

LDF

Building on Success

Warwick Road Planning Brief

Adopted January 2008

Local Development Framework
Supplementary Planning Document



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Warwick Road Planning Brief

Adopted – January 2008

**Local Development Framework
Supplementary Planning Document**

Contents

	Page
1.0 Planning Brief	5
2.0 Status	7
3.0 Vision	9
4.0 History and Preferred Use	11
5.0 Development Opportunities	13
6.0 Design Opportunities	19
7.0 Planning Obligations	33
8.0 Residential Amenity and Public Utility Considerations	37
9.0 Air Quality, Service Access and Parking	41
Appendix 1: Location of Sites on Warwick Road	
Appendix 2: Masterplan	

1.0 Planning Brief

1.1 The land on the north-west side of Warwick Road, which is the subject of this brief, consists of four distinct sites which are located adjacent to each other. Running north to south they consist of Charles House, a vacant site formerly used by the Territorial Army and known as the TA site, the Empress Telephone Exchange site and Homebase with its accompanying car park (appendix one). The brief sets out the principles that will shape the mix of uses, function and appearance of the development and its integration between the sites and within the local townscape. It offers a vision and provides guidance to ensure that appropriate infrastructure is delivered in a coordinated manner and in conjunction with development of the sites.

1.2 The Council considers that in order to achieve the optimum development potential of all four sites and to create a high quality well designed residential quarter with appropriate infrastructure, a masterplan approach is required. The Council is seeking to create the right conditions for a sustainable neighbourhood with a sense of identity and place, creating a mix of uses that will support this aim and to create a model template for exemplar architecture and a coordinated and

holistic sustainable development in the borough. The Council will expect a high quality and inclusive design for individual buildings and the public and private spaces on the sites which will contribute positively to making it better for people. Design which is inappropriate in its context, or which fails to take opportunities available for improving the character and quality of the area and the way it functions, will not be accepted.

1.3 In order to provide clarity to what is being sought, an indicative masterplan is included in this brief which reflects a layout of buildings on the which is acceptable to the Council and has been drawn up in conjunction with the potential developers and their architects. It is vital that the development of one site does not compromise the expectations of another and that individual sites can be developed incrementally. The Council will work with adjoining landowners and developers to achieve these aims. The Council also wishes to ensure that the overall development of the sites is not compromised contrary to the public interest and the proper planning of the area and will take into account the views of the local community to ensure that this is achieved. The masterplan at appendix two should be read in conjunction with the Design Opportunities section of this brief.

UDP Policies

CD28, CD90 and MI1.

London Plan Policy

4B.1 Design Principles for a
Compact City
Planning Policy
Statement 1: Delivering
Sustainable
Development (2005)

2.0

Status

2.1 This draft planning brief is a Supplementary Planning Document (SPD) and makes up one part of the Local Development Framework of the Royal Borough of Kensington and Chelsea. It provides guidance which supplements the Unitary Development Plan (UDP) adopted on May 25th 2002 and is consistent with national planning guidance and in general conformity with the Spatial Development Strategy (the London Plan). It may be updated in the future to reflect emerging Local Development Framework (LDF) policies.

2.2 Under the Planning and Compulsory Purchase Act 2004, local authorities must undertake a Sustainability Appraisal of SPDs. This draft brief is being assessed for its compatibility with the Royal Borough's objectives for sustainable development. The sustainability appraisal will be available from www.rbkc.gov.uk or by request from the Planning Information Office 020 7361 3012.

2.3 Planning Policy Statement 1 (Delivering Sustainable Development) sets out the Government's planning policies on ensuring sustainable development through the planning system and the brief has been prepared in accordance with it.

3.0 Vision

3.1 A coordinated approach to the design of the four sites to achieve a holistic development which caters for the needs of new residents and respects the needs of the wider area in a well designed exemplar sustainable development that includes a new school, health facility, open space and other local amenities.

3.2 An opportunity to create a new area of townscape quality and good structural layout that draws from best practice urban design and the distinctive quality of the Royal Borough's traditional urban pattern. Key features are playing down the physical barrier created by the Warwick Road as a major traffic thoroughfare and integrating the development within its wider residential urban context, and providing new public open space that gives a focus and sense of place. A pedestrian and bicycle-friendly approach is promoted.

3.3 A coherent urban design strategy is required that creates new streets, squares and built forms, compositions and points of interest. Key design objectives are:

- High quality residential accommodation
- Connected and permeable layout
- Medium –rise development, but with a variety of building heights
- Sensitive enclosure of Warwick Road
- Usable public open space as a focus

- Contemporary mansion block typology
- Active street frontages
- New school
- Ecology area
- High quality public realm including shared highway space
- High design standards and quality finishes
- Highest standards of accessibility and inclusion
- The development is safe and easily policed

4.0 History and Preferred Use

4.1 Most of the land which is the subject of this brief has been used for a variety of commercial uses since the 1950s when its former use as a coal yard in conjunction with the adjacent West London line ceased.

4.2 In view of the overriding need for the borough to meet its housing target the Council is seeking a high quality residential development on all four sites together with supporting infrastructure. Small scale commercial uses serving the needs of future residents will also be encouraged.

4.3 The sites are located outside a designated town centre location as defined in the UDP and they are not located in a special policy area. On this basis the sequential test will need to be applied for high trip generating commercial uses in accordance with PPS6.

4.4 Large scale business development will not be supported as the sites are outside the 400m walking distance parameter quoted in the UDP for a high capacity underground station or interchanges with high frequency bus services.

UDP Policies

H2, S10 and TR1 and
Borough Strategy for
Offices and Industry

London Plan Policies

3A.1, 3A.2, 3A.5, 3C.1,
3A.15

5.0 Development Opportunities

5.1 The combined sites offer the opportunity for a high quality residential environment with associated infrastructure. This would comprise:

Residential

General

5.2 The primary use of the sites will be for permanent residential accommodation (Use Class C3). This will be essentially in the form of flats with a density above 650 habitable rooms per hectare. The maximum extent will be determined by townscape, mixed-use provision and access considerations. Higher densities may be supported subject to other factors such as massing, layout, sunlight/daylight and quality of design.

London Plan
Density Matrix Table 4B.1
London Plan Policy 4B.3

Market Housing

5.3 A mix of residential unit sizes is required, including a minimum target of 25% proportion of family-sized units (3+ bedrooms) and preferably with access to private amenity space. This reflects the local demography and is balanced with the need to maximise housing provision.

UDP Policies

H2-3, H12, H15, H18-19, H28,
E4

London Plan Policies

3A.1, 3A.4, 3A.5, 4B.3

London Plan Supplementary**Planning Guidance:**

Affordable Housing

5.4 10% of units are to be wheelchair accessible. The Council seeks that all residential units should be constructed to the Lifetime Homes standard.

Affordable Housing

5.5 Affordable housing will have to be provided on site to ensure a mixed and balanced community, with a target of a 50% proportion which can be calculated on the number of habitable rooms. If this target cannot be achieved from the development value of the site the Council will expect the GLA affordable housing toolkit to be used to demonstrate why this is the case. The affordable housing component could include a proportion of supported housing for residents with housing needs, such as the elderly or residents with learning difficulties.

