots Village and the College of St Mark & St. John Conservation Areas. • The site partially lies within Flood Risk Zone 2.

Policy SA11: The Plaza, 535 King’s Road

A. The site will deliver a high quality mixed-use development.

Land use

B. Retention of the existing office / business use floorspace.

C. A minimum of 28 (Class C3) residential units.

Principles

D. Provision of active retail frontages facing Lots Road and/King’s Road should be explored.



Infrastructure and Planning Contributions


E. Development will be liable to making planning contributions in accordance with the CIL Regulations and other relevant Local Plan policies and SPDs.


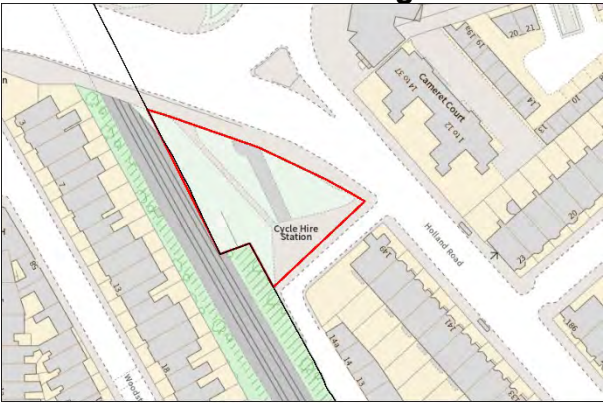
Small Sites

10.30 The Council has also identified a number of more modest sites of less than 0.25 hectares (small sites) which, taken together, will help meet our housing requirements. These are set out in Table 10.1 below.

Table 10.1 Small Sites

Site	Address	Size	Current Use	Site Allocation	Relevant planning history/planning constraints	Ownership
<p>SA12: Harrington Road Car Park</p> 	<p>117A Queen's Gate, 39-49 Harrington Road and 2 Reece Mews, LONDON SW7</p>	<p>0.21 ha</p>	<p>Temporary carpark</p>	<p>A. The site will deliver a high-quality residential-led mixed use development.</p> <p>Land use:</p> <p>B. A Minimum of 50 (Class C3) residential units.</p> <p>C. Class E Commercial frontage to Harrington Road at ground floor level.</p>	<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. 	<p>The Government of the Islamic Republic of Iran</p>
<p>SA13: Emmanuel Kaye Building</p> 	<p>Manresa Road, LONDON, SW3 6LR</p>	<p>0.15 ha</p>	<p>Medical research facility</p>	<p>A. The site will deliver a high-quality mixed use development.</p> <p>Land use:</p> <p>B. A minimum of 10 (Class C3) residential units.</p> <p>C. As a minimum retain existing medical research facility use class and floorspace.</p>	<ul style="list-style-type: none"> • No part of the site is within a conservation area, although it adjoins the boundaries of Chelsea Park/Carlyle CA to the west and Cheyne CA to the south. • The Grade II* Listed Argyle House, 213-215 and 217 King's Road buildings lie directly south of the site across the road. 	<p>The Thrombosis Research Institute and the National Heart and Lung Foundation</p>

Site	Address	Size	Current Use	Site Allocation	Relevant planning history/planning constraints	Ownership
				<p>Principles:</p> <p>D. Active frontage on King's Road and Manresa Road.</p>		
<p>SA14: 142A Highlever Road</p> 	142A Highlever Road	0.12 ha	Commercial: vehicle repair shop	<p>Land use:</p> <p>A. A minimum of 6 (Class C3) residential units.</p>	<p>The site lies within the following:</p> <ul style="list-style-type: none"> • Oxford Gardens Conservation Area. • North Kensington Critical Drainage Area. 	Private ownership

Site	Address	Size	Current Use	Site Allocation	Relevant planning history/planning constraints	Ownership
<p>SA15: Colebrook Court</p>  <p>The map shows the Colebrook Court site highlighted in red. It is located on the east side of Malton Street, between Crown Lodge to the west and Nell Gwynn to the east. The site is bounded by Malton Street to the north and east, and Crown Lodge to the west. A scale bar at the bottom indicates 0, 12.5, 25, and 50 meters.</p>	<p>75 Sloane Avenue, LONDON, SW3 3DH</p>	<p>0.09 ha</p>	<p>Super-market with residential above.</p>	<p>Land use:</p> <p>A. A minimum of 20 (Class C3) residential units.</p> <p>B. Class E (retail) on the ground floor.</p>	<ul style="list-style-type: none"> • The site lies within Sloane Square Critical Drainage Area. 	<p>CCRA Ltd</p>
<p>SA16: Holland Road Triangle</p>  <p>The map shows the Holland Road Triangle site highlighted in red. It is a triangular plot bounded by Holland Road to the north and east, and a road to the south. The site is adjacent to Cycle Hire Station to the west. The map also shows surrounding residential areas like Camber Court and Holland Road. A scale bar at the bottom indicates 0, 15, 30, and 60 meters.</p>	<p>The triangle site south to the Holland Park Roundabout</p>	<p>0.02 ha</p>	<p>Open Land</p>	<p>Land use:</p> <p>A. A minimum of 30 (Class C3) residential units.</p>	<p>The site lies within the following:</p> <ul style="list-style-type: none"> • Archaeological Priority Area. • Holland Park Critical Drainage Area. 	<p>Transport for London (TfL)</p>

11. Infrastructure and Planning Contributions

Policy IP1: Infrastructure Delivery and Planning Contributions

IP1: Infrastructure and Planning Contributions

- A. The Council will ensure that sufficient supporting infrastructure, is delivered to support good growth identified in the Local Plan. 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.
- B. Where development generates a need either because of its individual or cumulative impact, planning obligations and contributions will be sought to secure the necessary infrastructure required to make the development acceptable.
- C. 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.
- D. Proposals that form part of potentially wider sites will be assessed in terms of the capacity of the site as a whole.
- E. An open book financial viability appraisal will be required where relevant.

Infrastructure Planning

- 11.1 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 is critical to the delivery of vision of the Local Plan.
- 11.2 To support the Local Plan the Council has prepared an Infrastructure Delivery Plan (IDP) which will be regularly monitored and reviewed. The IDP sits alongside the Local Plan providing an infrastructure assessment for the Borough which has been developed through 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.