5.6 Within the proportion of affordable housing a minimum target of 70% will be allocated as social housing for rent, which could include general needs requirements or supported housing requirements. The remaining proportion would be intermediate housing which could include sub-market rented homes and affordable ownership homes such as shared ownership homes or leasehold properties for the elderly. Of the social rented proportion a minimum of 50% should be family sized units (3 plus bedrooms) and a minimum of 10% should be wheelchair accessible housing. This would include the provision of large family-sized (3+ bedroom) units with private outdoor space and wheelchair accessible housing located at ground floor level. The Council also seeks that all affordable units should be constructed to the Lifetime Homes standard.

5.7 Given the size of the sites and the lack of constraining factors compared with some other parts of the borough, off-site partial or full provision of affordable housing will not be allowed. The Council recognises however, that other on- site infrastructure requirements may affect the amount of affordable housing that can be provided and on this basis each case will be treated on its merits subject to a detailed viability appraisal.

UDP Policies

H22-23 and M11

London Plan Policies

3A.7 and 3A.8

Commercial

Retail

5.8 Provide commercial floorspace to service the proposed residential accommodation with an active frontage to Warwick Road. This would be in the form of small-scale convenience shops and services (Use Classes A1 and A2) in units of 150 sq m or below, and subject to s.106 planning obligation to preserve unit sizes. The units must have shop fronts which face the Warwick Road, but could have a dual frontage with the rear adjoining a possible pedestrianised/servicing area.

5.9 There is scope to include small-scale café and restaurant uses (Use Class A3) of less than 100 sqm in size and/ or limited by condition to a maximum of 75 covers per unit, with S.106 planning obligations in place to prevent any units becoming amalgamated. Any bar service within the restaurant must remain ancillary to the primary use. The floorspace limitations are due to the Council being concerned that these out of town centre uses do not become destinations in their own right and thereby contribute to traffic generation in the area. Appropriate conditions regarding sound insulation, hours of opening, covers, etc will be applied.

5.10 A private fitness club targeted primarily at local residents would be considered acceptable as part of the development on the Warwick Road frontage, subject to amenity and parking restrictions.

5.11 The retention of the Radnor Arms building and use would be welcome subject to other requirements of the brief. However, a replacement Use Class A5 use would be considered subject to a modest increase in Class A5 floorspace compared to the Radnor Arms. However, hot food take-away outlets (Use Class A4) and additional drinking establishments beyond the replacement floorspace of the Radnor Arms would not be acceptable on grounds that they potentially generate large numbers of customers and could be detrimental to residential amenity and the Transport for London Road Network (TLRN) status of Warwick Road.

UDP Policies

S4-5, S10, S23, S25 and H5

London Plan Policy

3D.5

5.12 The provision of large scale office accommodation, an amusement centre, casino, nightclub, large hotel, or public car park would not be acceptable on the sites. Such uses are directed to town centre locations.

5.13 The Council wishes to see residential development on all the sites which are the subject of this brief. However, the Homebase site has a longstanding retail use which the Council would welcome to be retained subject to a mixed use re-development of the site consisting of retail floorspace (which must be similar to that existing in the form of a retail warehouse or the sale of bulky goods) combined with high quality residential accommodation. Design considerations for such a redevelopment are included within the “Design Opportunities” chapter of this brief.

UDP Policies

S22, LR34, T1, T5 and TR33

London Plan Policy

3C.1, 3D.1, 3D.16

Social and Community

Amenity space

5.14 A public open space which could be in the form of a linear park or garden square, both of which should be internal to the site, should be provided. The space must not be incidental to the building layout, but be formal and integral to its design and built context. It could include children’s play facilities serving the residential development.

5.15 Private garden space and children’s play facilities for family-sized accommodation will be expected. New development should provide garden space and play facilities that seek, as a minimum, a target of 10sq m per child including on site play space for the under five year old age group. This can be achieved through the provision of communal garden space at ground floor level. Play space and recreation space will be considered against the expected child occupation of proposed development, a figure that can be obtained by using the education contributions formula.

5.16 Private garden space may include high-level patios, balconies and roof terraces that are internal to the development and subject to amenity considerations. Communal open space

should not be segregated between affordable and market housing. High-level roof clutter visible from the public realm should be avoided. Ground floor garden space is preferred in lieu of balconies for family sized affordable accommodation and children's play facilities should be provided at ground floor level. All communal open space should be readily accessible from the properties it serves and should be overlooked by the properties and could include an element of planting for biodiversity benefits.

5.17 Public realm improvements, including street tree planting and new pavements are required on the Warwick Road frontage in addition to the internal access roads. These should be of sufficient width to accommodate trees. The improvements will be considered as contributing in part, but not meeting the requirements for public open space provision. The provision of a public linear space will also require paving and tree planting and these matters should be discussed with the Council at an early stage.

5.18 The Council will expect a suitable ecology zone at the rear of the sites adjacent to the West London line to contribute towards the biodiversity of the area and suitable species should be planted which reflect the diverse nature of native species in the area and wildlife needs. This can link with the adjacent West London Line embankment which is within a Green Wildlife Corridor and is designated as a Nature Conservation Site of Borough Importance. A small wildlife pond could also be considered which would assist in serving the needs of the new primary school. Further advice can be obtained from the Ecology Service Manager (020 7471 9809).

Education and Social

5.19 There is considerable and growing demand for primary school places in the central part of the borough. Greater London Authority (GLA) projections for the area south of Notting Hill Gate up to 2016 suggest that the present surplus of places in schools is likely to become a deficit by 2008 and a substantial shortfall by the end of the plan period. However, the GLA figures do not take into account significant housing developments in the area. In view of the fact that significant new

UDP Policies

H7, LR14-16, LR38, LR40 and CD46

London Plan Policies

3A.15, 3D.10, 4B.1

London Plan draft SPG

"Providing for Children and Young People's Play and Informal Recreation" (October 2006)

housing is planned at Lots Road and Warwick Road, additional further primary school capacity is required and the local primary schools do not have room to expand. On this basis a new two form primary school for up to 500 pupils from ages 3-11 is proposed (minimum floor space 2,600sq m) which will not only cater for the needs of future residents, but those of the surrounding area.

5.20 Together with the primary school there is also a need for nursery provision/ children's centre attached to the school and a small proportion of the total floorspace to be devoted to Special Education Needs. The floorspace devoted to these facilities is included in the total figure quoted for the school. The school must include outdoor playspace at groundfloor level.

5.21 In terms of planning contributions funding for education facilities will need to be secured from the sites and the Council welcomes early discussions on this aspect. The Charles House site has been identified as being the most appropriate site for such a school given its size, accessibility and availability for development. The siting of the school is yet to be agreed and therefore the indicative heights of buildings at the front and rear of the sites is reserved for further discussion (this is shown as an asterisk on the indicative masterplan). Education funding towards the cost of this facility will also be required from the other sites and this will be based on the standard formula used for education contributions.

UDP Policies

MI1, SC4, SC6 and SC8

London Plan Policies

3A.15 and 3A.21

Dual Use Facilities

5.22 In association with the new primary school it is proposed that the playground area (which should be in accordance with Department for Children, Schools and Families guidelines) and changing facilities associated with it, will have dual use. The Council is committed to increasing sport and recreation across the community and encouraging the use of facilities by people of all ages and both sexes. However, in view of the particular need for children's play space dual use facilities will be targeted at children and teenagers. The new school should also include designated indoor play space which is accessible outside normal school hours.

UDP Policies

MI1, LR4, LR5 and LR6

London Plan Policies 3A.15,

3D.5

6.0 Design Opportunities

Demolition

6.1 All the sites are outside a designated conservation area and therefore Conservation Area Consent is not required for demolition. However, in terms of the merits of the existing buildings and their contribution to the area the following is noted.

6.2 Charles House is a large office building that is robust, restrained in appearance, thoughtfully designed to reduce its apparent bulk when viewed from Kensington High Street, and is not unattractive. It does, however, present a “super block” structure on a prominent site that offers no visual and physical permeability or strong visual interest. On this basis its demolition is accepted.

6.3 Whilst the former Radnor public house is an attractive domestic scale, corner building, its demolition will be supported if significant wider planning benefits are secured that would otherwise be lost if the public house were retained.

6.4 The Empress Telephone Exchange building is a bespoke 1960s building with a mural at first floor level. An important feature of the building is its 21m setback from Warwick Road. This was to provide for road-widening, but has served to reduce the sense of enclosure within Warwick Road. The building’s demolition is accepted on the basis that any future

scheme continues to avoid over-enclosure to Warwick Road and public art can be provided elsewhere within the scheme.

6.5 The Homebase retail warehouse is a large, double height retail box on ground and mezzanine floor levels. Its architecture is post modern, with the building quirkily dressed as an Egyptian temple with hieroglyphs and temple columns, but remains of considerable bulk and low build quality. Its large surface car park, location of the main entrance to the side, flared front building line with blank façade detract from the activity and appearance of Warwick Road. The demolition and replacement of the building is welcome.

6.6 The Council would welcome the re-use of demolition materials especially if this can be achieved on site. It will also be necessary to undertake a dust impact assessment and carry out baseline monitoring prior to works commencing, during the demolition phase and the construction phase. Dust “trigger” levels need to be agreed with the Director of Environmental Health together with proposed mitigation works and a system for alerting the Council if agreed dust levels are exceeded.

UDP Policies
CD27-28 and E12

Site layout

6.7 A coherent urban structure is required that provides good physical and visual connections, permitting connectivity and permeability throughout the wider site.

6.8 A simple, robust bloc structure is preferred. This would take the form of an orthogonal grid and could include:

- The westward extension of existing, historic Radnor Terrace providing vehicle and pedestrian access into the site.
- Further east-west vehicular route across the Homebase site to enable efficient and safe traffic circulation to adjoining sites.
- Additional north-south route through much of the site, preferably aligned with Warwick Road (north), in the form of a public open space.

6.9 A long grid has some historic precedence in the Royal Borough, achieving land efficiency but primarily at the expense of convenient pedestrian movement and adaptability. By contrast a smaller grid offers a choice of routes, greater visual penetration into a site, more flexibility in accommodating a mix of uses or change, and in this instance, greater assistance in phasing development. Additional east-west route(s) are therefore strongly recommended. Two additional east-west access points could align with:

- Pembroke Gardens, and
- existing northerly access for the telephone exchange site, or
- existing southerly access for the TA site.

In time, access could become restricted to pedestrian only or pedestrian and service vehicle only, where it proves essential to reduce any disruption to vehicle flows along Warwick Road. This aspect can be controlled by means of an appropriate s106 agreement.

6.10 Connections are to be direct, attractive, avoid dead ends and help create a more convenient and comfortable place. Footpaths running through the site should be overlooked to create a safe and secure environment.

6.11 The structural pattern should form the basis for optimising perimeter block developments with enclosed communal space, and continuous street frontage to all public highways. However, sufficient space should be left to the shared boundary between adjoining schemes to enable residential amenity considerations to be fully addressed and permeability throughout the wider site.

6.12 The structural layout should include formal public open space that could form a square or linear park, and is located as a focus. The open space should be overlooked by adjoining buildings where it would benefit from informal surveillance, and be adjacent to an active frontage. In order to ensure the public open space is managed as one coherent area and to an acceptable standard the Council will wish to assume

UDP Policies

CD27-28, TR3-4

London Plan Policy

4B.1

responsibility for maintenance of the space. This would be dependent on the space being constructed to an appropriate standard and on the agreement of a suitable revenue contribution which would be controlled by means of a planning obligation.

Scale

6.13 The masterplan at appendix two shows the indicative principal storey heights of buildings which the Council consider may be appropriate for the sites. The possible scope for setback additions in terms of the total number of storey heights is shown in brackets. However, the scope for setback additions will need to be demonstrated and will be the subject of particularly close scrutiny on their effect in terms of the visual bulk and massing of the building and their relationship to adjoining open space, the surrounding townscape and residential amenity considerations. The setback additions show the possibility of one additional set back storey plus a possible penthouse storey to create a varied roofline. All the indicative storey heights only serve as a guide and the precise height of the blocks on each site will be the subject of further discussion with the Council based on existing ground levels; variety of building heights; sunlight/daylight considerations; the impact on residential amenity; the context of the development in terms of other buildings on the site; those on adjacent sites and the wider area. A very tall building however, is likely to be out of keeping with the established scale and character of this part of Kensington.

6.14 Charles House is at its limit of development in terms of building height and massing for this prominent location on Kensington High Street, close to the boundary with LB Hammersmith and Fulham. Any replacement building on this site is not expected to exceed the current building height (the indicative 10 principal storeys shown on the masterplan being measured from the set level of Kensington High Street). There may be an opportunity to increase the building's volume by careful re-modelling, although it is important that the street façade retains a setback to break up the apparent bulk of the building in views along Kensington High Street. Physical breaks

in the building envelope that provide visual and physical penetration would be welcome. Any replacement building should also have a principal frontage to Kensington High Street with appropriate entrances reflecting this status.

6.15 The height of any new development fronting Warwick Road must not create a canyon effect or sense of over-enclosure. This will be achieved by limiting the development height of those front blocks within the Territorial Army, Empress Telephone Exchange and Homebase sites to 6 principal storeys.

6.16 Additional storey(s) would be considered on the Homebase car-park frontage site and replacement Radnor Arms buildings as transitional buildings on Warwick Road. The Homebase frontage site would suit 6 principal storeys, reflecting the height of Broadwood Terrace opposite and stepping up to the principle height of Kensington Westside. The Radnor Arms site would suit building(s) rising from 6 principal storeys to 10 principal storeys on the central building on the Charles House site.

6.17 The height of the remaining development is expected to be medium-rise, between 7 principal storeys and 9 principal storeys, and determined by its response to the focal open space; good daylight and sunlight to surrounding properties; and remaining below the height of the replacement Charles House building. There may be scope for two very slender towers of up to 14 storeys which contribute to local vistas and are sympathetic to height in relation to their immediate context, subject to the impact on long distance views.

6.18 Setback roof additions are required, helping to reduce the apparent scale of the buildings. Setbacks should reflect the prevailing shoulder heights of 20-23m along the Warwick Road (eastside). Varied rather than uniform roof lines and heights are required throughout the sites.