- 11.3 The IDP and the IDP Schedule set out the infrastructure that is required for the successful implementation of the Local Plan, although infrastructure requirements from development will not be limited to these. Where known, the schedule details the timescales for delivery, funding mechanisms, and follows best practice.

Planning Contributions

- 11.4 The use of Community Infrastructure Levy (CIL) and planning obligations / contributions (s106) is a principal way of the Council gaining the necessary resources to administer and assist the delivery of vital infrastructure.
- 11.5 The Council's CIL Charging Schedule came into effect on 6 April 2015. 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 portion 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 per cent of the CIL receipts arising from development that takes place in that area or 25 per cent in areas with a made neighbourhood plan. The adopted Council's Neighbourhood CIL Community Priorities Document¹⁷⁰ sets out guidance for communities to access NCIL funds.
- 11.6 Planning obligations are intended to make acceptable development which would otherwise be unacceptable in planning terms.
- 11.7 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.
- 11.8 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)¹⁷¹ and the NPPF.
- 11.9 Planning obligation requirements are set out in relevant policies throughout the Local Plan and the Council's adopted Planning

¹⁷⁰ <https://www.rbkc.gov.uk/planning-and-building-control/building-control/neighbourhood-community-infrastructure-levy-ncil>

¹⁷¹ Regulation 122 of the CIL Regulations 2010 (as amended). Replicated in the NPPF paragraph 57 and NPPG Planning Obligations paragraph 002

Contributions Supplementary Planning Document ¹⁷² explains in more detail the planning obligations that will be sought from development.

11.10 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)¹⁷³ or in other circumstances, would require this as a result of London Plan Supplementary Planning Guidance (SPG), and permit-free development.
6. **Conservation of buildings of architectural or historic interest** and other conservation projects such as archaeological investigation.
7. **Sports, leisure, recreational and visitor facilities.**
8. **Green infrastructure improvements** – to the network of multi-functional open spaces in the Borough including the creation of new public open space, improvements to existing open space, and securing public access to private open space.

¹⁷² <https://www.rbkc.gov.uk/planning-and-building-control/planning-policy/section-106>

¹⁷³ The boundaries of the CAZ are shown on the Proposals Map.

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, energy utilities, and digital connectivity infrastructure.
 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.
- 11.11 Legal agreements including s106 contributions, and CIL will be used to help deliver the Local Plan. New development should be supported by on-site delivery of supporting infrastructure. This will include physical infrastructure such as the transport network, and social and community uses that help support good growth. We will combine developer contributions, secured through the Community Infrastructure Levy and s106 planning obligations, with Council resources and other public funding streams such as grants, to maximise delivery of the objectives set out in the Local Plan.
- 11.12 The policies in this plan, CIL and s106 requirements have been independently viability tested. 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 assessment will be required to accompany the planning application. The applicant will fund the independent assessment of the viability assessment, or other technical studies requiring independent assessment, prior to the application being determined.

SAVED Policy IP2: Planning Enforcement

Glossary

Term	Definition
Affordable (Community) Housing	<p>In terms of planning, <i>affordable</i> housing is housing, be it for sale or for rent, for those, “whose needs are not met by the market.” The full definition is set out within the Government’s National Planning Policy Framework.</p> <p>There are many different types of <i>affordable</i> housing including social rent, affordable rent, intermediate rent and home ownership products such as shared ownership and First Homes.</p>
Affordable Rent	<p>This is a form of <i>affordable</i> housing. Homes are provided at a specific rent, “London Affordable Rent”. The cost of renting these homes is very similar to those at “social rent” and are published by the Mayor of London.</p>
Agent of Change Principle	<p>Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed. (NPPF, paragraph 187).</p>
Air Quality Assessment	<p>Assessments need to be proportionate to the nature and scale of development proposed and the potential impacts (taking into account existing air quality conditions), and because of this are likely to be locationally specific.</p>
Air Quality Focus Area (AQFA)	<p>Air Quality Focus Areas (AQFA) are locations that not only exceed the EU annual mean limit value for nitrogen dioxide (NO₂) but are also locations with high human exposure. AQFAs are not the only areas with poor air quality but they have been defined to identify areas where currently planned national, regional and local measures to reduce air pollution may not fully resolve poor air quality issues. There are currently 187 AQFAs across London. The list of Air Quality Focus Areas is updated from time to time as the London Atmospheric Inventory is reviewed and the latest list in the London Datastore should always be checked. AQFAs are defined based on GLA modelling forecasts that incorporate actions taken by the GLA and others as well as broader changes in emissions sources.</p>
Air Quality Management Area (AQMA)	<p>Air Quality Management Areas (AQMAs) are declared by the London boroughs in response to modelled or measured existing exceedances of legal air quality limits. The analysis underpinning AQMAs is often more spatially detailed than</p>

Term	Definition
	London-wide modelling and may include the identification of additional air quality hot spots or other local issues.
Air Quality Neutral	An Air Quality Neutral development is one that meets, or improves upon, the air quality neutral benchmarks published in guidance from the GLA. The benchmarks set out the maximum allowable emissions of NO _x and Particulate Matter based on the size and use class of the proposed development. Separate benchmarks are set out for emissions arising from the development and from transport associated with the development. Air Quality Neutral applies only to the completed development and does not include impacts arising from construction, which should be separately assessed in the Air Quality Assessment.
Air Quality Positive	The Air Quality Positive approach maximises the benefits to local air quality in and around a development site or masterplan area and minimises exposure to existing sources of poor air quality. It requires planners, designers, architects and air quality experts to show what measures have been taken during the design stages to achieve the best possible outcomes for air quality. This approach goes beyond compliance with both the Air Quality Neutral benchmarks and the minimum requirements of an air quality assessment and sets out the measures taken to benefit local air quality and reduce exposure to poor air quality.
Biodiversity Net Gain (BNG)	This refers to the 10 per cent increase in biodiversity which will be required by the Environment Bill 2019-21 once it receives Royal Assent.
Breach level	<p>Is the depth of flooding which can occur if there was a breach of the Thames Defences.</p> <p>Tidal Breach Flood Levels are the potential flood levels which could occur as a result of a breach of the tidal defences. The breach modelling data was produced by the EA in 2017 and carried out by Atkins. Information for the Borough can be accessed here¹⁷⁴ (please choose the Flood risk – Breach level no bedroom accommodation – tab).</p>

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<https://lbhf.maps.arcgis.com/apps/webappviewer/index.html?id=931fa3b3294b4147a518648579b12d4a>

Term	Definition
BREEAM excellent standard	See Building Research Establishment's Environmental Assessment Methodology.
Building height	The height to the top of the building, measured externally at the height of the roof parapet of the uppermost storey, excluding minor elements such as lift overruns and plant enclosures.
Building Research Establishment's Environmental Assessment Methodology (BREEAM)	The methodology for measuring the environmental performance of nearly every land use, including schools, healthcare or bespoke uses.
Central Activities Zone (CAZ)	The vibrant heart and globally iconic core of London. The CAZ contains a broad range of functions that have London-wide, national and international significance including Government, business, culture, research and education, retailing, tourism, transport and places of worship. The CAZ offers access to a unique collection of heritage and environmental assets including World Heritage Sites, the Royal Parks and the River Thames. (London Plan 2021)
CIBSE	Chartered Institution of Building Services Engineers.
Circular Economy	Circular Economy is one where materials are retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste. (London Plan 2021)
Combined heat and power (CHP)	The combined production of electricity and usable heat is known as Combined Heat and Power (CHP) and is supplied to buildings or a network.
Combined sewer	A sewer system that drains surface (rain) water and foul water.
Commercial and industrial waste	Waste arising from commercial premises and industrial processes.
Community Housing	Following consultation, the Council's adopted a new term for 'affordable' housing in 2020 – 'RBKC Community Housing'. The products within RBKC Community Housing are – social rent, affordable rent (at London Affordable Rent levels) and intermediate rent at the lowest London Living Rent (LLR) levels in the borough.
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

Term	Definition
	authorities to raise funds from owners or developers of land undertaking new building projects in their area.
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.
Counters Creek Project	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; antiflooding (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.
Critical Drainage Areas	The Surface Water Management Plan of the Borough identified Critical Drainage Areas which show a complex interaction of surface and sewer water flooding.
District Heating Network (DHN)	A network of pipes carrying hot water or steam, usually underground, that connects heat production equipment with heat customers. They can range from several metres to several kilometres in length. (London Plan 2021)
Ecological Impact Assessments (EclA)	Process of identifying, quantifying and evaluating the potential impacts of defined actions on ecosystems or their components, and usually performed as one element of an environmental impact assessment (EIA). (BS42020:2013 Biodiversity).
Embodied Carbon	Embodied carbon is the carbon emissions associated with materials and construction processes throughout the whole lifecycle of a building or infrastructure.
Energiesprong	A performance standard for new build and refurbishment. It is suitable for residential development. The methodology involves a focus on achieving minimum performance standards for building elements and fixed services and, like the Passivhaus methodologies, account is taken of both regulated and unregulated emissions. See more on energiesprong.org .
Energy hierarchy	Shows how new buildings can meet net zero carbon by following a sequential approach.

Term	Definition
EnerPHit	Energy performance standard that allows a slight relaxation in the space heating targets (20-25kWh/year depending on location), recognising that the form of the building cannot easily be changed in refurbishment, it also allows a slightly higher air permeability rate of 1 air change per hour at 50Pa.
Environmental Impact Assessment (EIA)	The aim of an Environmental Impact Assessment is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process.
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.
Exempt Sites (waste)	This is a waste operation that is exempt from needing an environmental permit. Each exemption has specific limits and conditions operators need to work within.
First Homes	First Homes are an affordable home ownership product introduced by the Government in 2021 with a price cap of £420,000 and a requirement of a 30 per cent discount from market value.
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 CL7(n).
Flood Resilience	Measures to improve the ability of a property or community to recover following flooding, such as raised electrical sockets, solid floors, local pumping, community flood plans.
Flood Resistance	Measures to prevent flood water entering a property, such as flood doors, flood barriers, air prick covers, non-return valves.
Flood Risk Assessment	A study to assess the flood risk to and from a development site.
Flood Risk Asset	Features with a flood risk management role which can influence the effects of flooding events. These are, for

Term	Definition
	example, the embankment of the river Thames and Thames Water pumping stations.
Flood Zone	A geographic area within which the flood risk is in a particular range, as referred to in the National Planning Practice Guidance.
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 Traveller Authorised site	A Gypsy and Traveller Site which has planning permission.
Gypsy and Traveller pitch	Area on a site developed for family units / households to live on. A pitch can vary in size and have a varying number of caravans and house one or more households.
Gypsy and Traveller site	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.
Hazardous Waste	Waste that poses substantial or potential threats to public health or the environment (when improperly treated, stored, transported or disposed). This can be due to the quantity, concentration, or characteristics of the waste.
Heat Network Priority Areas (HNPA)	These identify where in London the heat density is sufficient for heat networks to provide a competitive solution for supplying heat to buildings and consumers
Heat networks or district heating	A way of distributing heat (and more rarely, power) generated from a given energy source(s) across multiple buildings or sites.
Household Waste	Waste from household collection rounds, waste from street sweepings, public litter bins, bulky items collected from households and wastes which householders themselves

Term	Definition
	take to household waste recovery centres and "bring sites". Together with trade waste this is known as Local Authority Collected Waste (LACW).
Householder applications	Planning applications for works or extension to a single dwelling house.
Houses in Multiple Occupation (HMO)	Permanent residential accommodation occupied by more than one household who share a kitchen, bathroom or toilet. HMOs for between three and six people are classed as C4 while HMOs for more than six people are sui generis.
Intermediate Housing	This is a type of housing which is more expensive than social or affordable rent levels but still less than market housing. It caters to middle income groups, but to keep them truly affordable, the Council will secure them a lowest possible London Living Rent (see below) levels in the Borough.
Landfill	The disposal of waste into or on to land.
Large Office	A large office is a Class E(g) use with a floor area of more than 1,000 sq m (GEA).
Legal Agreements / Section 106 Agreements (also denoted as 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.
Legibility	The degree to which one can understand a built area, including the role and relationship of a building or space between buildings with its context, and how they contribute to easy wayfinding and navigation of an area.
Life-cycle Assessment	Is a multi-step procedure through the life stages of a building. In the UK the BS EN 15978: 2011 standard is typically used.
Local Authority Collected Waste (LACW)	This is waste collected by the Council. See also municipal waste.
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