UDP Policies

CD27-28, CD37 and CD61-63

London Plan Policy

4B.1

Built Form

6.19 The architecture must be of a high standard of design that offers visual quality and interest from views within the development and from neighbouring streets. Outstanding contemporary architecture is welcome. This could be through the innovative use of materials, clever use of building geometry or an imaginative response to the local vernacular. New buildings should have a robust form and be legible from the pedestrian's perspective and not the road user.

6.20 The development of buildings that follow a continuous building line around the new street blocks, rather than sitting in the middle of their sites, is the preferred built form for much of the site, reflecting the general character and appearance of the wider residential area.

6.21 Other forms will be considered where they offer a high quality architectural solution, good practice urban design and deliver the focal green open space. Large bulky developments with little visual and physical penetration will be unacceptable.

6.22 Pavilion buildings adjacent to Warwick Road are suggested, offering a shallow plan and through aspect with the possibility of active frontages on both sides, and an important change in street enclosure.

6.23 Mansion blocks that offer frequent entrances in the street and for limited numbers of flats are welcome as the appropriate development form for residential apartment accommodation in Kensington and Chelsea, contributing to local distinctiveness and optimising active frontages. Innovative, contemporary designs for mansion buildings are strongly encouraged.

6.24 Breaks in the massing of the proposed buildings and/or reduced storey heights will help reduce the bulk of any development and problems of overshadowing.. Breaks could be provided on elevations allowing visual and solar penetration to open space.

6.25 Modest setbacks of the buildings from the street of 1½-2m are characteristic of the Royal Borough and would be sufficient to provide privacy to front rooms and some softening of the built form. These setbacks should have railings around their perimeter.

Homebase

6.26 The replacement of the large retail box by a more appropriate built form is strongly encouraged. This may be achieved by:

- Reordering the retail floorspace over several floors, including basement accommodation for servicing, customer parking, and storage.
- Providing residential units at upper floor levels as part of a mixed use scheme.
- Improving the visual interaction with Warwick Road by providing replacement building(s) with greater transparency and visibility.
- Providing an active frontage onto Warwick Road by locating ancillary functions (for example, a café) to this frontage or wrapping the replacement building with smaller retail functions or residential units at the rear of the site.

UDP Policies

CD27-28, CD63 and CD69

London Plan policy

4B.1

Legibility

6.27 Continuous and active street frontages are sought on all buildings facing onto Warwick Road subject to servicing considerations. They may also be sought in relation to any new public open space, subject to amenity considerations.

Entrances should be placed at frequent intervals, helping to ensure activity. Elsewhere large areas of blank façade, unobserved recessed areas and unplanned or “left over” space should be avoided.

6.28 The prominent site at the junction of Warwick Road with Kensington High Street lends itself to a building of architectural distinction that would form a notable building and terminate

UDP Policies

CD28, E4 and S6

London Plan Policy

4B.1

views along Warwick Road (north) southwards towards the site. Any replacement building on the Charles House site must have a principal frontage to Kensington High Street and address the street in terms of activity and entrances. An appropriate design solution will be expected

Permeability

6.29 The scheme should include the opportunity to increase the levels of connectivity and choice of routes for pedestrians by providing additional footpaths through the sites, particularly in connection with the new public open space and walking to school.

6.30 The prominent site at the junction of Warwick Road with Kensington High Street lends itself to a building of architectural distinction that would form a local landmark and terminate views along Warwick Road (north) southwards towards the site.

6.31 A new bicycle route on a north-south axis will be sought through the site, possibly as part of the shared surface arrangement. Such a route would connect with the London Cycle Network at Kensington High Street and Russell Road.

6.32 The Council wishes to see the Earl's Court One Way System returned to two way working. The aspiration would bring particular benefits to the brief area. Introducing two-way working on this section of the Earl's Court One Way System would:

- Allow bus services to be run past the sites, thereby improving accessibility to the public transport network;
- "humanise" Warwick Road by reducing traffic speeds and reducing the "waves" of traffic caused by the traffic lights at the Pembroke Road junction, which is disruptive to residential amenity;
- Make cycling a more safe and attractive option;
- Reduce the length of car trips to the site as drivers could approach the sites directly from Kensington High Street. This would be of particular benefit to existing residents in Warwick Gardens and Pembroke Road.

UDP Policies

CD28, TR4 and LR13

London Plan Policy

4B.1

6.33 For the reasons set out above the Council will seek to introduce two way working on this section of Warwick Road. Contributions from developers will be sought to achieve this aim.

Sustainable Design

6.34 The Council considers that the sites within this brief offer an excellent opportunity for a model eco-development and considerable weight will be afforded to schemes that demonstrate significant reductions in energy use and natural resources (such as water) consumption. The Council therefore require applications to demonstrate this ambition through meeting the EcoHomes 'Excellent' rating or Code for Sustainable Homes 4* or above, and BREEAM 'Excellent' in the case of non-residential uses. In each case, a pre-assessment should be submitted with the planning application.

6.35 The Council will expect all developments to demonstrate that their heating, cooling and power systems have been selected to minimise carbon dioxide emissions. The need for active cooling systems should be reduced as far as possible through passive design including ventilation, appropriate use of thermal mass, external summer shading and vegetation on and adjacent to developments. The heating and cooling infrastructure should be designed to allow the use of decentralised energy and for it to be maximised in the future.

6.36 The Council will expect an assessment of energy demand which should demonstrate carbon dioxide emission savings from energy efficiency and renewable energy measures incorporated in the development including the feasibility of combined heat and power and community heating systems. The assessment should include: a calculation of baseline energy demand and carbon dioxide emissions; proposals for the reduction in energy demand and carbon di-oxide emissions from heating, cooling and electrical power; proposals for meeting residential energy demands through sustainable energy measures and a calculation of the remaining energy demand and carbon dioxide emissions.

6.37 A target of a 20% reduction in carbon dioxide emissions from onsite renewable energy generation will be sought. This could be in the form of combined heat and power using renewable fuel, photovoltaic, solar panel and/ or other renewable energy sources, subject to design and amenity.

6.38 The sites lend themselves to the development of a centralised energy centre to provide all heating, cooling, and power (CCHP), or a combined heat and power system (CHP), in effect creating a small scale district heating and power system powered by renewable energy. Provision should therefore be made at an early stage for sufficient capacity to be built into the system to allow connection between the sites and also to a future single district network. The Council will also expect for consideration to be given for a suitable area on one of the sites to be allocated for a single energy centre which would serve all four sites.

6.39 The Council will expect development on the sites to demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: connection to existing CCHP/CHP distribution networks; site wide CCHP/CHP powered by renewable energy; gas fired CCHP/CHP or hydrogen fuel cells, both accompanied by renewables; communal heating and cooling powered by renewable energy and gas fired communal heating and cooling. This is in line with the London Plan Energy Strategy.

6.40 Green roofs that support roof top planting and provide wildlife habitat and help conserve energy and water are encouraged. The approach could effectively incorporate recycled building materials (brown roofs).

6.41 Grey water and rainwater recycling and refuse recycling, including innovative methods for domestic and/ or commercial waste recycling collection and storage within the development are strongly encouraged.

6.42 The sites should all be planned to minimise rainwater runoff. Unattenuated run off from redeveloped land can increase the risk of flooding from receiving watercourses and lead to pollution problems. The Council will therefore expect in line with Policies PU10 of the UDP and 4A.12 of the London

UDP Policies
CD29, PU10 and PU14.

The Mayor's Sustainable
Construction and Design SPG.

London Plan Policies 4A.7,
4A.8, 4A.9, 4A.11,4A.12, 4B.6,
4C.8

London Plan Further
Alterations Draft Policies 4A.2i,
4A.5i, 4A.7

Code for Sustainable Homes:
A step-change in sustainable
home building practice (DCLG
December 2006)

Planning Policy Statement:
Planning and Climate Change
(Supplement to PPS 1)
December 2007

Plan for an appropriate sustainable drainage system (SUDS) to be developed and implemented to ensure that run-off either soaks away on site or is re-used.

Green Transport Opportunities

6.43 In terms of sustainable transport on site electricity charging facilities should be provided for the use of electric vehicles.

6.44 Walking and bicycling will be required through the internal road network and bicycle parking facilities should be provided in accordance with UDP standards.

6.45 As part of a School Travel Plan the Council will be encouraging the school to take part in a range of walking and bicycling initiatives promoted by the Road Safety Team. Travel Plans will be required for all proposed uses in the brief subject to the agreement of the Director of Transportation and Highways.

6.46 Levels of car parking significantly below the Council's maximum standards will be expected. However, the Council will judge the actual level against other merits of a scheme including any contribution towards the provision of public transport facilities.

6.47 In view of the poor air quality in the Warwick Road area and to reduce levels of traffic generation Permit Free development will be expected.

UDP Policies
TR4, TR5

London Plan Policies
3C.20 and 3C.21

Access and Mobility

6.48 Buildings and open spaces must be accessible to people with special mobility needs, incorporating ground level access; appropriate door and corridor widths; and sufficient circulation space. Activities located above or below ground floor levels should be accessible by lift. Attention should be paid to the Lifetime Homes standard of the London Plan which the Council endorse.

UDP Policies
CD42, CD75 and H28

London Plan Policy
4B.5

Access Design Guide
Supplementary Planning
Document

Crime and Security

6.49 The development should incorporate high standards of security and crime prevention measures, which are easier and less expensive to accommodate at the design stage. Such measures and good maintenance can also discourage graffiti and litter, resulting in a more attractive and usable development. Measures should include:

- separate entrances for different users
- careful design of fire escape routes
- limited number of dwellings accessed by a single communal entrance door
- inclusion of concierge services
- window openings and balconies that encourage passive surveillance, and
- careful design of open space and pedestrian routes.
- doors and windows to be provided for active streets

6.50 An Important factor in designing any sustainable development within this site concerns issues around community safety and fear of crime. Whatever development takes place, the principles of Crime Prevention through Environmental Design (CPTED) must be taken into account when drawing up any specific designs. As designing out crime issues are site specific pre-development consultation must take place with the local Crime Prevention Design Advisor (CPDA) prior to submitting a formal application. The CPDA will advise on all areas of crime prevention including Secured by Design accreditation of the development under consideration. The advice of the CPDA will be material in deciding any planning application for development within this site.”

UDP Policy

CD39

London Plan Policy

4B.6

Designing Out Crime
Supplementary Planning
Document

“Secured by Design” principles
ODPM “Safer Places: the
Planning System and Crime
Prevention”

Public Realm

Streetscape

6.51 A high quality public realm, including the Warwick Road frontage, is required for the development that is in keeping with the Council’s principles of minimal visual and physical clutter, and unobtrusive street furniture design. A strategy for the

coordinated design and maintenance of the public realm should be developed in agreement with the Council. To ensure that any streets created within the brief area are properly enforced, constructed to a high standard and do not become by virtue of design or maintenance, de facto service roads, the Council will wish to adopt such spaces as public highway.

6.52 There is an opportunity to provide a high quality public linear park on a north-south route giving access to the proposed school. This could contain sitting out areas associated with the ground floor commercial units in the pavilion buildings fronting Warwick Road.

6.53 Repaving in high quality materials is required around the site perimeter and the inclusion of the remainder of the street block encouraged. The selection of materials, paving unit size and lighting units will be agreed with the Council and Transport for London (TfL) as highway authorities. Natural stone will be expected and York stone paving is especially welcome.

Landscape

6.54 Street tree planting in Warwick Road and along the remaining edges of the sites should be included and the existing trees should be safeguarded. Tree species and size are to be agreed in discussion with the Council's arboriculturalist and Transport for London (TfL). Street planting proposals should take into account existing trees and include them within any arboricultural report.

6.55 A new public open space in the form of a linear park or formal square which is central to the development sites should be located at ground floor level and designed to provide a visually attractive setting for the development itself, as well as contributing to the visual interest and vitality of the general area. Gated developments will not be permitted, but in terms of private open space access must be maintained during daylight hours.

UDP Policies

CD38, CD92, CD94 and TR3

London Plan Policy

4B.4

Streetscape Manual (RBKC)

In relation to the interface with the TLRN, TfL's Streetscape Guidance (2006)

Urban Design Compendium

6.56 The public open space in the form of a linear park, is to contain soft landscaping or hard landscaping with tree planting. High quality materials and finishes will be required. A contemporary garden design that allows low winter sunlight is expected. Provision should also be made to ensure that the high quality of all open space on the sites is maintained. A minimum of 1.2 m soil depth above any basement areas will be required for planting, but where more mature planting is needed a greater soil depth will be required. This will enable mature trees and planting to be established and developers will be expected to demonstrate that adequate soil depth has been provided.

6.57 The provision of new, private communal green area(s) for amenity will be sought in the form of internal courtyard(s) located at ground floor level. The indicative masterplan shows a central open area which should read and be able to be utilised as a single cohesive space on one level. The Council will require a management plan for this open space which ensures that it will be maintained as a single open space in perpetuity. The open spaces on the sites could include provision for tree planting, climbers and nesting boxes for birds. There is also an opportunity for bat roost bricks to be included in the façade and vegetated walls.

UDP Policies
CD38-39, CD81 and LR14

London Plan Policy 4B.1

6.58 Secure play space and play equipment will be required. This may be provided either within the new public open space or private communal space which will be accessible to all residents on individual sites.

Public Art

6.59 Works of public art should be fully integrated within the design of the buildings. Freestanding sculptures are acceptable within the new public open space or within the adjacent public realm. All works must be of the highest quality. The appointment of an artist (or artists) and engagement with the Council's Public Art Panel early on in the scheme's development are encouraged.

UDP Policy
LR36

London Plan Policy
3D.4

7.0 Planning Obligations

7.1 It is essential to make adequate provision for the needs of residents, workers and visitors of the new developments. Appropriate infrastructure, environmental improvements and social and community facilities will therefore be sought by planning obligations. These will take into account the Mayor's strategic priorities. Where obligations are sought they are specifically mentioned in their relevant context throughout this brief with the exception of health care and construction training which are explained below. They are likely to include:

- securing and timing of affordable housing
- education contributions and the provision of a new primary school, designed to accommodate shared outdoor and indoor space facilities
- the long-term management and maintenance of open space on the sites
- play space and play equipment
- carriageway, footway and crossing improvements
- any required improvements to the public transport network
- tree planting, landscaping and enhancement of biodiversity
- public art
- a healthcare contribution
- construction training contribution
- provision of a community hall/youth facility
- the provision of a neighbourhood police base
- the return of the northern end of Warwick Road to two way working.