Term	Definition
	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 Green Space	Green area of particular importance to local communities which has been designated through the Local Plan process and that meets the criteria set out in paragraph 102 of the NPPF.
London Energy Transformation Initiative (LETI)	LETI is a network of over 1000 built environment professionals that are working together to put London on the path to a zero carbon future. The voluntary group is made up of developers, engineers, housing associations, architects, planners, academics, sustainability professionals, contractors and facilities managers.
London Living Rent	London Living Rent (LLR) is a type of <i>affordable</i> housing for middle-income Londoners. The Mayor of London publishes the benchmark LLR levels for each ward in the capital. These are roughly a third of the average local household income in a ward and adjusted for the number of bedrooms in each home.
London Plan	The London Plan is part of the development plan for the Borough and is used to determine planning applications. It is prepared by the Mayor of London and is also known as the Spatial Development Strategy for London.
Low cost housing	The NPPF defines other 'affordable routes to home ownership' which includes low cost homes for sale (at a price equivalent to at least 20 per cent below local market value).
Main Town Centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major development	Generally, major developments are: <ul style="list-style-type: none"> • Development of dwellings where 10 or more dwellings are to be provided, or the site area is 0.5 hectares or more; • Development of other uses, where the floor space is 1,000 square metres or more, or the site area is 1 hectare or more.

Term	Definition
	For a full definition, see Part 1 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
Medium Office	A medium office is a Class E(g) use with a floor area of between 300-1,000 sq m (GEA).
Municipal Waste	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).
Non-operational Carbon Emissions	Non-operational emissions refer to: A) embodied emissions associated with a building at the time it is completed; and B) emissions associated with subsequent stages of the building lifecycle (including maintenance, repair, retrofitting, demolition and disposal).
Off-site provision	Off-site provision relates to a developer in exceptional circumstances providing the required community homes or another planning requirement/obligation on an alternative site in the Borough.
On-site provision	This relates to the Council's preferred approach of providing community homes or another planning requirement/obligation on the development site.
Operational Carbon Emissions	Operational carbon emissions are emissions associated with the use of a building over its life span.
Opportunity Areas	These are defined in the London Plan as: 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.
Other town centre uses	Social and community uses, schools, universities and other education uses as well as, in certain circumstances, housing.

Term	Definition
Passivhaus	A voluntary energy standard that has been developed to focus on improving building energy performance.
Permeability	The degree to which one can connect to, or pass through an area.
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 Legal Agreements / Section 106 Agreements).
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	Raw material sent to, and processed in, a waste recycling plant or materials recovery facility (e.g. plastics, metals, glass, paper/card).
Recycling	The reprocessing of waste either into the same product or a different one.
Referable Development	Referable development is defined as an application for planning permission of potential strategic importance (PSI) (Mayor of London Order 2008). Any application which meets one or more of the PSI Categories outlined in the Order (Categories 1-4) must be 'referred' to the GLA.
Regulated Carbon Emissions	Regulated carbon emissions are operational emissions associated with building energy consumption resulting from controlled, fixed building services and fittings, including space heating and cooling, hot water, ventilation, fans, pumps and lighting. Such energy uses are inherent in the design of a building.
Relevant street frontage	The units between successive intersecting vehicular highways.
Residual Waste	Waste remaining after materials for re-use, recycling and composting have been removed.

Term	Definition
Riparian Owner	Land owner adjoining a river or watercourse. Has responsibilities for the maintenance of the banks and associated flood defences.
s106 agreements	See legal agreements above.
Safeguarded Wharves	A network of sites that have been safeguarded for cargo handling uses such as intraport or transshipment movements and freight-related purposes by Safeguarding Directions. A site remains safeguarded unless and until the relevant Safeguarding Direction is formally removed or amended.
Sequential Test (flooding)	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.
Sites of Importance for Nature Conservation (SINC)	Locally designated areas which are recognised as being of particular importance to wildlife and biodiversity.
Small Office	A small office is a Class E(g) use with a floor area of less than 300 sq m (GEA).
Social Rent	These are homes which are owned by the Council or by a registered provider of affordable housing and then let to people at a truly affordable rent. They offer homes at the lowest level of rent.
Strategic Flood Risk Assessment (SFRA)	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.
Studio Flat	Nationally described floorspace standards define a 1 bed 1 person home requiring a minimum gross internal floor areas and storage of 39 or 37 sq m (where a 1b1p has a shower room instead of a bathroom) 1 bed 2 person home is 50 sq m for 1 storey dwelling and 58 sq m for 2 storey dwelling.
Suitable pump device	See FLIP Valves.
Surface Water	Rainfall that collects on the ground.
Surface Water Management Plan	A study which outlines the predicted risk and preferred surface water management strategy for the Borough. The

Term	Definition
	report also defines Critical Drainage Areas which show a complex interaction of surface and sewer water flooding.
Sustainable Drainage Systems (SuDS)	Using sustainable drainage techniques and managing surface water run-off from buildings and hardstanding areas in a way that reduces the total volume, flow and rate of surface water that runs directly into drains and sewers.
Tenure blind	Ensuring that different tenures of housing (social rented, private market and so forth) cannot be distinguished because they have different external appearance.
Thames Policy Area	Designated boundary for the area of the Borough influenced by the River Thames. Defined in coordination with adjoining Boroughs as part of the Thames Strategy: Kew to Chelsea.
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.
Thermal bridging	Occurs where there is a direct connection between the inside and outside through one or more building elements which are more thermally conductive than the rest of the building envelope, resulting in heat loss outwards.
Top of a building	The top of a building would normally be measured externally at the height of the roof parapet of the uppermost storey, excluding minor elements such as lift overruns and plant enclosures.
Unregulated Carbon Emissions	Unregulated carbon emissions are operational emissions not covered by Part L of the Building Regulations, including emissions resulting from plug-in loads (such as appliances, IT equipment), cooking, lighting, and power for communal spaces including lifts and power for external features within a development (such as car park and street lighting).
Urban Greening Factor	This is a land-use planning tool to help determine the amount of greening required in new developments.
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.