UDP Policies

CD92, SC6 and MI1

London Plan Policies

6A.4 and 6A.5

Healthcare

7.2 The Kensington and Chelsea Primary Care Trust (PCT) have indicated that further capacity for a health and social care facility will be required in the Warwick Road area as a result of significant residential development. However, the location should ideally be in Earl's Court ward where the need is greatest.

7.3 The sites will generate a significant number of new patients who will have to use existing or new facilities in the area. Financial contributions will therefore be sought towards the cost of a new surgery or the improvement and expansion of existing facilities and these will be based as a starting point upon the formula developed by the London Healthy Urban Development Unit (HUDU), details of which can be supplied on request.

7.4 Contributions towards the cost of a new surgery will be subject to confirmation from the PCT taking into account their funding revenues at the time of development of the sites.

UDP Policies

SC4, SC6 and SC8

London Plan Policies

6A.4 and 6A.5

Community Hall

7.5 The Council are seeking a multiuse space as part of the Warwick Road developments. This space could act as a community focus for the sites, but could also serve the needs of the immediately adjacent community including those of young people. An entrance from Warwick Road is anticipated with the facility operating at ground and first floor levels in one of the pavilion buildings fronting Warwick Road. The floorspace requirement is approximately 558 sq m (6000 sq ft).

Fitness Centre

7.6 Given the significant amount of residential development that will be generated by the four sites there is an opportunity to provide a combined fitness centre serving all the sites. This would reduce the overall amount of space required for this use and enable a high quality well equipped facility to be provided. It would also foster stronger community links between the sites

and assist in creating a sustainable community. A reduced membership fee could be provided for residents living on the sites.

Safer Neighbourhood Police Base

7.7 In view of the scale of the development it is likely to generate the need for additional police services in the area. Police infrastructure in the area of the sites is already at capacity and it is considered appropriate that new development at the sites should make appropriate provision towards police facilities. A Safer Neighbourhood Police Base is therefore sought as part of the development. The floor area should be located at ground floor level and be at least 125 sq m. The size of the allocation is in line with a development of the size and scale envisaged.

Construction Training

7.8 A severe shortage of skills faces the construction industry nationally, a shortage which is particularly acute within London and the Royal Borough. In view of this a contribution towards construction training for all the development sites will be expected. The Council has adopted a standard formula suggested by the West London Construction Training Planning Forum to calculate the value of the contribution:

7.9 The Council will expect a developer to provide £2,500 for every £1 million worth of construction costs. However, the Council is willing to negotiate the contribution on very large schemes.

7.10 A figure of £2,500 has been used because it represents approximately two-thirds of the cost of a construction programme. The contribution is intended to supplement mainstream resources. The figure may be raised if the cost of the training programmes change.

7.11 The Council will also encourage that job and training opportunities are also available to local people in the operation of the commercial floorspace, the youth and employment

UDP Policy

MI1

Supplementary Planning
Guidance 04 Construction
Training

S106 Planning Agreements
(July 2003).

London Plan Policies 3B.12,
6A.4 and 6A.5

facility, a fitness centre, or within any restaurant or café use. In addition, the goods and services provided by local businesses and small and medium sized enterprises, both in the construction and operation of the proposed development should be utilised.

8.0 Residential Amenity and Public Utility Considerations

Sunlight, Daylight, Privacy and Sense of Enclosure

8.1 An important factor to the brief is the impact of development on the light conditions within buildings on the site and outside it and the enjoyment of amenity and open space. Light, including sunlight, is a material consideration which will be assessed having regard to the guidelines in “Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice” published by the Building Research Establishment BRE. A summary of the most relevant parts of the BRE guide is contained within the Planning Standards Chapter of the UDP. The proposed school, all residential properties and open space will be expected to have good light conditions including reasonable levels of sunlight and daylight. These are important factors which will be assessed as part of the overall quality of design.

8.2 In terms of sense of enclosure it is acknowledged that the sites are located in a central London location and therefore some degree of enclosure may be anticipated by the occupants of certain properties. However, there may come a point where a proposal for development would be harmful to this sense of enclosure, especially where the outlook of single aspect flats is adversely affected. The Council will therefore wish to see a design which avoids this scenario.

UDP Policies

CD33-CD36

“Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice” published by the Building Research Establishment BRE.

8.3 The Council will be seeking good standards of privacy for the future occupants of buildings taking into account the general levels of privacy in the area and the character of the built form and spaces that are proposed. A distance of about 18 metres between opposite habitable rooms reduces inter-visibility to a degree acceptable to most people. However, this distance may be reduced if windows are at an angle to one another or face a public highway. Privacy is also important to the enjoyment of private gardens and open spaces should be included in any assessment.

Land Contamination**UDP Policy**

PU3

London Plan Policy

4A.16

“Contaminated Land, a Guide to Help Developers Meet Planning Requirements.” A London Boroughs’ Publication January 2004.

8.4 UDP Policy PU3 requires developers to submit information in association with development proposals on land that might potentially be contaminated. Much of the land comprising of this brief was used as coal sidings and depot. The Council is also aware of the presence of several underground storage tanks. Consequently developers should undertake a historical study of the site in addition to a desktop survey and identify any potential contaminants of concern and use this information to develop a site specific conceptual model before undertaking a detailed site investigation. Should any contaminated land be identified, an appropriate remediation strategy will need to be written and a validation report will need to be submitted once the remediation has taken place.

Planning Policy Statement 23
Planning and Pollution Control

8.5 Development on the Homebase, Charles House and the Telephone Exchange sites will involve the demolition of the existing buildings. On this basis as part of the submission of an application an asbestos survey should be undertaken and submitted with a strategy for dealing with its removal prior to any work commencing on site.

Water and Sewerage Infrastructure

8.6 Thames Water have indicated that any development should not commence until impact studies on the existing water and sewerage supply infrastructure have been submitted and approved by the borough in consultation with Thames Water.

The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute. On this basis Thames Water should be contacted at an early stage to ensure that there is sufficient capacity in the water supply infrastructure. Where the developer proposes to discharge to a public sewer the prior approval from Thames Water Developer Services will be required.

London Plan Policies

4A.11, 4A.12, 4A.13, 4C.8

Flood Attenuation

8.7 In respect of surface water and flooding it is recommended that the developer should ensure that storm flows are attenuated or regulated into the receiving network through on or off site storage. It is also recommended by Thames Water that petrol/oil interceptors are fitted to all car parking/washing/repair facilities to avoid oil polluted discharges entering local watercourses. Thames Water should be contacted at an early stage in the development process to discuss these aspects (0845 850 2777).

8.8 The sites are located in Flood Zone 1 which is the lowest risk flood zone. For all sites over one hectare in Flood Zone 1 (Charles House and Homebase sites) a Surface Water Flood Risk Assessment is required by PPS25. As part of this assessment surface water run off should be reduced down to Greenfield run off rates (8l/s/ha). This can be achieved by the adoption of Sustainable Drainage systems (SUDs). Techniques such as swales, the planting of native species, permeable paving and green roofs can not only reduce surface run off but they can also improve water quality.

London Plan Policy

4C.8

Planning Policy Statement 25
Development and Flood Risk

Noise and Vibration

8.9 The West London railway line runs along the western boundary of the sites and on this basis a noise and vibration report should accompany any scheme for development.