Term	Definition
Waste Disposal Authority	Waste disposal authorities have a statutory responsibility to manage waste which is collected by local councils (Local Authority Collected Waste).
Waste Hierarchy	A framework for securing a sustainable approach to waste management. Waste should be minimised wherever possible. If waste cannot be avoided, then it should be re-used; after this it should be prepared for recycling, value recovered by recycling or composting or waste to energy; and finally, disposal.
Waste Planning Authority	The local authority responsible for waste development planning and control. They are unitary authorities, including London Boroughs and the City of London, National Park Authorities, and county councils in two-tier areas.
Waste Recovery (waste)	The value that can be recovered from waste by recovering materials through recycling, composting or recovery of energy.
Waste Reduction	The most desirable way of managing waste, by avoiding the production of waste in the first place.
Waste Transfer Station	A site to which waste is delivered for sorting or baling prior to transfer to another place for recycling, treatment or disposal.
Whole Life-Cycle Carbon Approach	To fully capture a development's carbon impact, a whole life-cycle approach is needed to capture its unregulated emissions (i.e. those associated with cooking and small appliances), its embodied emissions (i.e. those associated with raw material extraction, manufacture and transport of building materials and construction) and emissions associated with maintenance, repair and replacement as well as dismantling, demolition and eventual material disposal). (London Plan 2021)
Zero and net zero carbon	Zero carbon, requires no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere. Net-zero carbon refers to balancing the amount of emitted greenhouse gases with the equivalent emissions with no reliance on fossil fuels, using on-site renewable or offsetting elsewhere in the Borough as a last resort.

Appendix 1: Sites within the Housing Trajectory

NLPR Ref/ (Local Plan 2019 Ref) / PP Ref	Site	Current Status	Potential number of dwellings (net)	First Five Years (Deliverable)	Years 6 to 10 (Developable)	Years 11 to 15 (Developable)
Site Allocations (Item 1, 2, 3 of deliverable methodology and items 1, 2, 3, 4 of developable methodology)						
SA1 (CA1)	Kensal Canalside	Site Allocation. SPD adopted July 2021	3,500	0	1,950	1,550
SA2 (CA6)	Earl's Court Exhibition Centre	Site allocation with outline planning permission (and reserved matters for 586 homes)	1,050	100	650	300
SA3 (CA7)	100/ 100A West Cromwell Road	Planning permission	462	362	100	0
SA4 (CA7)	Former Territorial Army site	Planning permission granted	255	0	255	0
SA5 (CA3)	Wornington Green Phase 3	Phase 2a under construction. Planning application expected for Phase 3	107	43	64	0
SA6 (CA10)	Lots Road South	Site Allocation (Part of the Council's New Homes Delivery	165	165	0	0

		Programme)				
SA7 (CA4)	Site at Edenham Way	Site Allocation (Part of the Council's New Homes Delivery Programme)	60	60	0	0
SA8 (CA12)	Chelsea Farmer's Market	Safeguarded for Crossrail 2 construction. Has planning permission for 59 units	59	0	0	59
SA9	Units 1-14 Latimer Road	Neighbourhood Plan, RBKC SPD	75	10	65	0
SA10	Newcombe House	Planning Permission for residential but current proposal is for commercial.	0	0	0	0
SA11	The Plaza, 535 King's Road	Site allocation	28	0	28	0
Small Sites in NLPR						
SA12 (CA11)	Harrington Road	Site allocation	50	0	50	0
SA13	Emmanuel Kaye, King's Road	Site allocation	10	0	10	0
SA14	St Quintin Garage, 142A Highlever	Neighbourhood Plan	6	6	0	0

	Road					
SA15	Colebrook Court, Sloane Avenue	Site allocation	20	0	20	0
SA16	Site at Holland Park Roundabout	Site allocation	30	0	30	0
Council's New Homes Delivery Programme (unallocated sites)						
PP/20/00879	175-177, Kensal Road	Planning Permission. Council's New Homes Delivery Programme	37	37	0	0
PP/20/00860	Plot 5-6 Acklam Road, London	Planning Permission. Council's New Homes Delivery Programme	32	32	0	0
PP/20/00844	15-17, Hewan Street	Planning Permission. Council's New Homes Delivery Programme	20	20	0	0
PP/20/00943	54 St Helen's Gardens	Planning Permission. Council's New Homes Delivery Programme	8	8	0	0
	Former Barlby Primary School	Council's New Homes Delivery Programme	83	83	0	0
PP/21/04428	9, Silchester Road	Council's New Homes Delivery Programme	11	11	0	0

Other large sites and major developments						
Site allocation removed (CA9)	Lots Road Power Station	Under construction	420	420	0	0
PP/19/05105	257-265 (Odeon Cinema), Kensington High Street	Under Construction	106	106	0	0
PP/15/04338	196 To 222, King's Road and 7 Friese Green House Chelsea Manor Street	Under Construction	39	39	0	0
PP/18/00189	232, King's Road (Chelsea Delivery Office) and 18-20 Chelsea Manor Street	Planning Permission	23	23	0	0
PP/15/05730	66-70 And 72-74, Notting Hill Gate	Under construction	9	9	0	0

PP/16/00423	K1 Site bounded by Brompton Road, Sloane Street, Basil Street and Hoopers Court, London SW3	Under construction	24	24	0	0
PP/18/03491	Chelsea Police Station, Lucan Place	Planning Permission	32	32	0	0
PP/18/05313	Heythrop College, Kensington Square	Planning Permission	106	0	106	0
PP/20/03325	201-207, Kensington High Street		19	19	0	0
PP/21/00272	344-350, Old Brompton Road (Former Tournament Pub)	Planning Permission	45	45	0	0
PP/18/00599	Cluny Mews (Land to the rear of 1 Cluny Mews and 51-53 Philbeach	Under Construction	35	35	0	0

	Gardens)					
	South Kensington Underground Station, Pelham Street	Refused planning application (PP/20/03216). To be determined by planning inquiry.	29	0	29	0
PP/20/05566	William Sutton Estate	Planning Permission	-78	0	-78	0
Total number of dwellings from all above sources			6,877	1,689	3,279	1,909
Remaining planning pipeline (Item 4 of the deliverable methodology)						
				260	0	0
Small sites estimate from the London Plan (Item 5 of the deliverable and developable methodology)						
				258	645	645
Grand total from all sources						
Total number of dwellings				2,207	3,924	2,554