UDP Policy

CD41

London Plan Policy

4A.14

8.10 An assessment of vibration generated by the adjacent railway as it would affect any floor within a completed development should be undertaken. In- property vibration dose values (m/s 1.75) should not exceed those in Table 7 of British Standard 6472:1992. The vibration dose values given in Table 7 of BS 6472:1992 are for in-property levels of exposure.

Archaeology

8.11 The area proposed for future development lies within an Archaeological Priority Area with potential for Roman and Medieval archaeological remains. A Roman road runs along the northern boundary of the development area. Evidence of settlement and other activities may survive adjacent to the route of the road, in addition to the remains of the road itself. The route continued in use and is reflected in the modern road pattern. As archaeology is a material consideration of any application for development, the archaeological implications will need to be fully assessed at pre-application stage. Further archaeological advice should therefore be sought from the Greater London Archaeological Advisory Service at English Heritage (London Region) on 020 7973 3732.

9.0 Air Quality, Servicing, Access and Parking

9.1 The Royal Borough is an air quality management area because it fails to meet the annual mean nitrogen dioxide objective across most of the borough, the hourly objective at busy roadside locations, and PM₁₀ objectives at roadside locations. Developers must therefore adequately assess the impact of their development to ensure that no deterioration in air quality occurs and a suitable air quality assessment should be submitted with any major planning application for the sites. Prior to the survey being undertaken the Director of Environmental Health should be consulted on the input data for the air quality model and receptor locations.

9.2 The assessment must show how air quality will change during the construction and operational phase of the development alone, in combination with other cumulative developments. The assessment should include a future baseline 'without development' scenario to assess the impact of the development. Reference to the London Council's Air Quality and Planning Guidance (revised January 2007) and the National Society for Clean Air (NSCA) guidance will be expected.

9.3 The Council and Transport for London (TfL) are also concerned that the cumulative traffic impacts of the four sites could have a significant negative effect on Warwick Road's junctions with Kensington High Street and West Cromwell

UDP Policies

TR36, TR42, STRAT 25

Air Quality SPG.

London Plan Policy

4A.6

NSCA "Planning for Air Quality"

London Council's "Air Quality and Planning Guidance"

UDP Policy

TR41

Road. Therefore, in order to reduce the impact of the developments on air quality and on the road network a significantly reduced level of parking will be expected for the sites in comparison to the maximum standards set out in the UDP. For the same reasons and to ensure the developments do not have an impact on the borough's controlled parking zone, the Council will also expect the four sites to be permit-free. By reducing parking levels and securing permit-free, car ownership and car use will be restrained.

Delivery Access

9.4 A servicing management plan for the sites will be required.

9.5 Servicing for those small scale uses located at ground level will take place from the sites' own road network as Warwick Road is not suited to servicing activity. Dedicated on-street servicing bays will not be designated.

Parking

9.6 No off-street parking for non-residential uses or visitors will be sought with the exception of the proposed primary school on the Charles House site where limited parking will be permitted and customer parking for a possible replacement Homebase facility.

9.7 Significantly less off street parking will be expected than the maximum standards quoted in the UDP. 10% of spaces should meet the minimum dimensional standards for disabled parking and designed and marked out accordingly. The spaces must be located so that they are capable of use by wheelchair users and must be in close proximity to main access routes and, where appropriate, internal lifts. The provision of car club parking facilities is welcome.

9.8 Limited residential parking provision should be located off-street within the development at basement level(s) with internal access from a rear service road considered the most

appropriate. Ground floor and undercroft parking will not be acceptable, due the disruption of the active frontage and detrimental impact on the amenity and appearance of the street.

9.9 The sites are within an area which shows medium to high public transport accessibility (PTAL). They are also benefit from reasonably easy access to facilities that provide for daily needs. On this basis and in view of the need to reduce levels of traffic generation in the borough and prevent the further deterioration of air quality, permit free (PF) development will be expected on all of the sites.

9.10 In order to provide alternatives to private car ownership the provision of car club bays within the development sites will be encouraged. Such bays should be provided from the residential parking provision for each development and should not be additional parking bays. These bays will need to be publicly available. Car clubs are popular and expanding rapidly in the borough. The provision of bays in this location will supplement the borough's extensive on-street network of car club bays and form an attractive benefit to residents of the brief area.

UDP Policies

TR38 and TR42

SPG Permit Free Development
(July 2004).

London Plan Policy

3C.22

Bicycling

9.11 Bicycle parking facilities should be provided, located off-street, under cover, secure and within the building envelope, at the standard of at least one space per residential unit. For non-residential development staff changing facilities and showers should be provided.

9.12 Off-street bicycle facilities will also be required for commercial units at the standard of 1 space per 200 sqm.

UDP Policy TR9

London Plan Policy 3C.21

Highways

9.13 A transportation assessment (TA) will be required for development of each of the individual sites. The cumulative impact of all the developments that form part of this brief will be taken into account by the Council. Therefore the TA for an

application on one or more of the four sites should consider the levels of traffic generation and impact on the safe and convenient operation of the local highway network (carriageways and footways) for all the sites and should consider appropriate mitigation measures.

9.14 There should be no intensification of the use of the access from Charles House onto Kensington High Street. This is required in order to ensure that the use of the access does not worsen road safety and there is no increase in disruption to bus services and general traffic. The use of a left in and left out restriction may be beneficial to reduce the congestion caused by vehicles waiting to turn into and out of the site.

9.15 In terms of vehicular accessibility, the Council and Transport for London (TfL) are keen to keep the number of vehicular accesses to Warwick Road to a minimum. However, it is recognised that a coordinated approach to development based on all the sites coming forward for development at the same time cannot be guaranteed. On this basis the Council accept that that must be an appropriate access for each site which is not dependent on the development of another site. In the longer term access roads should be shared and connected, but in the short term this may not be possible. On this basis a staged approach to site access is envisaged based on the service roads shown on the indicative masterplan. Vehicular access to each site will therefore be considered on the basis of the other sites coming forward for development. Temporary accesses will be considered on their own merits with a longer term aim that these are closed at the appropriate time and their closure secured by a s106 planning obligation.

UDP Policies

TR35, TR36 and TR37

London Plan Policies

3C.16 and 3C.17

9.16 A School Travel Plan for the proposed primary school on the Charles House site will be required and Travel Plans for uses on the other sites will also be required.

9.17 Warwick Road is part of the Transport for London Road Network (TLRN) and Transport for London are the highway authority responsible for managing traffic movement. They have commissioned a study to examine the road safety of two junctions, the A3220 Warwick Road with the A4 West Cromwell Road, and Warwick Road with High Street, Kensington. As

identified by the London Road Safety Unit (LRSU), both junctions have collision rates higher than the North Central average and have therefore been classified as priority sites. Although there are no Local Cycle Routes which run directly through the two sites, both have been identified as important routes used by cyclists. However, neither site has cycle facilities.

9.18 In view of the additional activity that will be generated by the development of the sites the Council will be seeking a contribution on behalf of TfL for cycle safety and pedestrian improvements to the junctions of Warwick Road and Warwick Road itself.