Appendix 2: Schedule of Saved and Superseded policies

Local Plan (September 2019)	Superseded by policy/ saved or deleted
CV1 Vision for the Royal Borough	Policy V1 Vision for the Borough
CP1 Quanta of development	Deleted
CP2 Places	Deleted
CP3 Quality of townscape and uses	Deleted
CV5 Vision for Kensal in 2028	PLV1 Kensal Canalside PLV5 Kensal Employment Zone Vision
CA1 Kensal Canalside Opportunity Area Site Allocation	SA1 Kensal Canalside
CV6 Vision for Golborne in 2028	Deleted
CA2 Wornington Green Site Allocation	SA5 Wornington Green (Phase 3)
CA3 Land Adjacent to Trellick Tower	SA7 Edenham Way
CV8 Vision for Earl's Court in 2028	PLV2 Earl's Court PLV14 Earl's Court
CA4 Earl's Court Exhibition Centre	SA2 Earl's Court Exhibition Centre
CA5 Warwick Road Sites	SA3 100/100A West Cromwell Road SA4 Former Territorial Army Site, 245 Warwick Road
CV9 Vision for Lots Road/World's End in 2028	PLV7 Lots Road Employment Zone Vision
CA6 Lots Road Power Station Site Allocation	Deleted
CA7 Site at Lots Road Site Allocation	SA6 Lots Road South
CV10 Vision for Portobello Road in 2028	PLV9 Portobello Road Policy PLV4 Westway
CV11 Vision for Notting Hill Gate in 2028	PLV9 Notting Hill Gate
CV12 Vision for Kensington High Street in 2028	PLV8 Kensington High Street
CV13 Vision for Knightsbridge in 2028	PLV17 Knightsbridge
CV14 Vision for South Kensington in 2028	PLV11 South Kensington
CA8 Harrington Road Site Allocation	Included in "Small Sites", SA12 Harrington Road Car Park

Local Plan (September 2019)	Superseded by policy/ saved or deleted
CV15 Vision for Sloane Square/King's Road in 2028	PLV12 Kings Road (East) PLV13 Kings Road (West)
CA9 Chelsea Farmers Market Site Allocation	SA8 Chelsea Farmer's Market
C1 Infrastructure Delivery and Planning Contributions	IP1 Infrastructure Delivery and Planning Contributions
C2 Planning Enforcement	Saved. New Policy reference IP2 Planning Enforcement
CO1 Strategic Objective for Keeping Life Local	Deleted
CK1 Social and Community Uses	SI1 Social Infrastructure and Facilities
CK2 Local Shopping and other Facilities which Keep Life Local	PLV19 Keeping Life Local – Walkable neighbourhoods TC5 Local Shopping and other Local Facilities which support the Walkable Neighbourhood
CK3 Walkable Neighbourhoods and Neighbourhood Facilities	TC5 Local Shopping and other Facilities which support day to day needs
CO2 Strategic Objective for Fostering Vitality	Deleted
CF1 Location of New Shop Uses	TC1 Location of new town centres uses
CF2 Retail Development within Town Centres	TC2 Development within Town Centres
CF3 Diversity of Uses within Town Centres	TC3 Diversity of Uses within Town Centres
CF4 Street Markets	Saved, New policy reference TC6
CF5 Business Uses	BC1 Business uses
CF6 Creative and Cultural Businesses	Saved. New policy reference BC2
CF7 Arts and Cultural Uses	Saved. New policy reference TC7
CF8 Hotels	TC8 Hotels and other forms of tourist information
CF9 Temporary Sleeping Accommodation	TC8 Hotels and other forms of tourist information
CF10 Diplomatic and Allied Uses	Saved. New policy reference TC9
CF11 The South Kensington Strategic Cultural Area	Saved. New policy reference TC10
CO3 Strategic Objective for Better Travel Choices	Deleted
CT1 Improving alternatives to car use	T5 Land use and Transport

Local Plan (September 2019)	Superseded by policy/ saved or deleted
	T6 Active Travel T7 Public Transport T8 Parking and access
CT2 New and enhanced rail infrastructure	T7 Public Transport
CO4 Strategic Objective for An Engaging Public Realm	Deleted
CR1 Street Network	T1 Street Network
CR2 Three-dimensional Street Form	Saved. New policy reference T2
CR3 Street and Outdoor Life	T3 Living Streets and outdoor life
CR4 Streetscape	T4 Streetscape
CR5 Parks, Gardens, Open Spaces and Waterways	GB14 Waterways GB16 Parks, Gardens and Open Spaces CD4c Registered Parks and Gardens
CR6 Trees and landscape	GB18 Trees and Landscape
CR7 Servicing	T9 Servicing
CO5 Strategic Objective for Renewing the Legacy	Deleted
CL1 Context and Character	CD1 Context and Character
CL2 Design Quality	CD2 Design Quality, Character and Growth
CL3 Heritage Assets – Conservation Areas and Historic Spaces	CD3 Heritage Assets – Conservation Areas CD4c Registered Parks and Gardens
CL4 Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology	CD4 Heritage Assets – Listed Buildings CD5 Scheduled Ancient Monuments and Archaeology
CL5 Living Conditions	Saved. New Policy reference CD8
CL6 Small-scale Alterations and Additions	Saved. New Policy Reference CD9
CL7 - Basements	Saved. New Policy Reference CD10
CL8 Existing Buildings – Roof Additions/ Additional Storeys	CD11 Existing Buildings – Roof Additions/ Additional Storeys
CL9 Existing Buildings – Extensions and Modifications	Saved. New Policy reference CD12
CL10 Shopfronts	Saved. New Policy reference CD13
CL11 Views	CD14 Views
CL12 Building Heights	CD7 Tall Buildings
CO6 Strategic Objective for Diversity of	Deleted

Local Plan (September 2019)	Superseded by policy/ saved or deleted
Housing	
CH1 Increasing Housing Supply	HO1 Delivery and Protection of Homes
CH2 Affordable Housing	HO3 Community Housing
CH3 Housing Size Mix and Standards	HO4 Housing Size and Standards
CH4 Specific Housing Needs	HO5 Specialist Housing
CH5 Estate Renewal	HO7 Estate Renewal
CH6 Gypsy and Traveller Accommodation	HO9 Gypsy and Traveller Accommodation
CO7 Strategic Objective for Respecting Environmental Limits	Deleted
CE1 Climate Change	GB3 Whole Life-cycle Carbon GB4 Energy and Net Zero Carbon
CE2 Flooding	GB11 Flood Risk GB12 Surface Water Run-off and SuDS GB13 Water Infrastructure
CE3 Waste	GB2 Circular Economy G19 Waste Management
CE4 Biodiversity	G17 Biodiversity
CE5 Air Quality	GB6 Air Quality
CE6 Noise and Vibration	GB7 Construction Management GB8 Noise and Vibration
CE7 Contaminated Land	GB20 Contaminated Land
NEW POLICIES	
	New Policy PLV3 Lancaster West Estate and Notting Dale
	New Policy PLV6 Freston/ Latimer Road Employment Zone Vision
	New Policy PLV15 Brompton Cross
	New Policy PLV16 Westbourne Grove
	New Policy PLV18 Fulham Road West
	New Policy SA9 Units 1-14 Latimer Road Industrial Estate
	New Policy SA10 Newcombe House
	New Policy GB1 Sustainable Retrofitting
	New Policy GB5 Overheating

Local Plan (September 2019)	Superseded by policy/ saved or deleted
	New Policy GB9 Odour
	GB10 Light Pollution
	GB15 Green Infrastructure
	HO2 Small Sites
	HO6 Other Housing Products
	CD15 Fire Safety
	TC4 The evening economy
	BC3 Affordable Workspace

Appendix 3: Strategic Policies

The policies within the Local Plan are made of both strategic and non-strategic elements. Strategic policies are those policies which address the strategic policies of an area, including any cross-boundary issues. Non-strategic policies are concerned with more local issues.

Where neighbourhood plans are being prepared, the relevant neighbourhood forum should ensure that any policies within them are in general conformity with these strategic policies.

This table sets out those policies within the Local Plan that are considered strategic and non-strategic. This includes both the saved and the new policies.

Policy	
Introduction	
Policy V1 Vision for the Borough	Whole policy strategic
Green Blue Future	
GB1 Sustainable Retrofitting	Whole policy strategic
GB2 Circular Economy	Whole policy strategic
GB3 Whole Life-cycle Carbon	Whole policy strategic
GB4 Energy and Net Zero Carbon	Whole policy strategic
GB5 Overheating	Whole policy strategic
GB6 Air Quality	Whole policy strategic
GB7 Construction Management	Whole policy strategic
GB8 Noise and Vibration	Whole policy strategic
GB9 Odour	Not strategic
GB10 Light Pollution	Not strategic
GB11 Flood Risk	Whole policy strategic
GB12 Surface Water Run-off and SuDS	Whole policy strategic
GB13 Water and Wastewater Infrastructure	A, B, C, D, E – strategic F - not strategic
GB14 Waterways	Whole policy strategic
GB15 Green Infrastructure	Whole policy strategic
GB16 Parks, Gardens and Open Spaces	A, B, C, D, E, F, G, H – strategic I, J – not strategic

GB17 Biodiversity	Whole policy strategic
GB18 Trees and Landscape	Whole policy strategic
GB19 Waste Management	Whole policy strategic
GB20 Contaminated Land	Whole policy strategic
Homes	
HO1 Delivery and Protection of Homes	Whole policy strategic
HO2 Small Sites	Whole policy strategic
HO3 Community Housing	Whole policy strategic
HO4 Housing Size and Standards	Whole policy strategic
HO5 Specialist Housing	Whole policy strategic
HO6 Other Housing Products	Whole policy strategic
HO7 Estate Renewal	Whole policy strategic
HO8 Gypsy and Traveller Accommodation	Whole policy strategic
Conservation and Design	
CD1 Context and Character	Whole policy strategic
CD2 Design Quality, Character and Growth	Whole policy strategic
CD3 Heritage Assets – Conservation Areas	Whole policy strategic
CD4 Heritage Assets – Listed Buildings	Whole policy strategic
CD5 Scheduled Ancient Monuments and Archaeology	Whole policy strategic
CD6 Registered Parks and Gardens	Whole policy strategic
CD7 Tall Buildings	Whole policy strategic
CD8 Living Conditions	Whole policy strategic
CD9 Small Scale Alterations and Additions	Not strategic
CD10 Basements	Whole policy strategic
CD11 Existing Buildings – Roof Additions/ Additional Storeys	Not strategic
CD12 Existing Buildings – Extensions and Modifications	Not strategic
CD13 Shopfronts	Not strategic
CD14 Views	Whole policy strategic
CD15 Fire Safety	Whole policy strategic
Town Centres	
TC1 Location of new town centres uses	Whole policy strategic
TC2 Development within Town Centres	A – strategic. B – not strategic

TC3 Diversity of Uses within Town Centres	A, B, G and H – strategic C, D, E, F, G and I – not strategic
TC4 The Evening Economy	Whole policy strategic
TC5 Local Shopping and other facilities which support the Walkable Neighbourhood	Whole policy strategic
TC6 Street Markets	Not strategic
TC7 Arts and Culture uses	Whole policy strategic
TC8 Hotels and other forms of tourist information	Whole policy strategic
TC9 Diplomatic and Allied Uses	Not strategic
TC10 South Kensington Strategic Cultural Area	Whole policy strategic
Business	
BC1 Business uses	Whole policy strategic
BC2 Creative and Cultural Businesses	Whole policy strategic
BC3 Affordable Workspace	Whole policy strategic
Social Infrastructure	
S11 Social Infrastructure and Facilities	A, B and D – strategic C – not strategic
Streets and Transport	
T1 Street Network	Whole policy strategic
T2 Three-dimensional street form	Whole policy strategic
T3 Living Streets and outdoor life	A, B and C – strategic D, E and F – not strategic
T4 Streetscape	Whole policy strategic
T5 Land use and Transport	Whole policy strategic
T6 Active Travel	Whole policy strategic
T7 Public Transport	Whole policy strategic
T8 Parking and access	Whole policy strategic
T9 Servicing	Not strategic
Places	
PLV1 Kensal Canalside	Whole policy strategic
PLV2 Earl's Court	Whole policy strategic
PLV3 Lancaster West Estate and Notting Dale	Whole policy strategic
PLV4 Westway Vision	Whole policy strategic