9.19 The development of the four sites is also likely to increase the demand for bus use. It is likely that there is a need to improve facilities at local bus stops which should be brought up to TfL accessibility standards and there may also be a need to increase the frequency or capacity of the local bus network. On this basis a financial contribution will be sought from each of the four sites based on the demand created by the development and the capacity available on the network.

9.20 In view of the combined total of residential development and the establishment of a 500 pupil primary school on the Charles House site there will be a need for a pedestrian crossing across the Warwick Road linking through to Warwick Gardens. The scheme will need to be assessed in terms of the impact on all road users, the surrounding network and capacity but a financial contribution based on an additional crossing facility will be expected. The creation of other crossing facilities will be required if a need is proven. This will be based on the extra demand created by the developments. Further opportunities for streetscape improvements including the need to integrate these sites with the rest of Kensington will be explored with Transport for London.

UDP Policies

TR2, TR4, TR37 and MI1

London Plan Policies

6A.4 and 6A.5

Plant

9.21 Air conditioning, ventilation and telecommunication equipment should be sensitively designed within the building envelope and located so as not to cause disturbance to occupiers of near-by properties. Exhaust ports will not be accepted at ground floor level where it would detract from the appearance of the street and impact upon pedestrian amenity. A communal satellite dish(es) serving all residential dwellings within a building should be provided subject to careful siting and the latest technological advances.

9.22 The noise from plant is normally controlled by a standard condition which is based on the fact that it shall not increase the existing measured lowest LA90 (10 min) background noise levels at any time when the plant is operating. The noise emitted shall be measured or predicted at 1.0m from the façade of the nearest residential window or at 1.2m above any adjacent residential garden, terrace, balcony or patio.

9.23 Noise levels within habitable rooms of the residential dwellings shall be as recommended in *BS 8233: 1999 (revised) Sound insulation and noise reduction for buildings- Code of Practice*.

UDP Policies

CD40 and CD52-53

Refuse

9.24 Provision is required for the management of residential and commercial waste on-site. All refuse bins and stores should be sensitively designed within the building envelope, so as not be visually intrusive in the street scene.

UDP Policies

SC4, SC6, PU11 and SC8

London Plan Policy

4A.1

9.25 On-site waste separation and storage for collection of recyclable materials is strongly promoted, as is the use of on-site waste reduction plant (e.g., small-scale pyrolysis) or provision of space for future proofing of new waste reduction technologies.

Contact Officers

Principal Contacts

Jonathan Wade - Planning Policy and s106
tel 020 7361 3198
email jonathan.wade@rbkc.gov.uk

Richard Craig - Design and Conservation
tel 020 7361 2573
email richard.craig@rbkc.gov.uk

Other Contacts

Alison Flight - Development Control
tel 020 7361 3260
email alison.flight@rbkc.gov.uk

Geoff Burrage - Highways and Transportation
tel 020 7361 2557
email geoff.burrage@rbkc.gov.uk

Angus Morrison - Arboriculture
tel 020 7361 3524
email angus.morrison@rbkc.gov.uk

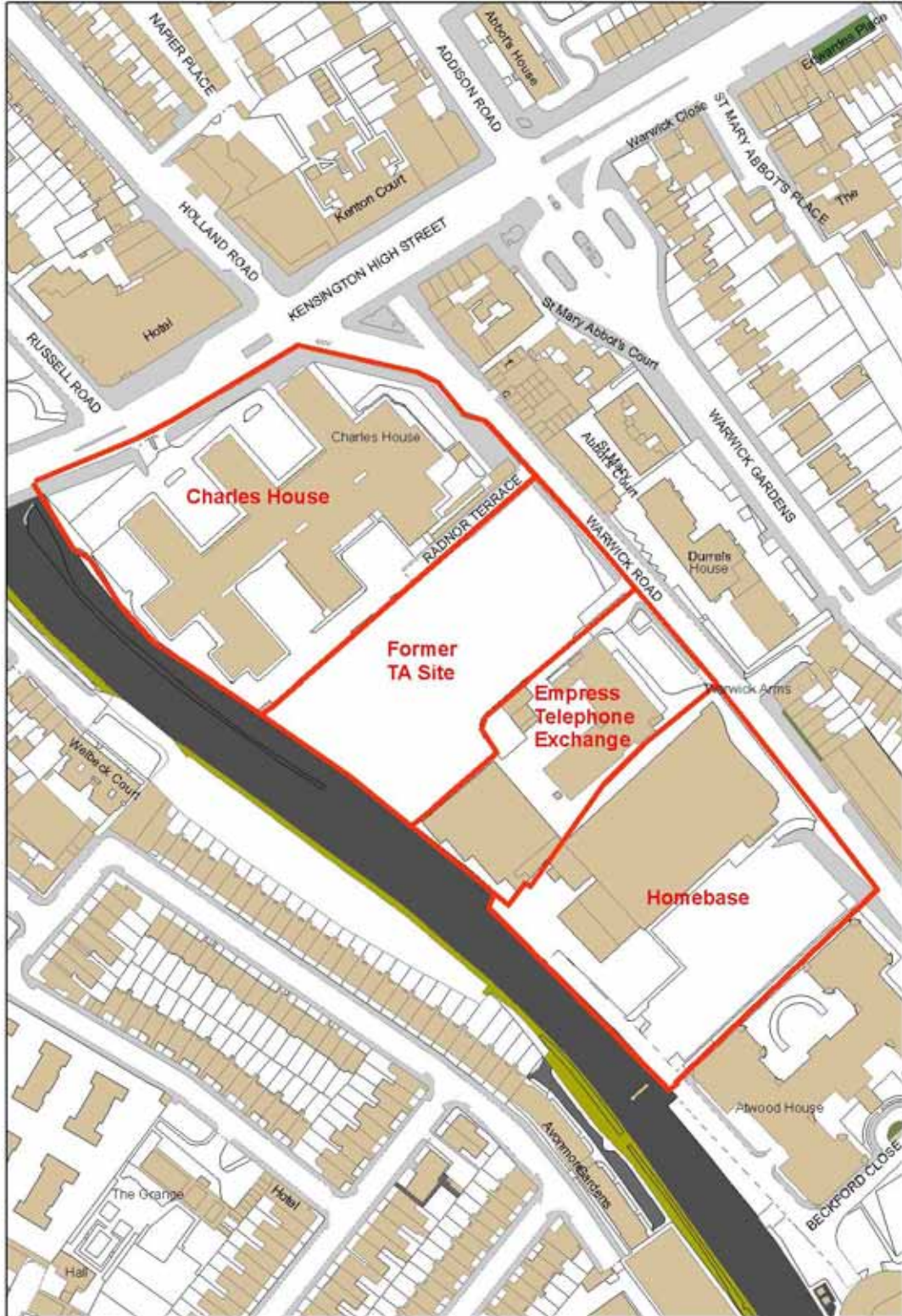
Sharon Ross - Cleansing and Waste
tel 020 7341 5196
email sharon.ross@rbkc.gov.uk

Stan Logan - Affordable Housing
tel 020 7361 3181
email stan.logan@rbkc.gov.uk

Rebecca Brown - Air Quality, Contamination and Noise
tel 020 7341 5716
email rebecca.brown@rbkc.gov.uk

Appendix One

Location of sites on Warwick Road



Appendix Two Masterplan