PLV5 Kensal Employment Zone Vision	Whole policy strategic
PLV6 Freston/ Latimer Road Employment Zone Vision	Whole policy strategic
PLV7 Lots Road Employment Zone Vision	Whole policy strategic
PLV8 Kensington High Street	Whole policy strategic
PLV9 Portobello Road	Whole policy strategic
PLV10 Notting Hill Gate	Whole policy strategic
PLV11 South Kensington	Whole policy strategic
PLV12 Kings Road (East)	Whole policy strategic
PLV13 Kings Road (West)	Whole policy strategic
PLV14 Earl's Court	Whole policy strategic
PLV15 Brompton Cross	Whole policy strategic
PLV16 Westbourne Grove	Whole policy strategic
PLV17 Knightsbridge	Whole policy strategic
PLV18 Fulham Road West	Whole policy strategic
PLV19 Keeping Life Local – Walkable neighbourhoods	Whole policy strategic
Site Allocations	
SA1 Kensal Canalside	Whole policy strategic
SA2 Earl's Court Exhibition Centre	Whole policy strategic
SA3 100/100A West Cromwell Road	Whole policy strategic
SA4 Former Territorial Army Site, 245 Warwick Road	Whole policy strategic
SA5 Wornington Green (Phase 3)	Whole policy strategic
SA6 Lots Road South	Whole policy strategic
SA7 Edenham Way	Whole policy strategic
SA8 Chelsea Farmer's Market	Whole policy strategic
SA9 Units 1-14 Latimer Road Industrial Estate	Whole policy strategic
S10 Newcombe House	Whole policy strategic
SA11 535 King's Road, The Plaza	Whole policy strategic
SA12 Harrington Road Car Park Allocation	Whole policy strategic
SA13 Emmanuel Kaye Building	Whole policy strategic
SA14 142A Highlever Road	Whole policy strategic
SA15 Colebrook Court	Whole policy strategic
SA16 Holland Park Triangle	Whole policy strategic

Infrastructure and Planning Contributions

IP1 Infrastructure Delivery and Planning Contributions	Strategic
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IP2 Planning Enforcement	Not strategic
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Appendix 4: Monitoring

We will monitor the implementation of New Local Plan policies to ensure that the objectives and targets within the Plan are met.

The table sets out the Council's key monitoring indicators which will be used to monitor success towards meeting the objectives in this plan. If the trigger points are reached this does not necessarily mean the policy is failing.

All indicators will be reviewed annually through the Authority Monitoring Report (AMR) to ascertain trends in how the policies are operating and if the Plan and spatial objectives are being achieved.

Indicators	Data source	Trigger for review/ review mechanism
Green-Blue Future		
Number of developments of thresholds set out in policy achieving on-site carbon reduction targets.	RBKC	Any relevant permission not complying with requirements.
Number of developments of thresholds set out in policy achieving BREEAM excellent standards.	RBKC	Any relevant permission not complying with requirement.
Noise complaints received.	RBKC	
Applications which include renewable technologies.	RBKC	
Applications granted planning permission against Environment Agency advice on flood risk.	RBKC/ Environment Agency	Any permissions.
Reduction of NOx and particulate matter (PM2.5 and PM10) concentrations against national and regional Air Quality targets.	DEFRA	

Homes		
Delivery of new homes (floorspace, units by size, type and tenure) against target of 300 homes per annum in the first five years, and 4,480 overall in ten years.	RBKC	Housing target significantly below the 4,480 homes target in the first ten years.
Loss of existing housing stock.	RBKC	Any exceptions made to policy on amalgamations and protection of HMOs.
Proportion of affordable homes (floorspace, habitable rooms and units) for schemes which trigger affordable housing requirement.	RBKC	Proportion of affordable homes on relevant completed schemes falling significantly below 35 per cent for private schemes and 50 per cent for schemes on public land over five years.
Conservation and design		
Number of heritage assets at risk and removed from register or with solution agreed.	RBKC/ Historic England	Number of buildings added to the list rises above 5 per year or no removals for a given year.
Number of designated heritage assets demolished/lost.	RBKC	No loss.
Nature of new basement applications.	RBKC	Any basement granted pp, contrary to requirements/ limitations of policy.
Town Centres		
Net change in E class floorspace (by type), across the Borough, by town centre.	RBKC	
Permissions granted for new town centre uses, identified as not complying with the “town centre first” principle.	RBKC	
Vacancy rates, by centre.	RBKC	Vacancy rates 2 per cent above London average for that type of centre.

Delivery of C1 Hotel floorspace.	RBKC	Net change in hotel units and bedspaces.
Loss of hotels in SW5.	RBKC	Net loss of hotel units and bedspaces in SW5.
Loss of public houses.	RBKC	Any net loss of public houses, or public house floorspace.
Business		
Net change in E class floorspace, across the Borough, by town centre, by Employment Zone and by OA.	RBKC	
Number and floorspace of eligible schemes which provide affordable workspace.	RBKC	Less than 10 per cent of floorspace of eligible schemes.
Social Infrastructure		
Loss of any social and community uses (when planning permission is required).	RBKC	Net reduction in any social and community floorspace.
Delivery of social and community infrastructure.	RBKC	Review against IDP.
Streets and Transport		
Proportion of adults that cycle at least once a week.	DfT	
Proportion of adults that walk at least five times a week.	DfT	
Proportion of residents living within 400 metres of a strategic cycle route.	RBKC	
Number of permit free homes.	RBKC	
No. of EV charging points on street (split by lamp column/bollard, and stand-alone points).	RBKC	
Proportion of residents' permit that are for electric vehicles.	RBKC	

Parks and open space		
Net changes in Sites of Importance for Nature Conservation and designated open space.	RBKC	Any net loss or deterioration in quality.
Delivery of new/ improvements to existing play spaces, including in areas of areas of play space deficiency.	RBKC	Review against IDP.
Improvements to parks, play areas and other open spaces.	RBKC	Review against IDP and Parks Strategy.